

# Railway Herald

*Sample Edition*



**NATIONAL NETWORK ❖ RAILTOURS ❖ HERITAGE RAILWAYS**



*In this issue...*



**4 Marking the 75th anniversary of the World Record**



**24 World News**

# Railway Herald

Sample Edition

August 2013



Frank Lees

## Welcome...

... to the August 2013 Sample Edition of Railway Herald, the weekly digital magazine for the railway enthusiast\*.

The aim of this special compilation edition is to allow you to see the kind of content, imagery and news that Railway Herald features on a weekly basis\*. To provide an insight, this 28-page sample edition of the magazine contains a variety of pages from back issues of Railway Herald that have been published in the last 12 weeks.

Each weekly magazine normally contains at least 36 pages of news and pictorial content covering the UK National Network, Light Rail systems, Irish Railways, the UK railtour and excursion scene and the world of Preservation. In addition, every fortnight there is a round up of news and information from the USA, Europe and Australian railways, together with regular in-depth features on a variety of topics both preservation and National Network, or archive pictorial sections.

Subscriptions to Railway Herald start from just 38p per issue on a 12-month subscription, which costs £18, or there are one month (£3) or six month (£6.50) subscriptions, providing an option for all budgets. You can also purchase **ALL** back issues of the magazine for just £5, contact the Editorial Office for details.

## Front Cover:

**TOP:** Network Rail Class 97/3s Nos. 97304 John Tiley and 97303 provide the motive power over the Cambrian Line for Statesman Rail's Hull to Aberystwyth, 'The Welsh Mountain Statesman' excursion on 25th May. The train is pictured passing Llandre. **Phil Trotter**

**BOTTOM:** GWR 2800 Class 2-8-0 No. 2807 provides the motive power for the 09:40 Cheltenham to Laverton service on the G-WR as it passes Didbrook on 26th May, during the 'Cotswold Steam Celebration' Gala. **John Neave**

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# The Great Gathering

## Celebrating 75 years of a speed record

**Andrew Fowler** reports from the NRM, 75 years after Mallard became the record-breaker

**History was made in the Great Hall at the National Railway Museum (NRM), York, on 3rd July as all six surviving Gresley LNER A4 class Pacifics were reunited for the first time in preservation.**

The day marked the 75th anniversary of No. 4468 Mallard's record-breaking run down Stoke Bank, near Grantham, during which it set the still-extant world

**Above:** All six remaining 'A4s' together again for the first time since the end of steam. From left to right are: Nos. 60007 Sir Nigel Gresley, 60008 Dwight D. Eisenhower, 60009 Union of South Africa, 4464 Bittern, 4468 Mallard and 4489 Dominion of Canada. *NRM*

**Right:** The star of the show: 75 years to the day that it broke the world speed record for steam, Mallard is propelled into the Great Hall. *Richard Tuplin*

speed record for steam traction of 126mph. In recognition of this feat, the NRM spent months planning a series of events that began

with the 'Great Gathering', which runs until 17th July. Visitors to the event, to which admission is free, will be able to view the inspiring

line-up of No. 4468 Mallard with Nos. 4464 Bittern, 60009 (originally LNER No. 4488) Union of South Africa, 4489 Dominion of Canada,



60008 (LNER No. 4496) *Dwight D Eisenhower* and 60007 (LNER No. 4498) *Sir Nigel Gresley*.

In order to bring the six classmates together for the celebrations, No. 60008 was repatriated from America and No. 4489 from Canada, after which they were each subjected to a full cosmetic restoration. Bury-based Heritage Painting ([web link](#)) returned the former to authentic British Railways livery while the team at the NRM's outpost at Locomotion, Shildon, transformed *Dominion of Canada* from shabby BR condition to an as-new LNER look, including the restoration of side valances, single chimney and the bell atop the smokebox door.

*Mallard* greeted its classmates with the sound of its characteristic chime whistle before being ceremonially shunted into its display position. A fanfare played by the York Railway Institute Brass Band marked *Mallard's* arrival into the Great Hall to formally begin the Museum's 'Mallard 75' series of events.

Anthony Coulls, Senior Curator of Railway Vehicles at the National Railway Museum, explained: "Bringing



**Above:** The Canadian High Commissioner, Gordon Campbell, unveils the *Dominion of Canada* nameplates to officially recommission No. 4489 after its cosmetic restoration. *Andrew Fowler*

**Below:** The series of 'Mallard 75' events was officially inaugurated by the arrival of No. 4468 *Mallard* into the Great Hall, propelled by resident Class 09 No. 09017, following which the locomotive was turned on the turntable, prior to being positioned alongside the other five 'A4s'. *Railway Herald*

the collection to the widest possible audience is what it's all about, and this Great Gathering, a fortnight-long exhibition celebrating British engineering genius showcasing all six survivors of the A4 class, is the stuff that dreams are made of."

Many dignitaries were present at the launch event, including Marie-Claude Reid, Executive Director General of Exporail the Canadian Railway Museum and Jacqueline Frank, Executive Director at the National Railroad Museum

that are the custodians of Nos. 4489 and 60008 respectively. A number of former railwaymen were also in attendance, including former Fireman and Driver Ronald Birch, who worked at Doncaster and later Kings Cross 'Top Shed'. He said:



VIDEO FOOTAGE  
VIEW ONLINE



"I've worked on diesel but there's nothing like steam, and the Gresley A4 locos were the best of them all."

Descendants of the A4's designer, Sir Nigel Gresley, and the footplate crew during the actual record-breaking run, were also among the crowds paying homage to their forefathers' achievements in securing the world speed crown for Britain 75 years ago. Tim

Godfrey from Claverley, Shropshire, and his brother Ben from Northiam, Sussex, said: "We are so proud of our grandfather's achievement in designing a loco that created a British record that is unsurpassed to this day. We wouldn't have missed this anniversary celebration, which means so much to so many people including ourselves and our families."

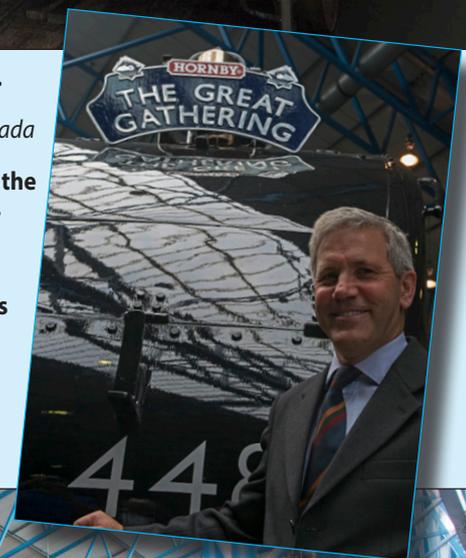
**Above:** The line up of Nos. 4464 *Bittern*, 4468 *Mallard* and 4489 *Dominion of Canada* presented three 'A4s' in Garther Blue, for probably the first time since the 1940s.

*Andrew Fowler*

**Right:** The man with the vision. Steve Davies glows with pride at the line-up.

**Below:** Five out of the six 'A4s' are pictured around the turntable.

*Both: Richard Tuplin*



## Bittern undertakes successful 90mph test run on GWML

**A prerequisite of the three workings involving A4 No. 4464 Bittern working up to 90mph took place in the early hours of 29th May when the locomotive and a rake of seven Mk1 vehicles undertook a test run between Southall and Didcot Parkway.**

The outward working operated in darkness, departing from Hanwell just after 01:00 and was routed mainly over the relief lines from Hanwell Bridge Loop

through to Tilehurst, due to an engineering blockade, and then main line to Didcot where the arrival was booked for just after 02:00.

A layover of three and a half hours was provided at Didcot, no doubt to check out the locomotive, ahead of the return to Southall at 05:30. With the sun having just risen and the dawn chorus in full swing, *Bittern* then set out for the second part of the working, with an allowance of 46 minutes for 35 miles for the important part of the journey which

was as far as Slough, and the key test of operating at 90 mph for a period of time to satisfy the scrutiny of Network Rail and the much sought after derogation, that will allow the locomotive to work up to that speed over specified sections of the East Coast Main Line later this month.

