Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Szoke Bendegúz

The development of European Electrics

With the use of loco-hauled passenger services, together with electrically-hauled freight operations being more prolific throughout Europe, **Fred Kerr**, looks at the development of the Bombardier TRAXX and Siemens 'EuroSprinter' designs.

Full story on Page 23

In This Issue

Grand Central 180
Grand Central has taken delivery of its first Class 180 in the 'GC' livery, which was part of a press run and naming at King's Cross on 29th July.

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TfL Class 378s in traffic
Transport for London's new Class 378 EMUs entered traffic on 29th July, with No. 378005 working the fleet's inaugural service.

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The future of Blackpool
Bombardier has released an artists impression of how the new 'SuperTrams' for Blackpool's historic tramway will look.

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BAA promotes Airtrack
An application has been submitted for a rail link to be built between Heathrow Airport's Terminal 5 and London Waterloo.

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9 Notable Workings
A new weekly column looking at the rare and unusual workings which have occurred over the past week. Also includes Class 60 Fleet Report. Readers contributions are welcomed.

20 Isle of Man Enthusiast Weekend
The Isle of Man held its annual Enthusiast Weekend, which resulted in diesel shuttles from Port Erin and one of the steam locomotives being turned to face Douglas.

Essentials

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Front Cover Caption:

GWR 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* **heads special to Stratford-upon-Avon up Saunderton Bank on 1st August. Ken Brunt**

Grand Central honours Yorkshire vet 'James Herriot'

Grand Central Railway showed off its latest Class 180 DMU on 28th July.

The set, No. 180112, was released from Wolverton Works towards the end of the previous week, having been repainted into the company's distinctive black and orange colour.

The press special operated from Sunderland to London King's Cross to the timings of Grand Central's soon to to be introduced fourth daily path. On arrival in the Capital the set was named *James Herriot* after the TV vet, the naming being carried out by Jim Wight and Rosie Page, son and daughter of Alf Wight, the author who created James Herriot.

Class 180 No. 180112 is the first of the Grand Central fleet to be released from Wolverton Railcare in the new external livery. Work continues on the engineering approval required for installation of all internal modifications including provision of Wi-Fi and at-seat sockets. The first unit to be fully refreshed is expected to be the second and currently last '180' No. 180114 at the end of September.

In August, Grand Central will begin operating an additional two services between Sunderland and London, Mondays to Saturdays, Departing Sunderland at 09.18, and York at 10:52, and arriving at London King's Cross at 12.50. The return path departs London King's Cross at 19.18, calls York at 21.21 and, like the outbound path, calls at Thirsk, Northallerton, Eaglescliffe, Hartlepool and arrives in Sunderland at 22.54.

The company says that negotiations are underway with Angel Trains for Grand Central to lease a further three trains for next year's expansion of routes to link Bradford, Halifax, Brighouse, Wakefield, Pontefract and Doncaster with London.

▶ **After unveiling the plate, Jim Wight and Rosie Page stand beside the unit at King's Cross. Brian Morrison**

▼ **Looking striking in its new colours, No. 180112 stands at York on 28th July. Ron Cover**

Punctuality continues upwards trend

Network Rail reports that July saw 92.4% of trains arriving on time across Great Britain, making it the best July since records began over a decade ago.

In its fourth regular monthly performance update, Network Rail announced that period four, 28th June to 25th July, proved to be a record month compared to the same period every year since the detailed records of train performance began in 1997/1998. 92.4% of services ran to time compared to 92.3% last year.

In all, 11 operators saw performance improve, compared to the same period last year. One remained unchanged and seven dropped, but all by marginal amounts.

Performance for Virgin Trains and the West Coast Main Line continues on an upward trend, gaining 9.1% on last's year's period four (86.4%), and up on last month (period three, June was 82.3%). Performance remains ahead of the joint improvement plan approved by the Regulator in May.

▶ **New and old together. The Richmond terminus of the North London Line is pictured on 28th July, with Class 313 No. 313123 awaiting departure for Stratford, while Class 378 No. 378005, on the first day of Class 378 passenger service, is stabled during its layover, prior to forming a Willesden Junction service.** **Brian Morrison**

New high-speed London commuter service on track for success

The introductory high-speed Class 395 'Javelin' services between Ashford International and St Pancras International introduced on 29th June have exceeded Southeastern's expectations and more trains are likely to be added to the current timetable.

Already the 07.48 from Ashford and the 17.47 from St Pancras have been doubled from six to 12 coaches, and during the first month of operation, punctuality of 99.1% was achieved. Higher fares for the preview services are being charged, but it seems passengers are happy to pay for the fast 37-minute journey time from Ashford and 17 minutes from Ebbsfleet.

Currently, there are three morning peak services and three return services between Ashford and St Pancras and six between Ebbsfleet and St Pancras. Throughout the day, trains run twice hourly between Ebbsfleet International and St Pancras. The full service, including Ramsgate services will be introduced from the timetable change on 13th December.

◀ **Class 395 'Javelin' No. 395013 was in use on a 'fault free running' trip that included traversing the alignment of the former Gravesend West line, via Fawkham Junction, on 2nd August. Two trips to Bellingham were operated with Rochester as reversing point. Here, No. 395013 waits on the old Eurostar line from Waterloo at Southfleet Junction running over 60 minutes ahead of schedule, as an international service for Paris speeds underneath on High Speed 1 from London St. Pancras.** **Bill Turvill**

Metro and Light Rail News

LUL issues tender for route resignalling

London Underground Ltd (LUL) has issued an invitation to tender for the re-signalling programme for its sub-surface Circle, District, Hammersmith & City and Metropolitan lines.

