

Left Hand Running

The December 2009 Newsletter of The British Train Society
www.britishtrainsociety.org

A View From The Footplate

As the year draws to a close it's a good time to pause and look at where we are and think about where we want to go from here. We have a new driver on the footplate, but it's still the same train. And what makes this train go is all of us pulling together. Our combined thoughts, ideas, and efforts are what get us down the road.

2010 looks to be a great year for us. We've got The All American Train Show in La Grange in March, The Great British Train Show in Canada in May, and we're looking to charter an interurban car at The Fox River Trolley Museum in South Elgin in late spring or early summer.

Come on out to my house on December 19th (5-8 PM) and join Beth and me in a celebration of all the good things our club has meant to us so far and of our best hopes to keep it right on track in the future.

Happy Holidays!

Harry Raynis

Calendar of Coming Events

January 16th, 1:30 pm
BTS Regular Meeting
Naperville (Harry Raynis, 1537 Warbler Dr.)

February 20th, 1:30 pm
BTS Regular Meeting
Highland Park (John Struthers, 780 Appletree Ln.)

March 6th & 7th, 9:00 am – 5:00 pm
High Wheeler Train Show
Palatine (Harper College)

March 27th, 9:00 am – 5:00 pm
All-American Train Show
LaGrange (Lyons Township High School)

From Erie with Love



In early November two new diesel-electric locomotives for Freightliner were unloaded at Newport, South Wales having been shipped from Newport News, Virginia aboard the British-flagged heavy lift ship *BBC Kusan*.

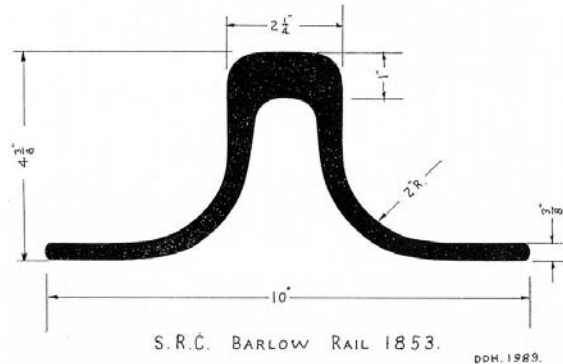
These new PowerHaul[®] locomotives are built by General Electric Transportation Systems in Erie, Pennsylvania. Each new locomotive weighs 129 tons and is powered by a 16-cylinder engine developing 2750 kW [3700 hp]. They are the first entries of GE into the UK and European railway market. The new locomotives are regarded by both Freightliner and GE as “the most technologically advanced, fuel-efficient and low-emissions diesel-electric freight locomotive to date”. They claim that “a PowerHaul[®] locomotive emits less carbon per gross-tonne mile moved than an electric locomotive” and is “in excess of 10 times better than its road equivalent”. The locomotives are a culmination of two years of hard work and partnership between Freightliner and GE to produce a locomotive to increase capabilities while reducing emissions.

Freightliner formally unveiled 70001 and 70002 dockside on November 8th. The order for the 30 type PH37ACmi locomotives was announced in November 2007. The next four have left GE's Erie plant and are due to arrive in the UK in December.

Compiled from various press releases dated November 9th, 2009

Barlow Rail

Barlow rail was a rolled rail section used on early railways. It has wide flaring feet and was designed to be laid direct on the ballast, without requiring sleepers. It was widely adopted on lightly trafficked railways, but was ultimately unsuccessful because of maintenance difficulties.



In the mid-nineteenth century, railway networks were expanding into areas where lighter traffic was expected. The first cost of conventional railway track was considerable, and cheaper alternatives were sought. The Barlow rail offered this benefit, by avoiding the cost of sleepers and chairs altogether. Laid directly in the ballast, it required no other ancillary equipment; however the rail itself was significantly heavier and more expensive than conventional rails.

In practice it had several disadvantages; in particular there was no gauge tie, so that if the ballast was poorly consolidated, the rails could gradually move independently, resulting in a serious derailment risk. Some modifications involved the provision of tie bars between opposing rails to maintain the gauge.

The wider and heavier rail section was considerably stiffer to lateral bending, and this made smooth alignment in curves difficult, especially at the joints.

On curves, passing vehicle wheels generate a crabbing effect, tending to push the rails

apart, and in the absence of sleepers this tended to rotate the rails outward, that is, they tended to tip outwards.

The rail profile was invented and patented in 1849 by W. H. Barlow, an engineer of the Midland Railway. In May 1850 he presented a paper to the Institution of Civil Engineers in London detailing his ideas and stating that a test section of 125lb/yd rail on the Midland Junction Railway had proven satisfactory.

He admitted that there had been difficulty in rolling the section but this had been overcome by the manufacturers at Middlesbrough.

Barlow rail was adopted by Brunel for the South Wales Railway and also found application in Australia.

From Wikipedia, the free encyclopedia