*Railway Herald* understands that the magic 90mph was achieved between Maidenhead and Slough, and that the test run was successful. Both Network Rail and the locomotive

owner are awaiting the final agreement from the Railway Safety & Standards Board, which is expected shortly.

The first tour is 'The Ebor Streak' from London Kings Cross to York on 29th June, followed by a 'Tyne-Tees Streak' on 19th July from Bristol Temple Meads to Newcastle, with No. 4464 working the train between York and Newcastle. The final outing covered by the 90 mph derogation is booked for 27th July, with *Bittern* heading the train from York to King's Cross.

## New DCR spoil flow from Thorney Mill



**Above:** DCR Class 56/3 No. 56311 kicks into life at West Drayton, working the first operation of the 13:15 spoil train from Thorney Mill to Calvert, running via Oxford, on 3rd June. *James Wise*

## New Class 377/6s begin testing

**Below:** The new Class 377/6 No. 377601 approaches Gatwick Airport on 2nd June, during a test run between Stewarts Lane T&RSD and Brighton. *Andrew Crampton*



## Signalling system at Reading Depot commissioned

**On 19th May, Invensys Rail, a Siemens company, successfully commissioned the signalling system within the newly constructed Reading Depot.**

Situated to the west of Reading station, the Depot provides a new train care facility and forms an integral part of the Reading station area remodelling programme. The Invensys Rail contract included all elements of design, supply, installation, testing and commissioning for the scheme, with the signalling system being controlled by the company's new compact WESTCAD control system and its WESTRACE Mk2 computer-based interlocking (CBI) which is installed in a modular housing. Both systems are located in the Depot's main shed.

Utilising Network Rail's fixed telecoms network, the WESTRACE interlocking at the depot communicates directly with the relief WESTLOCK interlocking at the Thames Valley Control Centre in Didcot. Representing the first application of this solution in the UK, the link allows fast, direct communication between the two different interlocking types, rather than the slower relay interface traditionally used between CBI boundaries. Object Controllers are located throughout the depot and control a range of trackside equipment, including Frauscher axle counters, clamp-lock point machines and VMS signals. Optical fibre is used for all interlocking communications, and the signalling equipment is supplied by a UPS-backed 650v Class 2 distribution system.

Although the Depot is only a mile and a quarter long, the interlocking has a total of 145 routes, including those of cross-boundary, and has 46 signals, 28 clamp-lock point machines and 42 axle counter sections. As well as the Great Western main lines, the Depot also fringes to a Depot Protection System that controls the four roads in the main shed, and also the carriage wash facility.

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## New Class 66s on the horizon as GB Railfreight says 'No' to General Electric Class 70 locomotives

**Industry sources have advised *Railway Herald* that the potential for GB Railfreight to use or purchase Class 70s is unlikely, although the addition of further Class 66 locomotives from various sources is definite.**

The news comes after the company, which was interested in undertaking trials with the Turkish-built No. 70099, cancelled the proposed tests. Sources have suggested that the proposed date for trial kept being moved due to the unavailability of the locomotive.

With the lack of Class 70s on the horizon for the freight haulier, all eyes have once again turned to its Class 66 fleet. GBRf Managing Director, John Smith, told *Railway Herald* in early 2012, that looking ahead, the company had a strong requirement for additional traction from mid to late 2013 onwards, with expanding traffic flows and new contracts on the horizon. Three '66s' were added to the fleet earlier this year, that were originally built for the European market. Nos. 66747-66749 are currently at the West Shed, Butterley, undergoing various modification work and GSM-R fitment. The first of these, No. 66749 is expected to move to Derby Etches Park for tyre turning this week, prior to crew training.

The company has also leased two further European Class 66s from Beacon Rail, which will become Nos. 66750

and 66751. These two have both been purchased from Germany, the first of which has already arrived in the UK, with No. 66751 expected in mid-July. The locomotives started life as 6606 and 6609 respectively, being registered with the European numbers 92.80.1266.025-6 and 92.80.1266.028-0. Both will go to Longport for various modifications before being released to UK traffic.

Looking to the longer term, the availability of 'spare' Class 66 locos from the European fleet is limited and all require modifications before being able to be used on UK metals. It is believed that additional European locomotives may form part of an expanded fleet for GBRf, but it is known that the company are looking to purchase additional new-built examples. Sources have suggested that an order is about to be signed with EMD for the construction of several locomotives, believed to be around

20, for delivery in 2014. Due to the change in emissions standards from the end of next year, it is thought that any forthcoming order would be the last to be built, as the additional equipment required from 2015 onwards cannot be accommodated within the UK loading gauge.

**Above:** ERS No. 6606, which is to become No. 66750, was delivered in late 2003 and spent a period of time with Freightliner in Poland. Here, the locomotive, in Rush Rail livery, is hauled through Ashford, en route to Peterborough on 11th June. *Pat Seale*

**Below:** The new No. 66751 started life as No. 6609 and was delivered in the same batch as No. 6606. It is pictured at Tilburg in July 2007. It spent some time as No. 29006 working for Heavy Haul Power International, and both locomotives are currently in Rush Rail livery, although they will be outshopped in standard GBRf colours for UK service. *Ron Cover*



## Heathrow Express celebrates 15 years of express operations

**Heathrow Express (HEx) celebrated its 15th birthday in June, but essentially marked the occasion in the week that the last Class 332 left Wolverton Works after overhaul.**

The full 14 unit fleet has now been fully refurbished and in addition to the plush interior for both Standard and First Class, the '332s' sport a redesigned brand and livery.

HEx directed Siemens to undertake the refurbishment and overhaul project, which appointed Railcare at Wolverton for the actual work. The interior design was inspired by the company that was responsible for the first flat bed concept on British Airways, and means that HEx is the only UK scheduled operator to provide 1+1 seating in First Class.

The project has cost £16 million and looked at all aspects of passenger operations from the trains to staff uniforms. Remarkably, all 14 Class 332s have been refurbished in around 14 months.

**Above:** Pioneer Class 332 No. 332001 and classmate No. 332007 power through Hanwell on 16th July, with a Heathrow T5-bound service.

**Middle:** The bright and airy Standard Class coach.

**Video Right:** The attractive interior and exterior. *All: Richard Tuplin*



VIDEO FOOTAGE  
VIEW ONLINE

## Changes ahead as Metrolink looks to test new extensions

As work by Metrolink takes place to renew parts of the network and to test and extend other sections, the company has been advising local residents of forthcoming activity.

Specifically in Rochdale, work will take place along the route from Rochdale railway station stop to Smith Street, through the new town centre extension, over several nights this month between midnight and 07:00. As part of the work being undertaken, a tram will run along the route. All the overhead line equipment is now installed and these tests are the first stage in what will be an extensive testing and commissioning process prior to the opening of the town centre extension next year.

In Droylsden and Audenshaw, road traffic was amended from 15th July, prior to tram testing along the new line to Ashton-under-Lyne. The changes include the new reserved tram-only lane along Droylsden Lane, which will be clearly marked in red. Transport for Greater Manchester says testing and commissioning will commence soon with overnight tram tests



**Above:** One of the new Bombardier M5000 trams is pictured in the turnback sidings at Droylsden on the opening day of the East Manchester line from Piccadilly. Overnight and daytime testing will shortly commence on the section beyond the tram to Ashton-under-Lyne. *Ian Royston*

between Droylsden and Ashton, followed by daytime testing and training to familiarise tram drivers with the route. The Metrolink line to Droylsden opened in February this year, and is in the process of being extended by a further 3.8km to Ashton-under-Lyne town centre, which is due to open this coming winter.