The contract is the single largest piece of work on the Tube as LUL continues its largest investment programme since World War II. Coupled with a fleet of 191 new air-conditioned walk-through trains, the new signalling will enable passengers to travel more quickly and frequently on the four lines, providing a nearly 50% cent increase in capacity. LUL decided to re-tender the contract last year following the collapse of Metronet in 2007, as it considered that the original contract placed by Metronet did not provide the best technical solution or the best value for money. It also follows recently published figures that show following Metronet's collapse and then transfer to LUL, around £2.5 billion has been saved through the renegotiation of contracts, revising the upgrade programme, better procurement and operational efficiencies. Richard Parry, Managing Director of London Underground, said: "We're investing billions to transform the Tube. This new sub-surface lines signalling contract will, when complete, deliver huge increases in capacity and reliability, to provide our customers with the service they need. The original contract that we inherited from Metronet was over-priced and incompatible with other signalling systems on the Tube network. By re-tendering, we have saved London's fare and taxpayers millions of pounds, ensuring London will get the transformed Tube it needs at the best value for the public purse". Responses to the invitation to tender are due back in by 18th December.

New Metrolink line construction starts

Construction of the new Metrolink line to Chorlton started on 3rd August, following months of work to clear the route and install drainage.

Greater Manchester Passenger Transport Authority is writing to thousands of residents about the work to build retaining walls along the length of the former rail route from Old Trafford to the Chorlton High stop at St Werburgh's Road. The 1.7-mile line to Chorlton is being built as part of a £600 million expansion of the tram network, which will also see new routes open to Oldham and Rochdale, Media City in Salford, and Droylsden. The new line to Chorlton will branch off from the existing Altrincham line at the Trafford Bar stop, and continue to new stops being built at Firswood, Chorlton and Chorlton High from spring 2011.

A new tram depot is also being built next to the Trafford Bar stop on the triangle of land between Elsinore Road, Ayres Road, and the trackbed of the disused railway line. During August, while the Altrincham line is closed for upgrades, new connections will be built to the Chorlton line at the new tram depot and Trafford Bar stop. On the planned East Didsbury line, the tram service would call at Withington, Burton Road, West Didsbury, Didsbury Village and East Didsbury.

Edinburgh Airport tram-train interchange delayed

Network Rail has announced that the new tram-train interchange planned to serve Edinburgh Airport will not now be completed until late 2011.

The opening date for the £40 million complex beside the Gogar roundabout follows tram management admitting that the Newhaven-Airport tram line will now be completed much later than expected in July 2011. The station replaces a planned rail link to the Airport that was abandoned by the Scottish National Party in 2007. When opened, a footbridge served by escalators and lifts will link the tram and train platforms, and some trains to and from Fife and Aberdeen are now expected to stop at Gogar from December 2011 at the earliest. However, if the work runs later still, this may have to be delayed to the next timetable change in May 2012.

Trains on the main Glasgow-Edinburgh line will not call until 2016, when a new link via Dalmeny is completed, although passengers from the west will be able to reach the Airport on the new Glasgow-Edinburgh line via Bathgate, due to open in 2010, with trains calling at the other tram-train interchange at Edinburgh Park.

Artists impression of Blackpool tram released

The new style 'SuperTram' that will bring Blackpool's historic promenade tramway into the 21st century, albeit not without disagreement from some parties, has been unveiled by Bombardier.

The new light rail vehicles will definately bring an air of 21st century modern transport to the resort, being able to undertake the journey from Blackpool to Fleetwood marginally quicker than previously, but this development comes at a cost.

The two terminals at Starr Gate and Fleetwood are to close this November for two years to allow improvement works to take place in preparation for the new trams, meaning a slightly restricted service and also resulting in the terminals not taking part in next years 125th celebrations. Also, the small fleet of heritage trams which is being retained will be restricted for the most part to specials and only be able to call at specific stops - and all in the name of progress.

Bombardier Transportation

▲ An operating mishap at Banbury on 28th July resulted in CLass 168 No. 168134 becoming derailed on the crossover between the main and loop lines. The cause of the derailment is still under investigation. All traffic through Banbury was suspended for around three hours, resulting in disruption and diversions. **Ken Brunt**

Work continues on doubling Cotswold Line and Chipping Campden tunnel

Part of the £62 million, scheme to double 20 miles of track on the Moreton-in-Marsh line, through Honeybourne and Evesham to Norton Junction, singled in 1971, involves Brunel's 157-year-old Chipping Campden tunnel.

For the next few weeks, some engineers will be laying a new layer of stone across the tunnel floor and inserting a central drain to carry away water that enters at the higher Campden end of the bore or seeps in through the brickwork. Once the drain is in place, the last of 50,000 tonnes of new stone ballast will be laid, before the track engineers take over, bringing in 14,000 sleepers to support the new rails. The tunnel will be the only section of the route that gets new double track this summer, passengers being able to catch a glimpse of it protruding at either end of the tunnel from September. The rest of the route's new track will be laid next year.

An electronic signalling system controlled from Didcot will also be fitted, spelling the end for the signalboxes at Evesham and Moreton, while Honeybourne station will get a new footbridge over the tracks and the Oxford-bound platform will be made fit for passengers to use again.

UK News In Brief

■ A proposal has been put forward by Rochdale Council to relocate the two-platform Castleton station to the former Corus steel depot on the opposite side of the Manchester Road bridge in order to create a better transport interchange. Costs have yet to be investigated, but the East Lancashire Railway (ELR), which currently operates services between Heywood and Rawtenstall via Bury and Ramsbottom, comes as part of a package in which the ELR aims to double the line's 100,000 passengers a year and make it into a top tourist attraction. The ELR is already linked with Castleton, but only uses the extension for movement of stock and motive power to and from other lines. Castleton councillors hope that by extending the line, the ELR will regenerate the village in the same way as Ramsbottom benefited when the ELR reached it in 1987.

