

## Class 159/1's for South West Trains

Nine Class 158 DMU's are being transferred to South West Trains from First TransPennine Express (TPE) to be converted into Class 159/1's, in order to give SWT a standard fleet. As more new Class 185's enter traffic with TPE, the three-car Class 158's will be taken to Wabtec Rail Ltd. at Doncaster for a full 'C6' overhaul. The work will include a full interior refurbishment (including new first class seats and re-trimmed standard class seats), exterior repaint and fitting of controlled emission toilet tanks.

The interiors will match the existing 22 Class 159/0's in traffic with SWT.

It is expected that the first Class 159/1 will be released in November and SWT expects to have three in service by the end of the year. The trains are replacing Class 170 Turbostars, 170301-308, and 170392, which will be sent to work with TPE on Pennine services to Hull.



**South West Trains Class 170 Turbostar No.170307 awaits its next turn of duty at Salisbury station in early 2001.**

## Forthcoming Raitours

**Sun. 8 Oct. 'The Devon Belle'.**

Victoria, Salisbury, Exeter return via Taunton and Westbury - 34067. **CANCELLED**

**Wed. 11 Oct. 'Cathedrals Express'.**

Minehead, Taunton, Exeter, Yeovil Junction, Salisbury, Southampton to Salisbury - 45231.

**Sat. 14 Oct. 'The Carmarthen Cavalier'**

Yeovil Junction to Carmarthen return. **CANCELLED.**

## A Day at XuanHua Steelworks in China

In August 2004, as part of a group, I visited XuanHua Steelworks which is about 180 Km west of Beijing.

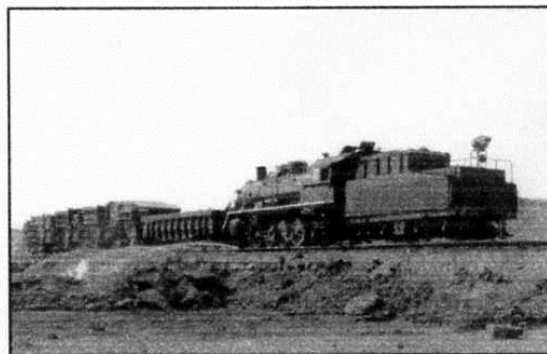
The purpose of the visit was to watch various SY Class locomotives at work within the steelworks. There are two plants in the city operated by the same company. These lie on opposite sides of the main CNR line and are about 3-4km apart. The western plant is to the south of the main line and the eastern plant is to the north of the line so that occasional trains between the two plants have to cross the CNR tracks. About 20 SY's are used to shunt the works and to bring raw materials to the site.



The western plant is far smaller than the eastern plant and has only two blast furnaces. One of these blast furnaces receives its raw materials via a ramp.

There is an interesting slag tip east of the steelworks called Shuizhan (water station). The slag is tipped into torpedo wagons which are shunted up onto the tip. An worker then rotates the wagon container by radio control whilst taking shelter some few yards away. The molten slag is then discharged onto the tip. The train then makes its way to a second tip where a ball crane is swung against the container to loosen the remaining slag. This is then discharged again by rotating the torpedo container.

**Roger Marsh.**



## MEETING DIARY

Tues. 3rd. Oct. 'The Railways Since BR'. - Arthur Turner

Tues. 7th. Nov. 'Yeovil Railways Digitised' - John Day