Elsewhere on the rest of the network, engineers will be working to upgrade systems and tracks that will improve journeys through

key parts of the network, including Cornbrook Junction. The work is part of the £1.4 billion expansion of Metrolink and is linked to the roll-out of a new tram management system, real-time information at stops and the transformation of Metrolink's platforms at Manchester Victoria. As a result, there will be significant changes to Metrolink services over a number of weekends

Peter Cushing, TfGM's Metrolink Director, said:

"There is no such thing as a quiet weekend in Greater Manchester – there will always be something happening somewhere – so the schedule of work aims, wherever possible, to strike the balance between getting things done as soon as possible but with the least impact."

Elsewhere, deliveries of the new Bombardier M5000 series trams continues, and it is understood that all vehicles up to No. 3070 have now been delivered.

## Travel wisely on hot days

Transport for London, and train operators, are promoting their 'beat the heat' advice to passengers.

While air-conditioned trains are becoming more commonplace, especially with the new 'S' stock on the Metropolitan and Hammersmith & City lines, passengers are advised to carry water with them, and not to board a train or bus if you feel unwell. If you feel unwell during your journey, you should leave at the next stop and seek help from staff, as this allows help and medical assistance to be provided quicker if necessary.

**Below:** Bombardier Flexity2 light rail set No. 015 departs from Fleetwood Ferry with the 11:33 service to Starr Gate on 11th July. *John Balaam*



## RAIB looks into crossing incident

**The Rail Accident Investigation Branch has released a preliminary report into an accident at Ballymoney, Northern Ireland, on 31st May.**

A car hit metal railings after swerving to avoid a road-rail truck and trailer that were on the railway, crossing a road during an engineering possession. In accordance with the rules, the crossings warning lights and half-barriers had been switched off, however, the crossing had not been manually activated and the barriers lowered, before the road-rail vehicle passed. RAIB investigators noted in the report that this has happened more than once, and that "an informal working arrangement" was being used by NIR contractors.

Both the car driver and passenger were hurt, thankfully not seriously. Translink has confirmed that an investigation into the incident has been begun.

**Top:** While a 201 Class locomotive on a timber train is not an unusual occurrence, the appearance of Northern Ireland Railways owned No. 209 on the 11:30 Waterford - Westport working on 6th July certainly was! Here, the colourful ensemble passes Fenniscourt. *Neil Dinnen*

**Right:** CAF-built 3000 Class DMU No. 3010 arrives at Dhu Varren on the six-mile Portrush Branch, while working the 15:05 Portrush to Belfast GVS service on 10th July. The somersault signal is the distant signal for Portrush, located 0.5 miles away, where the signal box is normally switched out. *Chris Playfair*



## Signalling changes afoot at Portadown

**Portadown is currently undergoing some signalling modifications with a gantry being built at the north end of the station to replace the current standalone signals.**

The station was relocated in the late 1960s, with the

current station opening in 1970, slightly east of the previous facility.

Signalling changes took place in 1997 when all three platforms became bi-directional. The signalling layout is expected to remain the same during the current work. *Chris Playfair*





**Above:** West Coast Railways Class 57/6 No. 57601 leads the 'Edinburgh Military Tattoo Statesman' Pullman charter from Cambridge to Edinburgh, past Sandiacre on 9th August, with Class 57/3 No. 57314 at the rear of the train. *John Neave*

## Railtour Spotlight by John Whitehouse

**Wales is a popular destination this week with three tours offering a range of options in the Principality.**

Nenta Traintours probably offers the longest day out as the train originates from East Anglia to Blaenau Ffestiniog. A projected 04:20 start from Norwich is perhaps an indicator of the length of the journey, which offers pick-ups via Diss and Ipswich through to Ely and Peterborough, prior to taking the Stamford line to Leicester. The West Coast Main Line at Nuneaton for the next leg of the journey as far as Crewe. After Chester, it heads for Llandudno Junction, where a reversal will lead the train onto the Conwy Valley Line and ultimately Blaenau Ffestiniog, just short of 11 hours after setting out from Norwich. A good three-hour break will enable passengers to enjoy a trip on the Ffestiniog Railway as well as regain some semblance of feeling in their legs. Alternative options include time in Chester or taking a connecting service

from Llandudno Junction to Llandudno Town for an afternoon at the seaside. The return working is scheduled to leave Blaenau Ffestiniog at 16:00, with an arrival back at Norwich just after 01:00 the following morning. Now that is a Great Day Out! West Coast Class 47s or 57s should feature.

Running just a few minutes ahead of the Nenta Traintours' charter along the North Wales Coast main line should be 'Castle' No. 5043 *Earl of Mount Edgcumbe* at the head of Vintage Trains' 'Welsh Dragon' from Tyseley Warwick Road to Holyhead. This working has been extended from Llandudno Junction, where it was originally due to terminate, through to Holyhead, maybe as a means of avoiding congestion due to the presence of the following Nenta charter. However, it provides passengers with more options, which include travelling onto Llandudno Town by service train, or a trip on the Welsh Highland Railway from Caernarfon, in addition to Holyhead. Again, this is a long day

out, with a departure from Tyseley just before seven in the morning, returning at just prior to 23:00.

Also heading for the Principality will be UK Railtours with the 'Marcher Lord', which is named after the various noblemen appointed by Kings of England to guard the border between England and Wales. The train will weave around that border between England and Wales as it heads north from Shrewsbury, setting down at Chirk, where there will be an option to visit the Llangollen Railway, and then after passing through Wrexham it will reach Chester, its final destination. Letchworth Garden City is the point of origin, then calling at Stevenage, Potters Bar, Finsbury Park and Watford Junction, prior to heading north along the West Coast Main Line to Rugby, where it will diverge for a wander around the West Midlands via Coventry, Birmingham International and Wolverhampton en route to Shrewsbury. Traction for the day is scheduled to be a DBS Class 67.

The details shown below were believed to be correct at the time of going to press. Not all pick-up and set-down points are shown, please contact the tour operator concerned for fare and ticket information.

**FIRE BAN RISK:** Network Rail continues to monitor the weather and lineside conditions during the summer period. At present the only known issue is between York and Scarborough.

### Wednesday 14th August 2013

Compass Tours	2xDRS 37	Worcester Shrub Hill-Wolverhampton-Shrewsbury-Stockport-Huddersfield-York-Durham & rtn
Railway Touring Co.	34046 (tbc) To be confirmed 34046 (tbc)	London Victoria-Staines-Woking-Eastleigh-Bournemouth-Poole-Dorchester South- Weymouth Weymouth-Dorchester South (steam banker from Weymouth to Dorchester South) Dorchester South-Wareham-Poole-Eastleigh-Woking-Staines-Barnes-London Waterloo
Statesman Rail	WCRC Pool	Lancaster-Preston-Blackburn-Clitheroe-Long Preston-S&C-Carlisle & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
WCRC	WCRC Pool	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

### Thursday 15th August 2013

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
WCRC	WCRC pool	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

### Friday 16th August 2013

Railway Touring Co.	46233	Crewe-Stockport-Rochdale-Hebden Bridge-Wakefield Kirkgate-York-Scarborough & return
Statesman Rail	2xWCRC 47	London Euston-Watford Jn-Northampton-Rugby-Lichfield TV-Preston-Edinburgh Waverley
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)