■ First Capital Connect (FCC) is to begin a £60,000 upgrade of Biggleswade station to provide two new waiting rooms and two toilets, the new facilities being created from existing station buildings that have stood unused for years on Platforms 1 and 2. The Chairman of the Biggleswade Rail Action Campaign, said: "The Group's long-term goals include installing ramps or lifts to enable disabled access to the platforms, as well as shuttle bus services to Biggleswade's estates like Saxon Gate, to ensure people are able to catch early commuter trains". The town is one of 11 on FCC having improvements before the end of the year..

■ A £30 million Tees Valley Metro Project to connect Darlington with Saltburn has received Government approval, the plan including the renovation of the existing rail service. Under the scheme, one station will be built at Middlesbrough's James Cook University Hospital and another in Redcar and Cleveland. Darlington and Middlesbrough stations will get new platforms and the stations at Eaglescliffe, Thornaby and Hartlepool will be renovated. The existing Durham Tees Valley Airport station will be relocated. Further extension of the network to connect Hartlepool and Nunthorpe is also under consideration.

RH Statistical Information

Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 27th July-3rd August

Last weeks Issue 187 was downloaded **31,098** times (+0.1%) and a total of **3,478** copies of previous issues were also downloaded. The *RH* website has provided **169,561** (+2.8%) web pages to users, an average of **17** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **120,124**, the figures in brackets being the percentage change from last week.

SOUTH–EAST POLAND
BIESZCZADY AUTUMN STEAM
(Bieszczdzka Jesien Pod Para)
12 - 15/16 October 2009

This trip, based on Zagorz, immediately follows the Plandampf Polska at Wolsztyn, but using different loco types plus retro cars and retro freight wagons from Chabowka. Ty2 and Ol12 will double head the mixed train from Krakow to Zagorz and return.

Various combinations of stock. Runpasts on lines to Kroscienko (Ukraine border) and Lupkow (Slovakian border). Hope to arrange visit to NG Bieszczady ex-Forestry railway for steam charter.

Trip organised at short notice to use steam for Chabowka before its possible sale/transfer by PKP Cargo, who no longer wish to operate the Skansen. **This may well be the last ever standard gauge steam in the Bieszczady region. Please apply urgently if you are interested (contact details below), as time is short!**

CHINA 2010
TWILIGHT OF STEAM SPRING TOUR
22 March - 11 April 2010

Steam is rapidly being replaced by diesels now, so we are doing a comprehensive tour of most of the remaining places with interesting and/or quantities of standard gauge steam. SY and JS loco types. At least 9 locations. Itinerary available now.

CHINA NG TOUR UNDER PREPARATION
Join mailing list for details when finalised.

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BAA submits T&W order for Airtrack route from Waterloo and proposes new depot at Feltham.

An application has been submitted to the Government for a rail link to be built between Heathrow Airport's Terminal 5 and London Waterloo, Reading and Guildford, with some Heathrow Express services extended to Staines. The Airport operator BAA is seeking permission to build, operate and maintain the new 'Airtrack' line.

Two rounds of public consultation were held last year, and following some objections more work is ongoing with local authorities, Network Rail and the highway authorities are to look for solutions at level crossings. In a separate move, the plans by BAA to return the old Feltham Depot and marshalling yard area to a railway complex for its proposed 'Airtrack' Depot for Waterloo-Heathrow services is being bitterly opposed by residents, councillors and the local MP.

The large, now overgrown, area that has been fenced and unused since the tracks and buildings were closed 40 years ago, is now being called 'a lovely nature reserve and conservation area', but its appearance from passing trains rather belies such an assertion!

A Transport and Works Act application has been submitted to the Government, leaving opponents feeling their views have been ignored and frustrated and that they are bearing the brunt of the train line without any of the benefits.

The site, abandoned in 1969 is now home to around 150 species of bird including Green Woodpeckers, Linnets, Skylarks and White throats, but BAA has pledged to do 'as much as possible' to protect the most important areas of habitat by moving them to unaffected parts of the wood and to minimise any noise and light pollution affecting neighbours by providing screening around working areas.

Cement Traffic through Blackburn

▶ **DB Schenker Class 66/0 No.** *66079 James Nightall GC* **approaches Blackburn while working a diverted Mossend-Clitheroe empty cement tanks on 13th July, complete with silver buffers and a diamond Healey Mills headboard. The train had been diverted because of engineering work on the S&C. Mark Ainsworth**

The News In Pictures

◀ **First GBRf Class 66/7 No. 66712** *Peterborough Power Signalbox* **stands at Acton Town on 28th July, surrounded by London Underground battery-electric locomotives, during an engineering possession.**
Ian Hutton

◀▼ **Having operated an observation saloon trip from London Paddington to Swansea and return the previous day, WCRC Class 57/6 No. 57601 departs from Swindon en route for Carnforth via Oxford, Banbury and eventually the WCML.**
Ken Mumford

▼ **Class 67 No. 67020 stands at Warrington Bank Quay on 30th July, with Merseyrail Class 508 EMU No. 508141 sandwiched between two barrier coaches bound for Wabtec Rail, Doncaster.**
Colin Irwin

The first of a new weekly column looking at the more unusual and newsworthy movements on the UK network

After their use on railtour duties, DRS Class 37/0 No. 37069 and Class 20/3 No. 20302 worked a Carlisle Kingmoor to Sellafield flasks train on 25th July.

The same day saw a rare railtour working for a Class 92 when No. 92017 powered a London King's Cross to Bridlington charter as far as Doncaster, where Class 66 No. 66001 took over for the final leg. Grand Central received its first reliveried Class 180 on 25th July, with No. 180112 working from Wolverton Works to Heaton Depot during the afternoon. On the same day, a shortage of sets on the Anglia main line resulted in the 16.00 Liverpool Street to Norwich and 18.30 return services being formed of Class 321/3 No. 321353 and Class 321/4 No. 321445. WCRC Class 47/4s Nos. 47804 and 47826 worked the Norwich to Carnforth ECS (5Z49) on 26th July, following a charter to Liverpool the previous day.

Engineering work on the West Coast Main Line resulted in the overnight sleeper service being diverted via the East Coast Main Line on 27th/28th July, the southbound Inverness-London sleeper (1M16) having Class 90 No. 90020 at the helm on the first night, with No. 90029 on the second, which in the event ran over two hours late and was diverted back to its booked route. The Glasgow/Edinburgh sleeper (1M11), also routed via the ECML, having motive power in the form of No. 90021 on the 28th.

In Scotland, Class 37/5 No. 37676 worked a rake of seven coaches, believed to be from the SRPS rake from Bo'ness to Fort William on the morning of the 27th, returning south the same afternoon as the 16.45 Fort William to Edinburgh Criagentinny with another seven vehicles, believed to be WCRC stock. The same morning DB Schenker Class 37/4 No. 37401 and newly reliveried No. 37670 *St Blazey T&RS Depot* headed back to Warrington after their weekend jaunt to Oban with the 'Northern Belle' set, which itself returned from Helensburgh Upper to London behind Class 67s Nos. 67020 and 67029. After its roll-out to the railway press at Toton last week, No. 37419 remains 'out of service' at the depot. The same afternoon, Colas Rail Class 47/7 No. 47739 *Robin of Templecombe*, which had moved south from Carlisle last week, worked 'light engine' from Rugby to Tonbridge, prior to working the Dollands Moor-Washwood Heath steel empties on 29th July. Also working 'light engine' following its use on the Brighton AC/DC charter over the weekend, Class 87 No. 87002 *Royal Sovereign* worked north from Doncaster to Glasgow on the 27th, the plan being to work south hauling the '325s' on the following day's Sheildmuir to Warrington mail. Operational problems however, found the '87' working 'light-engine' from Sheildmuir to Warrington on 28th!

One of the Colas Rail 'adopted' Class 56s No. 56312 had charge of the inbound intermodal service from Dollands Moor to Hams Hall on the 27th, while the newly refurbished Virgin Trains Mk3 set was deployed on the Euston-Birmingham-Wolverhampton (EBW) circuit for the first time the same morning, but unfortunately only worked the first outward part of its diagram (motive power being Class 90 No. 90039) before the train was declared a failure with a DVT fault, returning to Wembley Depot. The set was back in traffic on 29th July working its usual diagram with Class 90 No. 90029 providing power. The same afternoon found Network Rail Class 97/3s Nos. 97303 and 97301, which had previously worked south from Barrow Hill to Sandiacre, being hauled by Class 66 No. 66101 in the consist of the 14.00 Sandiacre to Aberystwyth throughout. The 27th also found a shortage of 'Wrexham & Shropshire' liveried Class 67s, resulting in No. 67002 *Special Delivery* deputising on the service. That evening also found DRS Class 37/0 No. 37229 working the regular Carlisle Kingmoor–Coatbridge trip with wagons off maintenance.

After being repainted at WCR Carnforth, DRS Class 37/0 No. 37194 waits to return to Carlisle on 28th July, prior to having its 'Compass' decals added. **Michael Dalgleish**

Network Rail's New Measurement Train HST was declared a failure at Doncaster during the late afternoon, with Class 31/1 No. 31233 being dispatched to tow the errant set to Derby, where the problems were obviously resolved, as the set was out in traffic again the following day, with power cars Nos. 43013 (now MTU fitted) and 43062.

On 28th July, the effect of Immingham having lost its 'third' Class 60 to Doncaster (see Class 60 Fleet Report) was felt with the overnight Humber to Jarrow oil service (6N10) being worked by Class 66/0 No. 66125. WCRC Class 57/6 No. 57601 found use on an observation special from London Paddington to Swansea the same day. Class 59/2 No. 59204 ventured out to Machen in South Wales on the 28th, while a loco-change for the DB Schenker Class 90 on-hire to National Express East Anglia, resulted in No. 90019 running 'light engine' to Ilford, from where 'Royal' Class 67 No. 67005 *Queen's Messenger* towed it to Wembley, and classmate No. 67020 was used to take Mk3 TGS No. 44077 from Doncaster to Craigentinny. Overnight ballasting work on the Cambrian on 28th/29th July brought a requirement for Type 3 haulage and DB Schenker-liveried No. 37670 was duly dispatched from Warrington 'light engine' to Bescot to take over the 6W97 from Class 66 No. 66074, which had originated at Thingley Junction. The train returned to Bescot Down Yard on 29th July as 6W97. The evening of 28th July found the Track Relaying Train in operation being 'topped and tailed by' Shanks-liveried Class 66/5 Nos. 66522 and 66510 for work

around Exeter. The same evening Colas Rail Class 47/7s Nos. 47739 and 47727 were in trouble when the latter developed problems while working the 23.50 Dollands Moor–Small Heath (6Z47) and was removed from the train at Ashford, leaving its classmate to return the wagons to Dollands Moor. The result being that the train worked north on 29th July behind Class 56/3 No. 56312 *Artemis* (which had worked back south from Hams Hall (4Z92) with the Colas intermodal service for Europe on 28th) with No. 47739 'dead in tow'. Hanson Traction Class 56/3 No. 56311 ran 'light' to Ashford to be in position to work Colas Rail's Dollands Moors–Hams Hall intermodal service on 30th July. The return working from Burton to Dollands Moor on the 30th was worked by No. 47739 on its own. Another 'light engine' move was that of DRS Class 37/0 No. 37194, which was transferred from WCRC at Carnforth back to Carlisle Kingmoor after having undergone a repaint.