### Saturday 17th August 2013

Compass Tours	2xDBS 37	Crewe-York-Eaglescliffe-Hartlepool-Sunderland-Newcastle-Berwick-Edinburgh & return
Direct Rail Services	2xDBS37 & DBS 47	Carlisle-Hexham-Newcastle-Low Fell-Hexham-Carlisle
NENTA Traintours	2xWCRC 47	Norwich-Ipswich-Bury St. Edmunds-Peterborough-Chester-Llandudno Jn-Blaenau Ffestiniog- Llandudno Jn-Chester-Peterborough-Bury St. Edmunds-Stowmarket-Ipswich-Diss-Norwich Newport-Cheltenham Spa-Droitwich Spa-Stourbridge Junction-Crewe-Penrith-Carlisle & return
Pathfinder Tours	DBS 67	Crewe-Runcorn-Liverpool Lime Street
Railway Touring Co.	2xWCRC 47 46233	Liverpool Lime Street-Wigan North Western-Blackburn-S&C-Carlisle-Shap-Preston-Liverpool LS Liverpool Lime Street-Runcorn -Crewe
Statesman Rail	2xWCRC 47	Edinburgh Waverley-Preston-Warrington Bank Quay-Crewe-Stafford-Lichfield Trent Valley- Tamworth-Bedworth-Coventry-Rugby-Northampton-Watford Junction-London Euston
UK Railtours	DBS 67	Letchworth Garden City-Potters Bar-Finsbury Park-Watford Junction-Rugby-Birmingham Intl- Wolverhampton-Telford Central-Shrewsbury-Chirk-Wrexham-Chester & return
Vintage Trains	5043	Tyseley WR-Walsall-Wolverhampton-Stafford-Crewe-Chester-Rhyl-Llandudno Junction & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return

### Sunday 18th August 2013

Railway Touring Co.	45305 WCRC 47 45305 WCRC 47 45305	Liverpool LS-Warrington Bank Quay-Frodsham-Chester-Llandudno Jn-Llandudno Town Llandudno Town-Llandudno Junction Llandudno Junction-Bangor-Holyhead-Holyhead-Bangor-Llandudno Junction Llandudno Junction-Llandudno Town Llandudno Town-Llandudno Jn-Chester-Frodsham-Warrington Bank Quay-Liverpool Lime Street
Railway Touring Co.	To be confirmed	York-Leeds-Shipley-Keighley-Skipton-S&C-Carlisle & return
Railway Touring Co.	To be confirmed	Bristol TM-Bath Spa-Trowbridge-Westbury-Yeovil Pen Mill-Dorchester West-Weymouth & return
Torbay Express Ltd	34046	Bristol TM-Taunton-Exeter St. Davids-Newton Abbot-Paignton-Kingswear & return
Vintage Trains	4965 or 5043	Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (two trips)
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return

### Monday 19th August 2013

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
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### Tuesday 20th August 2013

Railway Touring Co.	45305 or 61994	Preston-Warrington-Frodsham-Chester- Rhyl-Llandudno Junction-Blaenau Ffestiniog & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
WCRC	WCRC pool	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

### Wednesday 21st August 2013

Compass Tours	2xWCRC 47 2xWCRC 47	Darlington-Thirsk-York-Shipley-Skipton-S&C-Carlisle-Beattock-Carstairs-Edinburgh Waverley
Railway Touring Co.	34067 or 34046 To be confirmed 34067 or 34046	Edinburgh Waverley-Newcastle-Darlington-Northallerton-York-Shipley-Skipton London Victoria-Barnes-Staines-Eastleigh-Bournemouth-Poole-Wareham-Weymouth Weymouth-Dorchester South- (steam banker from Weymouth to Dorchester South) Dorchester South-Wareham-Poole Bournemouth-Southampton Central-Eastleigh-Basingstoke- Woking-Staines-Barnes-London Waterloo
Statesman Rail	WCRC Pool	Lancaster-Preston-Blackburn-Clitheroe-Long Preston-S&C-Carlisle & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
WCRC	WCRC Pool	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

### Thursday 22nd August 2013

Vintage Trains	DI015	Tyseley-Coleshill Parkway-Nuneaton-Leicester-Castle Donnington-Burton-Coleshill Pkwy-Tyseley
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)
WCRC	WCRC pool	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

### Friday 23rd August 2013

Railway Touring Co.	46233	Crewe-Stockport-Rochdale-Hebden Bridge-Wakefield Kirkgate-York-Scarborough & return
VSOE	35028	London Victoria-Virginia Water-Woking-Shalford-Redhill-East Croydon-Clapham Jn-London Victoria
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig & return (two trips)

# Super sprint-away for UK Railtours with Class 159s

There would have been surprise, if not incredulity, if at the beginning of this year it had been predicted that one of the charter train success stories would be the use of South West Trains (SWT) Class 159 DMUs. In an industry dominated by locomotive haulage, how could a 'humble' Class 159 possibly prove to be a popular choice?

It has to be said that their appearance on charter trains is probably more out of necessity than design, due to UK Railtours (UKR) looking to reduce its exposure to the crewing issues affecting DB Schenker, but, UK Railtours' John Farrow says, they have proved to be very popular on the two tours which he has promoted, the first to Seaton being a near sell-out, while the Swanage working two weeks ago posted the 'sold-out' notices well before the operating day.

There are a number of reasons why they are popular, the first being that the units provide operating flexibility both in terms of route availability and operational convenience, which are attractive attributes to tour operators that will, no doubt, open up potential new future destinations. Secondly, they are very well maintained and turned out, being looked after exclusively by South West Trains Salisbury Depot, which says John Farrow, do a superb job. Thirdly, they work exclusively on South West lines, being those from London Waterloo to Exeter and Portsmouth Harbour to Bristol Temple Meads, and so there is some spare weekend capacity, which means



**Above:** The UK Railtours trip on 9th June was not only a charter service, but also brought a wider recognition to one of the destinations when Class 159/0 No. 159006 was named *Seaton Tramway* after arrival at Axminster. The return working to London Waterloo is pictured passing Pirbight. *Ken Brunt*

there is availability for charter train hire. Fourthly, because they are being hired-out on, or near to their home patch the fees are competitive, which is reflected in the fare structure, which may be the reason, says John Farrow, that on the two Class 159 trips to-date he has seen passengers again travelling with UKR who have not travelled with them for some time.

So, while not appealing to the enthusiast market, the Class 159s are certainly pulling in the business from the 'general market', which is of course, the one which keeps the charter trains running. However, remember

the earlier comments about 'route availability and operating convenience' which do present opportunities for future tours with Class 159s to maybe explore locations which present operational difficulties for locomotive-hauled charters, which suffer from weight or gauging issues, increased costs due to providing an assisting locomotive for run-round purposes or, in lieu of that, additional Network Rail staff to deal with point work and the likes.

Indeed, the use of trains such as the Class 159s, or indeed, HSTs, which again UKR is using more frequently, points to a different way of operating charter trains, which are ever more being aimed at the general market. While locomotive haulage, either by steam or diesel traction, remains the most popular medium, it is interesting to note that UKR is to a degree following the National Network trend of using fixed-formation multiple-unit stock. Furthermore, with the cost and operational advantages, this is a trend that will almost certainly continue to grow, with more emphasis being put on the destination as against the means of getting there!



**Left:** On 29th June, UK Railtours made use of the SWT Class 159 fleet again, when it took a pair of units from London through to Swanage. Utilising one of the sets that was involved in the first service earlier in the month, Class 159/0s Nos. 159006 *Seaton Tramway* and 159009 arrive at the recently reinstated bay platform at Swanage, the first train to do so since steam workings on the branch finished in 1966. *Andrew P.M. Wright*



# Compass Tours by Rail

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Compass Tours charter trains are all formed of traditional Intercity rolling stock, hauled mostly by heritage diesel locomotives. Passengers are looked after by a friendly and popular team of volunteer stewards, with buffet car refreshment (and bar) facilities open throughout the journey and catering trollies in first class in the daytime. As the only large-scale charter train excursion promoter in ABTA, please be assured you are booking with one of the UK's leading promoters! We do hope you can join this excursion or one of many others listed in our list below.