Thanks to several individuals, a portion of signalling cable was stolen from the West Coast Main Line late on 28th July, resulting in Class 90 No. 90021 on the Euston–Inverness/Fort William/Aberdeen sleeper (which finally arrived at its destination over 140 minutes late!) and classmate No. 90020 on the Euston – Edinburgh/Glasgow sleeper being diverted via Manchester, with haulage provided by Class 66/0s Nos. 66081 and 66107 respectively. Both Class 66s worked back south to Crewe with the southbound sleepers. Transport for London introduced the new Bombardier-built Class 378s into traffic on the 29th, with Class 378 No. 378005 being used on the inaugural working. Back in Scotland and the 'Royal Scotsman' luxury train departed from Edinburgh on 29th July behind WCRC Class 47/7 No. 47787 *Windsor Castle* on a two-day Highland trip bound for Dalwhinne, before running ECS to Boat of Garten later in the afternoon. In Wales, Class 57/3 No. 57316 operated the Welsh Assembly-sponsored service from Cardiff to Holyhead, although No. 57314 worked 'light engine' to Holyhead that night in preparation for a loco-swap.

Class 67 No. 67020, moved Merseyrail Class 508 No. 508138 from Doncaster West Yard to Warrington Arpley (5X67) the same evening, delivering the '508' to Bidston Depot early the next morning, and in the process collecting the next unit, No. 508141, to be transferred to Wabtec. A further unit move took place during the evening of 30th July when Class 67 No. 67003 hauled the latest 'Javelin' to arrive, No. 395024, from Southampton Easter Docks to Ashford Depot (7X95).

Now part of the Hanson Traction fleet, Class 31/1 No. 31190 and Class 47/0 No. 47270 *Swift* worked 0Z31 10.00 Orton Mere (NVR) to Tyseley on 30th July, depositing the Type 4 at Washwood Heath yard en route. Class 66/7 No. 66728 hauled first Great Western's Class 57/6 No. 57603 from Old Oak Common to Brush Loughborough the same day. Class 37/5 No. 37670 was noted heading through Leamington Spa on the 30th, working the Carlisle Yard to Eastleigh Yard 'Enterprise' (6O12) service from Bescot Yard.

On 31st July, the final pair of 'Wessex Electric' Class 442s left Eastleigh Works, when Nos. (44)2416 and (44)2420 worked to Stewarts Lane under their own power, with No. (44)2420 continuing to Chart Leacon. Now under the operation of First GBRf, ex-DRS Class 66/4s Nos. 66401 and 66402 moved from St. Leonards to Willesden the same afternoon, in the company of No. 66712 and Class 73/2 No. 73209, the latter as far as Tonbridge.

Having been conducting 'drag trials' overnight on the Cambrian, Network Rail Class 97/3s Nos. 97301 and 97303 returned to Toton during the afternoon of 31st July in the consist of the 12.00 Aberystwyth to Toton (6P52) 'trip', powered by Class 66/0 No. 66096. Having worked south the previous day, DB Schenker-liveried Class 37/5 No. 37670 ended up at Wembley on the 31st, being dragged north by Class 90 No. 90018 as the 15.12 Wembley to Crewe EMD 'light engine' 'trip' (0Z23). Finally in another transfer, Class 321/4 No. 321427 became the next of the class to visit Doncaster Works, when it was transferred from Bletchley Depot the same day.

◀ Following the failure of Class 47/7 No. 47727 at Ashford the previous night, Class 56/3 No. 56312 was used by Colas Rail to haul No. 47737 and the Dollands Moor to Burton steel service northwards, see text above. The ensemble is pictured passing South Kenton on 29th July.
Brian Morrison

The new weekly round of of news and information from the DB Schenker Class 60 fleet

With the Mainline blue-liveried Class 60 No. 60011 and classmate No. 60091 *An Teallach* **both working off Peak Forest, the daily Hope Street and Oakleigh (6F05) turns have seen 'Tug' haulage.**

No. 60011 managing to 'stretch its legs' on the 28th, working the cement tanks from Tunstead to Willesden (6A50) and back (6H50), with its classmate heading the Peak Forest-Selby stone the same day. The Army-liveried Class 60 No. 60040 *The Territorial Army Centenary* continues to be based off Immingham, starting the week working the second Jarrow diagram, as does No. 60019 (employed on the Westerleigh tanks), while the third North-east member, No. 60096, has been working engineers services out of Doncaster in connection with the Scunthorpe blockade. Nos. 60013 and 60059 remain in South Wales working Robeston-Westerleigh and steel services off Margam. While the north-west pair, Nos. 60049 and 60087, remain in the area for the Fiddlers Ferry coal traffic, although No. 60049 ventured to Bescot on 27th July, working the 05.00 Bescot– Ironbridge coal (6Z07) the following day, before heading back north with the empty set to Warrington (6F59).

The middle of the week found No. 60013 trying to break free from its normal area, and almost succeeding! The loco worked 6E20 from Llanwern to Immingham, although due to there being no traffic from Wales, it was booked to run 'light engine' as far as Scunthorpe Trent Yard. In the event however, it appears that the train was terminated at Bescot as No. 60013 was allocated to the Bescot–Toton trip (6D44) on 29th July, joining No. 60096, which worked south from Doncaster to Toton (6M73) on the same day. Its final working being the Toton - Crewe and return engineers trip, before being placed on decision, bringing the pool down to just eight active members, including the newly returned to traffic No. 60074. The unique liveried *Teenage Spirit* being the latest member to be returned, working a ballast trip from Sandiacre Sidings to Toton Yard and back (8T02/8T03) before being allocated 0Z50 to Peak Forest.

Active Class 60 Locomotives

Active Fleet: 60011, 60013, 60019, 60040, 60049, 60059, 60087, 60091, 60096
Additions: 60049 (26th), 60074 (30th). **Stored:** 60010 (25th), 60013 (29th)
Active Fleet Total: 9

◀ **Class 60s are not a common sight on the Trent Valley line, but on 30th July, the daily 15.50 Toton to Crewe engineers train was in the hands of No. 60096, observed heading north at Hanch, near Lichfield. John Whitehouse**

▼ **On the Great Western Main Line, the petroleum services from Robeston to Theale and Westerleigh are booked for Class 60-haulage due to the weight of the trains. Loadhaul-liveried No. 60059** *Swinden Dalesman* **passes Goring on 18th July with a Theale to Margam working of discharged tanks. Ken Brunt**

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

5th August			
Railway Touring Company	45231	Presotn-Chester-Llandudno Jn-Blaenau Ffestiniog-Jn-Chester-Preton	
Statesman Rail	WCRC Pool	Lancaster-Blackburn-Clitheroe-Hellifield-Appleby-Carlisle & return	
6th August			
Steam Dreams	70013	London Waterloo- Salisbury-Bath Spa-Bristol TM (break/rev) & return	
7th August			
Railway Touring Company	6201	Crewe-Warrington BQ-Manchester Victoria-Huddersfield-Wakefield Kirkgate-Castleford (pu only)-York-Scarborough (break/rev) & return	
8th August			
Northern Belle	tbc	London King's Cross-ECML-Edinburgh-Inverness	
Pathfinder Tours	60163	(Birmingham International-Barnt Green-Cheltenham Spa-)Bristol TM-Taunton-Exeter SD- Newton Abbot-Totnes-Plymouth & return	
Railway Touring Company	6233	Crewe-Wilmslow-Stockport-Manchester Piccadilly-Bolton-Preston Shap-Carlisle-S&C-Hellifield-Blackburn-Wigan NW-Bolton & return	
UK Railtours	34067	London Victoria-Woking-Guildford-Reigate-Redhill-London Victoria	
9th August			
Blackpool Wakes Week	46115	Carnforth-Hellifield-Blackburn-Preston- Balckpool North(one-way only)	
Northern Belle	tbc	Aberdeen-Elgin-Dingwall to Kyle of Lochalsh and return	
Railway Touring Company	46115	Liverpool Lime Street--Holyhead & return	**Cancelled**
Railway Touring Company	5690	York-Leeds-Shipley-Keighley-Skipton-S&C-Appleby-Carlisle (break/rev)-Carlisle-Appleby-S&C-Skipton & return	
Torbay Express Ltd	60163	Bristol TM-Taunton-Exeter SD-Torquay-Paignton-Kingswear & return	
Vintage Trains	5043	Birmingham SH-Stratford upon Avon-Birmingham SH (twice)	
10th August			
Northern Belle	tbc	Inverness-Edinburgh-ECML-London King's Cross-	
12th August			
Statesman Rail	WCRC Pool	Lancaster-Preston-Blackburn-Hellifield-S&C-Carlisle & return	
VSOE	35028	London Victoria- Staines-Virginia water-Woking-Salisbury-Westbury-(Westbury-Bath Spa-Bristol TM (break/rev)-Bath Spa- Westbury)-Newbury-Reading-Kensington Olympia-London Victoria	
13th August			
Past Time Rail	60163	Bristol TM- London	**Cancelled**

The following are classed as scheduled steam services, operating several times each week.

Mon, Wed & Fri	WCRC	The Cambrian	Machynlleth-Porthmadog-Pwllheli	76079
Tues & Thurs	WCRC	The Cambrian	Machynlleth-Porthmadog	76079
Daily	WCRC	The Jacobite	Fort William-Mallaig-Fort William	62005
Tues-Thurs	WCRC	Scarborough Spa	York-Harrogate-Leeds-Scarborough & return	5690
Mon-Thurs/Sat	NYMR	Whitby	Pickering - Whitby	75029, 828

Not all pick up/set down points are shown. Check with the operator before travelling any distance.

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

The week ahead will see the last of this year's 'high-season' trains operating, namely Railway Touring Company's 'Welsh Mountaineer'.

It has two booked runs remaining, commencing on 5th August with 'Black 5' No. 45231 *Sherwood Forester* heading the train throughout from Preston and Warrington Bank Quay to Blaenau Ffestiniog. Note the change of routing, as Crewe passengers will now use a service train to connect with the charter at Chester. The plan is to run the loco chimney-first to Chester, then reverse it on the Chester triangle to run tender-first along the coast to Llandudno Junction, so that it is chimney-first again along the steeply graded Conwy Valley branch to Blaenau. Tender-first running is required to get the train back to Llandudno Junction, and after running round, the loco will be positioned to return to Preston 'the right way round'! The second working is on 26th August.

For details of the other regular 'high-season' trains and locomotive allocations where known, refer to the comprehensive steam and modern traction hauled tour listing on our website www.railwayherald.co.uk

The other mid-week working is for Steam Dreams', featuring 'Britannia' Pacific No. 70013 *Oliver Cromwell* from London Victoria to Bristol Temple Meads, which is routed via Salisbury, Westbury and includes a Bath Spa set down. On Sunday 9th August is the Blackpool Wakes Week special, featured elsewhere in this issue.

John Farrow at UK Railtours can always be relied on for innovation, and so it is that he resurrects 'The Downsman' on 8th August, an old Hertfordshire Railtours favourite, which then, as now, features No. 34067 *Tangmere* on a luncheon special from London Victoria and follows the route of the VSOE British Pullman version around the Surrey Hills circuit, via Woking, Guildford and Redhill.

Tour of the week, though, belongs to 'A1' Pacific No. 60163 *Tornado* with its first tilt at the South Devon banks from Bristol Temple Meads to Plymouth for Pathfinder on 8th August. Having already seen off Whiteball, Dainton, Rattery and Hemerdon, the loco will now be provided with possibly its sternest test to-date. The tour originates at Birmingham International and will run Class 67-hauled to Bristol Temple Meads.