### **Other tours throughout Summer 2013**

- Weds 24th July to **York & Durham** from Milton Keynes & WCML pickups to Stoke (2x DRS class 37s) FROM £59
- Sat 27th July to **Blackpool** + tour of Pennines from Herefordshire & Shropshire (DRS 47/20s top & tail) FROM £49
- Mon 29th July to **Cardiff** (via the Heart of Wales line) from Derbyshire, Gt Manchester & Cheshire FROM £59
- Weds 31st July to **Dundee** (incl. Forth & Tay Bridges) from Blackpool/Lancs/Cumbria/Lockerbie FROM £59
- Sat 3rd August to **Cardiff** (via the Heart of Wales line) from Peterborough & East Mids FROM £59
- Weds 7th August to **Dundee** (incl. Forth & Tay Bridges via ECML) from East Lancs/West Yorks & York FROM £69
- Sat 10th August to **Dundee** (incl. Forth & Tay Bridges via ECML) from Cleveland/Tees/Durham Coast FROM £69
- Weds 14th August to **York & Durham** from Worcestershire/West Mids/Shropshire/Crewe (2x DRS class 37s) FROM £59
- Sat 24th August to **Chester & North Wales** from Perth/Central Scotland/Borders/Preston FROM £49
- Weds 28th August to **Kensington, Canterbury & Dover** from the Borders/Cumbria//Lancashire/Cheshire FROM £49
- Sat 31st August to **Inverness** (out via Aberdeen, return Aviemore) from Ayrshire/Strathclyde FROM £59
- Mon 2nd Sept. to **Exeter, Torquay & Paignton** from Liverpool/Cheshire/Shropshire/Herefordshire (DRS 47s) FROM £69
- Fri 6th Sept. to **Manchester & Buxton** (out via S&C) from North Clyde/Lanarkshire/Borders/Carlisle FROM £49
- Mon 9th Sept. to **Kensington & Canterbury** from North Wales/Chester/Crewe/Trent Valley (DRS 47s) FROM £59
- Weds 11th Sept. to **Carlisle** (out S&C, return Cumbrian Coast) from Hooton/Mid Cheshire/Reddish (DRS 47s) FROM £59
- Sat. 14th Sept. to **Fort William** from East Lothian/Edinburgh/Bathgate Line/North Clyde FROM £59
- Weds 18th Sept. to **Carlisle** (out S&C, return Cumbrian Coast) from Milton Keynes & WCML pickups to Stoke FROM £59
- Sat. 21st Sept. to **Carlisle** (out Cumbrian Coast, return S&C) from Scarborough/York/West Yorkshire FROM £59
- Fri 27th Sept. to **Dundee** (incl. Forth & Tay Bridges via WCML) from Redditch/West Mids/Crewe FROM £79

### **Why not enjoy a four-day luxury landcruise from 18th-21st October**

with B&B at hotels, and four days inclusive rail travel, visiting Inverness, Kyle of Lochalsh, Wick and Thurso (with option to visit Dunrobin Castle or John O'Groats) plus return over the S&C.

**Fares start at £375**, with First Class and Premier Dining options also available.



ABTA No. Y0113



## Braunton finally makes its main line debut



After what has been a long wait for enthusiasts, and no doubt its owner, *Braunton* finally returned to the main line on 16th July.

**Above:** En route 'light engine' from Bury to Carnforth, with Class 57/3 No. 57315 in tow, No. 34046 *Braunton* passes the site of Brock water troughs.

**Left:** After a short break at Carnforth for coal and water, the West Country headed out once more for a loaded test run around the Carnforth Circle, pictured climbing Houghton Bank between Blackburn and Preston.

*Both: Andrew Fowler*

**Below:** The loaded test run passes Whalley Viaduct en route back to Carnforth. *Fred Kerr*



## Detailed plans unveiled for G-WR's Broadway station



**Above:** The Gloucestershire Warwickshire Railway's plans to extend its running line beyond Laverton to Broadway are coming ever closer to fruition, as the pair of platforms on the once-derelict site near completion. Full detailed plans have now been submitted to the planning department at Wychavon District Council, and these give a tantalising glimpse of how the station could look once completed. *Jack Boskett*

## Change of 'Manor' for West Somerset autumn gala

**The West Somerset Railway (WSR) has announced its disappointment at the news that the overhaul of Collett BR 7800 class 'Manor' 4-6-0 No. 7820 Dinmore Manor will not be completed in time for the locomotive to take part in its forthcoming Cambrian-themed 'Autumn Steam Gala' on 3rd – 6th October.**

However, the attendance of a replacement with strong Cambrian section connections, No. 7822 *Foxcote Manor*, has now been agreed, courtesy of the loco's owners, the *Foxcote Manor Society*. Built at Swindon in 1950 to the original pre-war GWR design, No. 7822 was originally allocated to Oswestry and was withdrawn from

Shrewsbury in 1965. *Foxcote Manor* spent nine years in Dai Woodham's scrapyards at Barry before being purchased for preservation. Initially it returned to Oswestry but has subsequently spent most of its time as a crucial part of the steam fleet at the Llangollen Railway, continuing its service on former Western Region metals in Mid Wales.

Also now confirmed as a visitor is a locomotive that has retained its number through a working life of 145 years to date. Now known as *Sir Haydn*, Tallylyn Railway No. 3 was built for the neighbouring Corris Railway by the Hughes Company in Loughborough in 1878. Incorporating parts from its cannibalised shedmates Nos. 1 (certainly) & 2 (possibly) the engine

was absorbed by the GWR in 1930 after the takeover of the Corris in that year, but along with the later engine, Corris No. 4 retained its number in the Swindon empire and briefly became British Railways No. 3 until the 2ft 3in gauge line from Machynlleth along the Dulas Valley to Aberllefenni closed in August 1948. As is well known, the two Corris machines went to the neighbouring Tallylyn in its early days and have worked from Tywyn Pendre since the 1950s, keeping their numbers once again but acquiring names for the first time.

More information about the Cambrian Gala can be obtained by telephoning 01643 704996 or by visiting the West Somerset Railway's [website](#).

## 'Met 150' celebrations continue at Quanton Road

**Metropolitan Railway E class 0-4-4T No.1 is returning to the Buckinghamshire Railway Centre at Quanton Road in August in order to take part in a series of special events to celebrate the 150th anniversary of the London Underground.**

The events begin on 3rd/4th August with 'Discover Forgotten Metroland' in conjunction with the London Transport Museum. Featuring a variety of exhibitions and displays, the weekend will have historic train formations in both yards, with Metropolitan Railway No. 1 hauling Dreadnought coach No. 465 and Jubilee coach No. 353. There will be a free bus service from Aylesbury to Quanton Road. This weekend is to be followed by a 'Connoisseur's Day' on 6th August, featuring talks, behind-the-scenes visits and special locomotives. Full details of this and all other LU 150 events are available on the London Transport Museum's website at [www.ltmuseum.co.uk](http://www.ltmuseum.co.uk).

Following the school holiday steamings on 7th August, the special events continue on 10th / 11th August with 'Moving the Mail'. This will include TPO displays as well as marking the 50th anniversary of the Great Train Robbery, while

Postman Pat will feature to provide a family element.

On 17th / 18th August, the next event celebrates a 'Victorian Day out in the Country by Metropolitan Railway', featuring a host of period attractions aimed at visiting families. This is

followed by an action packed 24th - 26th August Bank Holiday weekend including an art exhibition and a Rover car rally and pre-1978 vehicle rally. A heritage DMU shuttle between Aylesbury and Quanton Road will run on 26th August only.

**Below: Metropolitan Railway E class No. 1 pilots GWR 9400 Class 0-6-0PT No. 9466 and Metropolitan Railway Bo-Bo No. 12 Sarah Siddons past West End Lane, Pinner, on 25th May. Yoshi Hashida**



## DMU event for Llangollen : Pannier and S&D 'Jinty' for 30742 Charters events

**The Llangollen DMU Group has confirmed further details of its DMU Gala being held over the weekend of 22nd / 23rd June, with news of a special photographic charter involving the use of Class 121 Railcar No. 55032 (121032) that will be operated on the evening of 21st June.**

The Group is offering photographers a rare opportunity to travel on the vehicle and be taken to locations normally inaccessible to the public, including the western end of Berwyn Tunnel, where they will be allowed to disembark and photograph run-pasts. The cost will be £20 for this special charter and pre-booking is requested; further details are available by [clicking here](#).

The gala begins the following day when No. 55032 and Class 122 unit No. 55005 will initiate the timetable at the head of a nine-car train comprising Class 104, 108, 109 and 127 vehicles. It is also hoped to have the Class 105 trailer vehicle No. 56456 on display to show the extent of the restoration work – virtually a full rebodging - that has taken place over the last 12 months.

The full timetable for the two-day event, together with the vehicle roster, is available to download at [www.llangollenrailcars.com/Galas/2013/Gala2013a.htm](http://www.llangollenrailcars.com/Galas/2013/Gala2013a.htm). The Group has pointed out that the Llangollen Railway does not issue lineside access permits, and has requested photographers to remain on the right side of the fence.

**30742 Charters has announced two steam photography events in the coming months.**

The first takes place towards the end of June and features the recently repainted Somerset & Dorset Joint Railway liveried Fowler 3F 'Jinty' 0-6-0T No. 23, which will take place at its Midland Railway, Butterley, base and will feature the locomotive at the head of appropriate freight and pre-Grouping coaching stock. The day will include an evening shoot, continuing until sunset and beyond if the weather is suitable. The price for the event is £35 per head.

The next event takes place in August at the Mid Norfolk Railway, and will feature Dennis Howells' Hawksworth GWR 9400

class 0-6-0PT No. 9466, which although it has been in BR livery for around 12 months, has been rarely photographed on its home line.

The charter will involve the locomotive working a permanent way train comprised of ballast wagons and bogie bolsters, possibly including runs up the new extension towards Hoe level crossing. A night shoot will then take place at Dereham, featuring No. 9466 and Thompson LNER B1 class 4-6-0 No. 61306 *Mayflower* in the attractive setting of the station, maltings and goods shed. Tickets for this charter are priced at £40 per head.

For more information about both these events, e-mail the organiser at [mail.30742@btinternet.com](mailto:mail.30742@btinternet.com).

## NYMR's Maunsell S15 bows out but Gresley returns

**Time is running out for visitors to travel behind the North Yorkshire Moors Railway-based Maunsell SR S15 class 4-6-0 No. 825, as the locomotive's boiler certificate expires in early July.**

The last week of June is likely to be last time for the foreseeable future that visitors will be available to see the locomotive, which is owned by the Essex Locomotive Society, in action.

Marketing Manager, Danielle Ramsey, explains: "Although it is sad news that No. 825 will most likely see its last run during our 70s super boogie wonderland event on the 29th and 30th June, we can confirm that the iconic LNER A4 Class locomotive *Sir Nigel Gresley* is scheduled to be running once again over the summer on the Railway on the 20th – 28th July, 3rd – 11th August and 17th – 26th August."

*Sir Nigel Gresley* is the post-war speed record holder for steam traction of 112mph and will be heading to the NRM to help



**Above:** Maunsell SR S15 class 4-6-0 No. 825 is currently the only operational member of the class out of a total of seven survivors. However, it is expected to bow out of traffic this coming weekend for major overhaul. Here, the popular locomotive arrives at Pickering with a service from Grosmont on the evening of 6th April. *Denis Williams*

celebrate Mallard's 75th celebration of holding the steam locomotive world speed record of 126mph set on 3rd July 1938.

The North Yorkshire

Moors Railway is open every day from 23rd March to 3rd November. Book more than five days in advance of travel and use the code ROVER15 to save

up to 15% off Day Rover tickets at [www.nymr.co.uk](http://www.nymr.co.uk). Up to four children go free with any family ticket (two adults and up to four children).

**Below:** Class 50 No. 50008 *Thunderer* passes through Burton-on-Trent on 20th June, hauled by Devon & Cornwall Railways grey-liveried Class 56/3 No. 56312 en route from Washwood Heath to Barrow Hill. *John Tuffs*



## Recreating everyday shed scenes at Didcot



**Above:** The shed foreman passes up the route indicator numerals to the driver of Collett GWR 6000 class 'King' 4-6-0 No. 6023 *King Edward II*. The locomotive is surrounded by less glamorous motive power.

**Below:** As dusk falls, the dim interior lighting highlights a wealth of period detritus along with two stalwarts of the Great Western Railway, No. 7808 *Cookham Manor* and 'Large Prairie' tank No. 6106.





**Above:** It is the end of the working day and disposal duties take place on the last few locomotives still in steam. No. 6023 *King Edward II* has the clinker emptied from its firebox as preparations are made to add coal to the tender ready for the next turn. 8750 class 0-6-0PT Nos. 3738 and 1400 Class 0-4-2T No. 1466 await their turn on the ash pit. The evening was part of a Neil Cave photo charter on 29th June.

**Below:** Simmering in the shed yard in the late evening are Great Western 4300 class 2-6-0 No. 5322, 2884 class 2-8-0 No. 3822 and 8750 class Pannier tank No. 3738. *All: Andrew Fowler*





**Above:** Colas Rail Class 66/8 No. 66848 hauls the regular Wolsingham to Ratcliffe Power Station loaded coal working through Sandiacre on 18th June. *John Neave*

**Below:** On 10th June, Colas Rail Class 56 No. 56302 leads classmate No. 56087 along the slow lines at Euxton, on the West Coast Main Line, with a Carlisle to Chirk timber working. *Fred Kerr*





'The Royal Scotsman' visited the West Highland Line in late June as part of a regular 'Western' tour. Having visited Mallaig earlier in the day, it is pictured **(Above)** on 22nd June, travelling south past Loch Treig towards Bridge of Orchy where stabled overnight. WCR

Class 47/0 No. 47237 was leading with Class 37/5 No. 37516 on the rear. Making a welcome return on the Mallaig line, WCR Class 37/5 No. 37516 passes Polish Chapel **(Below)** earlier in the day, with WCR Class 47/0 No. 47237 on the rear. *Both: Mark Fielding*





## Switzerland

**Above:** One of the locomotives that now forms part of the SBB Historic Fleet, 'Crocodile' Ce 6/8 II No. 14253 heads a short passenger train around the Wattinger curve, near Wassen, on 15th June. Our correspondent advises that he was joined on the hillside by around 40 photographers and video cameramen from several countries! *Georg Trueb*

## New multiple units spell end for loco-hauled on ZB

The introduction of new seven coach Class 150 'Adler' units on Zentralbahn services over the Golden Pass' route between Lucerne and Interlaken Ost is expected to bring an end to the Class 110s that currently operate the hauled services on the level section between Meiringen and Interlaken.

ZB is currently taking delivery of four seven-coach 'Adler' units and six three-car 'Fink' units from Stadler. The Class 160 Fink units are intended for stopping services, but can operate in multiple with an Adler if a train needs to be strengthened.

The Class 110s were originally built in 1941 as motor luggage vans.



They were rebuilt in the late 1980s when the rack equipment was removed and have since operated on the level sections of the ZB, in recent years handling most of the Lucerne to Interlaken

trains on the Lake Brienz section between Meiringen and Interlaken.

The future of ZBs eight class 101 locomotives is also unclear with sale of some examples to MGB an option.

**Above:** One of the new breed of rolling stock on the Zentralbahn. A ZB Class 150 Adler unit awaits departure from Brienz with a Lucerne to Interlaken service on 4th June. *Peter Lovell*


 France

## Modest summer steam programme for France

With a number of locomotives undergoing maintenance and overhaul, France's mainline steam programme for the remainder of the year can best be described as modest.

For many, the biggest event of the year is the much-awaited Railway Touring Company 'Golden Arrow'. Postponed on a number of occasions due to the unavailability of locomotives it is now scheduled for 11th-13th October. The tour will commence from London Victoria with BR 'Britannia' Pacific No. 70013 *Oliver Cromwell* in full 'Golden Arrow' regalia taking the outward leg to Dover Priory. After a coach transfer across the Channel, former Calais based Chapelon PLM Pacific No. 231 K 8 will haul the train from Calais Ville to Paris. On Saturday AJECTA's No. 141 TB 407 will take the train from Gare de l'Est to Pithiviers to visit the museum and tramway. Sunday will see No. 231 K 8 heading the trip back from Paris, including a short stop at Noyelles for a visit to the Baie of the Somme metre gauge network. After re-crossing the Channel to Dover, No. 70013 will take over for the final leg to Victoria. After a number of postponements of the tour No. 231 K 8 has now completed its overhaul at the Europorte maintenance facility at Gray and returned to Villeneuve St Georges depot in Paris.