▼ **During its final week of operation on the Scarborough Spa Express workings, Ian Riley's 'Black 5' 4-6-0 No. 45407** *The Lancashire Fusilier* **coasts past Colton Junction, with steam to spare on 28th July, bound for Scarborough. This coming week will see LMS 'Jubilee' No. 5690** *Leander* **at the helm. Paul Braybrook**

LMS 'Duchess' No. 6233 *Duchess of Sutherland* **climbs through Marsden on 31st July with 'The Scarborough Flyer' from Crewe to Scarborough.**
Ken Horan

Steam Dreams remembers those who fought and those who fell in military service

Steam Dreams will be operating a special working on 11th November to commemorate Armistice Day, in conjunction with the Battle of Britain Association.

Aptly, the special is booked for haulage by ex-Southern Railway Battle of Britain Class Pacific No. 34067 *Tangmere*, whose name commemorates one of the key Battle of Britain airfields.

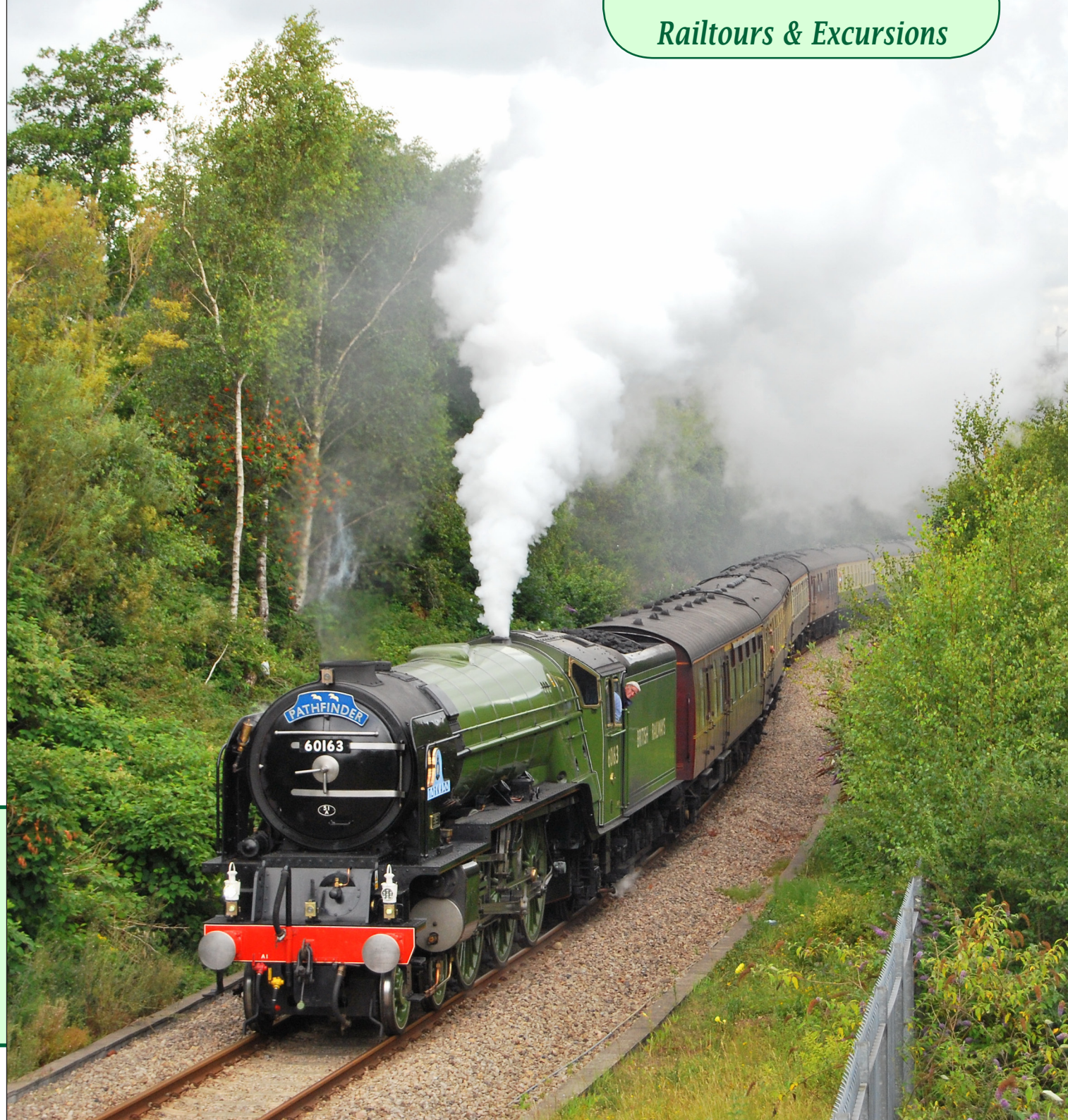
The train is scheduled to leave London Waterloo shortly before 11.00, before drawing to a halt on the approach to Vauxhall, in sight of Big Ben, at 11.00 to observe the customary two minutes silence to honour those who did fight and are today fighting on behalf of the Nation, and specifically for those who gave their lives in so doing. The end of the silence will be heralded by a blast from the whistle of Tangmere and the train will proceed to Folkestone Central, where there will be an optional coach tour to the nearby Battle of Britain Memorial at Caple Le Fern.

Meanwhile the train will continue via Folkestone Warren to Canterbury East and Faversham. The return will run via Margate and Ramsgate to Canterbury West and then back to London.