**Above:** This year's Montluçon Festirail event at the preserved Montluçon roundhouse will be the first without main line steam. In previous years, one of the highlights has been the afternoon run to Commeny with a steam locomotive at either end, offering a low cost steam excursion to Festirail attendees. On 18th June 2011, former SNCF coal fired No. 141 R 420 approaches Chamblet on the outward run. *Peter Lovell*

The annual Montluçon Festirail on 22nd June will be the first ever without any live steam, pride of place going to preserved autorails. Le Creusot No. 241 P 17 and the two operational 141 Rs, Toulouse based oil burner No. 141 R 1126 and Clermont Ferrand based No. 141 R 420, all have three trips scheduled for the remainder of the year. AJECTA's No. 141 TB 407 has six trips booked, although two of these are shuttles from the AJECTA depot at

Longueville, south east of Paris. Regulars Nos. 231 G 558, 141 R 840, and 141 TD 840 are all undergoing overhaul and will return in 2014 if nothing serious is found, while Nantes based No. 141 R 1199 is expected to be out of service for several years. On the positive side former Paris suburban tank No. 141 TB 424 restored at Mulhouse, will operate the Vapeur du Trieux from Paimpol to Pontrioux on the Brittany Coast from mid May till September.


 Germany

**Below:** ODEG Class 445 double-decker EMU No. ET445107 passes Saarmund on the Berlin Ring on 22nd May, while on test. The delayed delivery of the last three double-deck EMUs from Stadler has resulted in the company introducing a temporary shuttle service during June, between Bad Kleinen and Wismar, using a hired 'Talent' single-deck diesel railcar, in order to undertake maintenance on the EMU fleet. *Brian Garratt*





Australia

## New USA-built locomotive class unveiled in Australia

By Leon Oberg

**Australia's newest locomotive class was unveiled in Goulburn, NSW, on 9th August, after technicians spent more than a week preparing the unit for its initial trials.**

Built in Boise, USA by Wabtec affiliate, Motive Power Inc, Chicago Freight Car Leasing Australia will be commissioning sixteen of these heavy Co-Co's, known as the MP33C model, over the next year. Weighing in at 133.8 tonnes and boasting a continuous tractive effort of 76,200 lb at 16 km/h, these CM-class locomotives are powered with a Cummins QSK78 V18 3,300hp four-stroke engine that boasts not one, but four turbochargers. The locomotives will be numbered in the CM3301-3316 series and named after famous Australian thoroughbreds.

The classleader, No. CM3301, was sea-freighted to Port Kembla and hauled under wraps to CFCLA's Australian Horsepower Service Centre in Goulburn for compliance and



**Above:** Class leader No. CM3301 *Red Handed* with (from left) Goulburn CFCLA workshops manager Mick Cooper and his Locomotive Department Supervisor Scott Treble stand with the visiting staff charged with commissioning the unit, Casey Carlson (driver and maintenance trainer), Tim Maxfield (the maker's USA-based customer training instructor), John Heckelsmiller, the Customer Service Manager and Adam Ross, Wabtec Australia's service engineer. *Leon Oberg*

commissioning on 27th July. Noise and ride trials are expected to start this week on the Goulburn-Canberra line. Heavy mainline load trials are scheduled for coming weeks.

Motive Power Inc has already delivered 22 similarly-styled locos to West Australia for both narrow and standard gauge grain service. Known collectively as the CBH-class, the 3' 6"

gauge machines range in mass from 96-120 tonnes, six of which are powered by QSK60 V16 engines offering 2,700hp. The last five are configured for standard gauge operations.

**Below:** Two of the 3' 6" gauge CBH-class locomotives built by Motive Power Inc for CBH Group in Western Australia and introduced in August last year, Nos. CBH017 and CBH014, accelerate through Midland with empty grain hoppers shortly after sunrise on 23rd June. The new CM Class locomotives now being delivered for CFCLA continue the familiar styling. *Colin Gildersleve*



**Should your society information be listed on this page?**

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you

can also include a contact name and phone number/email address that can be published.

*Railway Herald* reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

For authorised representatives of societies, we will shortly provide access to our online system, allowing society secretary's to update the information online, 24 hours a day, seven days a week. Please contact the editor on 01904 500175 for further details and to setup your access to the system.

**BACK COVER CAPTION:**  
ScotRail Class 380 Nos. 380009 and 380015 await their next turn of duty under the arch entrance at Glasgow Central station on 21st May.

*Nigel Capelle*

**6th August 2013**

**Weston super Mare Railway Society**

Function Room Conservative Club, Alexandra Parade, Weston super Mare BS23 1QX. 'Members' Slides & Digital Images'. Starts 20.00. Visitors welcome, admission £1. Contact the Chairman on 01934 628289 for further details.

**7th August 2013**

**Bradford Rly Circle**

The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'A Swiss Odyssey. How it all Began' by Philip Lockwood. Starts 19.30.

**Burton Rly Society**

Marston's Social Club, Shoball Road, Burton upon Trent DE14 2BG. 'The North Staffs in LMS Days including Burton' by Basil Jeuda. Starts 19.30. All welcome. Admission £2. Contact Mark Ratcliffe on 01283 221537 for further detail

**12th August 2013**

**Lincoln Rly Society**

St Hugh's Church, North Hykeham, Lincoln. 'Transports of Delight' by Gavin Morrison. Starts 19.30. Admission £3. Contact the Secretary on 01522 705365 for further details.

**Southern Electric Group (Sussex)**

Deall Room, Southwick Community Centre, Southwick. 'Southern Electric Power Supply' by Colin Burnham. Starts 19.30. Donation £3 requested. Contact the Secretary, Peter Jones on 01273 504791 for further details.

**14th August 2013**

**Basingstoke & District Railway Society**

Wote St.Club, New Road, Basingstoke RG21 7NG. 'Bank Manager to Train Driver - 10 Years on' by Alan Nichols. Starts 19.45. Contact 01256 819401 for details

**Swiss Railways Society (London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Countries Adjoining Switzerland or Swiss Equipment Abroad'. Meeting commences at 19.00. All welcome. £3 donation. Contact Neil Wheelwright on 01462 731228 for details.

**15th August 2013**

**Barrow Hill Engine Shed Society**

Roundhouse Lecture Theatre, Barrow Hill. 'Railway Miscellany' by Roy Wilson. Starts 19.30. All welcome, Admission £2. Contact the Organiser on 01246 472450 for further details

**Breconshire Rly Society**

R.A.F.A.Club, The Struet, Brecon. '6000 King George V' by Len Roberts.. Meeting commences at 19.30. Visitors welcome. Contact Arthur Robinson on 01982 560219 for further details.

**16th August 2013**

**Great Western Society (Taunton)**

Village Hall, Stoke St. Mary. Nr Taunton. '30 Years of Transport' by Philip Bissat. Starts 19.30.

**19th August 2013**

**Great Central Railway Society (Killamarsh)**

The Travellers Rest, Mansfield Road, High Moor, Killamarsh, Sheffield S21 2BW. 'Sheffield Victoria to Chesterfield Central' by Ken Grainger. Starts 19.30. Donation £1. All welcome. Contact the Frank Greaves on 01909 473927 for details.

**28th August 2013**

**Basingstoke & District Railway Society**

Wote St.Club, New Rd, Basingstoke RG21 7NG. 'The LMS Patriot New Build Project' by Jon Barrowdale. Starts 19.45. Contact 01256 819401

**29th August 2013**

**Stevenage Loco Society**

Community Arts Centre, London Road, Stevenage. 'Dave Bakers Film Night'. Meeting commences at 19.30. Contact Alan Pitt on 07803 046076 for further details.

**2nd September 2013**

**RCTS (Ashford)**

The Elwick Club, Church Road, Ashford. 'The South-Eastern Railway Franchise' by Charles Horton. Meeting starts 19.30.

**3rd September 2013**

**RCTS (Watford)**

St Thomas' United Reformed Church, Langley Road, Watford. 'West of the Rockies' by John Day. Meeting commences at 19.30.

**Southern Electric Group (South Hampshire)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Railway Miscellany' by Martyn Davies. Starts 19.30. Admission £3. Contact the Secretary John Goodrich on 02380 670028 for further details.

**Tewkesbury Rly Society**

YMCA, Church Street, Tewkesbury. 'Member's Photographs. Meeting commences at 19.45.

**Weston super Mare Railway Society**

Function Room Conservative Club, Alexandra Parade, Weston super Mare BS23 1QX. 'Preserved Steam on BR and Network Rail' by Arthur Turner. Starts 20.00. Visitors welcome, admission £1. Contact 01934 628289 for further details.

**4th September 2013**

**Burton Rly Society**

Marston's Social Club, Shoball Road, Burton upon Trent DE14 2BG. 'John Proctor, A Lifetime in Steam' by Dave Richards. Starts 19.30. Admission £2. Contact Mark Ratcliffe on 01283 221537 for further detail

**Warwickshire Railway Society**

Lamp Tavern P.H., Barford Street, Highgate, Birmingham. 'Jim Bodfish Remembered' by Richard Weaver. Starts 19.30. Contact Don Taggart on 01746 710676 for further details.

**5th September 2013**

**Great Central Railway Society (Sheffield)**

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'The Hull & Barnsley & Great Central Joint Railway' by John Law. Starts 19.30. Donation £2. All welcome. Contact Bob Gellatley on 01909 565763.

**RCTS (Milton Keynes)**

The Crown, Stony Stratford, Milton Keynes MK11 1BE. 'Along Cheshire Lines' by Ken Grainger. Meeting commences at 19.30.

**6th September 2013**

**RCTS (Bristol)**

St Peters Church Hall, Church Road, Filton. 'Railways in a Yorkshire Landscape' by Stephen Gay. Meeting commences at 19.30.

**Stephenson Locomotive Society (Newcastle)**

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne NE1 1SE. 'LNER Pre Wars - NER Steam Around 1900 plus LNER Locos (images from The Armstrong Trust Collection)' by David Dunn. Starts 19.00. Contact 01434 688946.

**9th September 2013**

**Bath Railway Society**

Bath Green Park Station Meeting Room, Bath. 'The Bicester Military Railway & Other Railways of the Area (including The Brill Tramway & Woodstock lines)' by Bob Hessian. Meeting commences at 19.30. All welcome. visitors £2.50.

**Lincoln Rly Society**

St Hugh's Church, North Hykeham, Lincoln. 'East Midlands Steam Around 1960' by Peter Groom. Starts 19.30. Admission £3. Contact 01522 705365 for further details.

**RCTS (Croydon)**

Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon. 'Building a New Ivatt Diesel - Re-Creating LMS 10000' by Ian Prince. Starts 19.30.

**RCTS (Ipswich)**

The Bridge Ward Club, 68 Austin Street, Ipswich. 'Scottish Steam in the 1950's and 1960's' by David Kelso. Starts 19.30.

**Southern Electric Group (Sussex)**

Deall Room, Southwick Community Centre, Southwick. 'Bill Jackson Collection Part 2' by Brian Jackson. Starts 19.30. Donation £3 requested. Contact the Secretary, Peter Jones on 01273 504791 for further details.

**10th September 2013**

**Great Western Society (Bristol)**

BAA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'More Wanderings of a '60s Trainspotter' by Ted Watts. Meeting commences at 19.45. Visitors welcome. Contact the Secretary on 01454 324230 for further details.

**Locomotive Group of Great Britain (North London)**

Wood Green Social Club, Stuart Crescent. London N22 5NJ. 'Enfield's Railway History Part To (West)GN Mail Line & Hertford Loop' by David Cockle. Meeting commences at 19.00. Donation of £2.50. Contact 07809 214191 for further details.

**RCTS (Merseyside, Chester & Nth Wales)**

'Observations on Doncaster'. Contact Alan Turton on 01606 854227 for further details.

**RCTS (Nottingham)**

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'All the Colours of the Rainbow' by David Walker. Meeting commences at 19.30. Contact the Secretary, Rodney Allen at rodney43allen@hotmail.co.uk for further details.

**11th September 2013**

**Basingstoke & District Railway Society**

Wote St.Club, New Road, Basingstoke RG21 7NG. 'Tunnel Vision - 150 Years of the Metropolitan Railway' by Colin Brading. Meeting commences at 19.45. Contact 01256 819401 for further details

**RCTS (Hitchin)**

Hitchin Christian Centre, Bedford Road, Hitchin. 'Across USA and Canada' by John Day. Meeting commences at 19.30.

**Swiss Railways Society (London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Austraian Railways' by Alan Pike. Meeting commences at 19.00. All welcome. £3 donation. Contact Neil Wheelwright on 01462 731228 for details.

**12th September 2013**

**Continental Rly Circle**

St.Pauls Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Steam in Southern Africa' by Ted Talbot. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for further details

**RCTS (Newcastle)**

The Arts Centre, 67 Westgate Road, Newcastle. 'Looking Back' by Hugh Gould. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

**13th September 2013**

**Great Central Railway (Leicester)**

St Bartholomews Church Hall, Church Lane, Quorn. 'The GCR Class 2 No 567 Project' by Andrew Horrocks-Taylor. Starts 19.30. Contact John Calton on 07714 546163 for further details.

**GW Society (Swindon)**

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Didcot - A Great Awakening' by Richard Antliffe. Starts 19.30. All welcome. Contact the Secretary on 01793 495976 for further details.

**Shropshire Rly Society**

The Gateway, Chester Road, Shrewsbury. 'South Staffordshire Railways Across Cannock Chase' by Bob Yate. Starts 19.30.

**14th September 2013**

**Bournemouth Rly Club**

All Purpose Room, Winton Methodist Community Centre, junction Alma Road/Heron Court Road, Bournemouth. 'Beeching - Hero or Villain' by Dave Saunders. Starts 14.30. Admission £2. Contact Martyn Thresh, Hon Chairman on 01202 742099 for further details.

**Stephenson Locomotive Society (Kidderminster)**

Kidderminster Rly Museum, adjoining SVR Station, Kidderminster DY10 1QX. 'All the W's - Waterloo to Weymouth & Virginian Giants & Others' by John New & Roger Hennessey. Starts 14.00. Contact 01242 582152 for further details.

**16th September 2013**

**Great Central Railway Society (Killamarsh)**

The Travellers Rest, Mansfield Road, High Moor, Killamarsh, Sheffield S21 2BW. 'Classic Film Night' with Mick Hayes. Starts 19.30. Donation £1. All welcome. Contact 01909 473927 for further details.

**RCTS (Oxford)**

West Oxford Democrats Club, 1 North Street, Osney. 'Rebirth of the Great Western Main Lines - IEF' by Stuart Baker. Starts 19.30.

**RCTS (Shenfield)**

Shenfield Parish Hall, 60 Hutton Road, Shenfield. 'Locomotive Aesthetics' by Ken Granger. Starts 19.30. Contact the Secretary, John Stone on 01245 464756 for details.

**17th September 2013**

**RCTS (Cambridge)**

Abbey Meadows Community Wing, Primary School, Galfriid Road, Cambridge. 'Jaydee's Travels' by John Day. Starts 19.30.

**RCTS (Hull)**

Upstairs, The Highway Public House, Wilerby Road, Hull. 'Curren Insights' by Stuart Baker. Meeting commences at 19.30.

# CENTRAL STATION