Details on all known charter operations within the UK are available from our website, 24 hours a day, at www.railwayherald.com/railtours

Tornado heads for Wales

▶ **Working hard, but with steam to spare, Peppercorn 'A1' Pacific No. 60163 *Tornado* passes through what appears to be a rural idyllic scene on 25th July with Pathfinder Tours 'The Towy Tornado' from Eastleigh to Carmarthen, the 'A1' taking over at Bristol. The location is in the heart of Swansea, at the bottom of the long 1-in-52 climb up Cockett Bank. Behind the trees on the right is Landore Depot.**
Stuart Warr



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Blackpool by steam for 'Wakes Weeks'

Blackpool is reviving the tradition of 'Wakes Weeks' with a package of events during week commencing 9th August.

The Wakes Weeks were when the mill towns across Northern England shut down and thousands of workers headed for the seaside, and Blackpool was a prime destination. Of course, the only way to get there was by train, and so it is apt that on the first day there will be a steam-hauled train from Carnforth, which will run via Hellifield and pick up also at Blackburn and Preston to Blackpool North. It is due to be hauled by 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman*.

This will be a one-way excursion, but it is understood that First TransPennine Express have a discount-package available to get participants home. For more details telephone 01253 478222 or go to www.visitblackpool.com/wakes

Ups & Downs by John Whitehouse

■ New from RTC is a 'London Christmas Steam Express' on 28th November, booked for 'A4' Pacific No. 60007 *Sir Nigel Gresley* throughout from Newcastle-upon-Tyne to King's Cross. The return is diesel-hauled.

■ Railway Touring Company has cancelled the planned 'North Wales Coast Express' on 9th August. "Operational reasons" are cited as the cause, although as will have been noted elsewhere in this issue the booked locomotive, No. 46115 *Scots Guardsman* is now scheduled to haul a Carnforth to Blackpool charter on the same day.

■ It is looking increasingly likely that Northern Charters is stillborn. Its only tour to-date, 'The Ayr Brush' was 'postponed' until the autumn due to lack of bookings, and the next advertised charter from Barrow Hill to Llandudno was scheduled for last Saturday, 1st August. The company's web-site has not been up-dated since June and efforts to contact them have not so far achieved any response, while the only telephone number quoted on the website is 'not recognised'.

Hastings DEMU to tackle the Lickey Incline on tour to Worcester Shrub Hill

More details have now been announced concerning the proposed tour to Worcester with Hastings Diesel's DEMU set.

The date is confirmed as 3rd October, and the normal pick-up points from Hastings and stations via Tonbridge, Bromley South to Kensington Olympia will apply again. The outward route is via Reading, Oxford and the Cotswold Line, through Evesham to Worcester Shrub Hill.

On the return, the Lickey Incline will be graced by a Hastings DEMU for the first time, as the tour will return to Kensington Olympia and home stations via Birmingham New street, Tyseley and Oxford. Note that bookings are not yet being taken.

Leaflets will be distributed shortly to those on Hastings Diesels Ltd mailing list, and also look out for a booking form being made available on the group's website, www.hastingsdiesels.co.uk

▶ **The first of the summer 'Fellsman' charters from Lancaster to Carlisle, via Preston and the Settle & Carlisle line, which are booked to run throughout August, operated behind LMS 'Jubilee' 4-6-0 No. 5690** *Leander* **on 29th July, pictured breasting Houghton Bank en route to Blackburn. Fred Kerr**

LMS Rebuilt 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* **leads LMS 'Jubilee' 4-6-0 No. 5690** *Leander* **on the approach to Church Fenton, during a loco move in preparation for forthcoming railtour duties from York. Ron Cover**

In glorious sunshine, LMS 'Black 5' 4-6-0 No. 45407 *The Lancashire Fusilier* **climbs Micklefield Bank, and passes Barkeston Ash, on 30th July with the evening 'Scarborough Spa Express' from Scarborough to Harrogate and York. Ron Cover**

Royal Highland Fusilier to be star attraction at GCR September gala event

The Great Central Railway has announced that it will be welcoming the Deltic Preservation Society (DPS) and No. D9019 *Royal Highland Fusilier* **to be its a star attraction at the September diesel gala.**

The Deltic will stay for around two weeks in Leicestershire and is expected to feature on all three days of the event from the 11th to 13th. The locomotive will feature alongside a line up of around 10 other machines with a broad sweep of classes, designs and engine types represented.

Negotiations with the DPS began when it became clear that the previously advertised 'Western' locomotive was no longer available, due to concerns over the road movement.

Visiting Class 47 No. 47714 and the Class 40 Appeal's Class 37/3 No. 37314 should also take part in the event meaning four 'non resident' engines will be featuring in the double track intensive timetable, along with the cosmetically restored 4BIG EMU.

◀▲ **Peckett No. 1756** *Hornpipe,* **built in Bristol in 1928, approaches the station at David Buck's private railway at Fifield near Maidenhead during an Industrial Railway Society visit on 30th July. The railway will be open to the public for the Fifield Fun Day on 15th August. Stuart Chapman**

◀ **Visiting Fairburn 2-6-4T No. 42085 is provided as motive power for the Great Central Railway's TPO set as it passes Woodthorpe on 25th July, during the line's 'Mail By Rail' event. Gary Packer**

West Somerset summer diesel diagram

The West Somerset Railway's annual summer diesel diagram is once again in operation through August, using the resident locomotives from the Diesel & Electric Preservation Group, based at Wiliton.

The diagrams for August see the locomotives used on the 11.25 Bishops Lydeard to Minehead and 14.05 return working, followed by the 16.00 Bishops Lydeard to Minehead and 17.55 return.

The locomotives booked to operate on the diagram are 'Hymek' No. D7017 on 8th August, Class 33 No. D6566 on 15th August and 'Warship No D832 *Onslaught* on 22nd August. The final day, 29h August, once again sees Class 33 No. D6566 at the helm.

On 12th/13th September, Class 14 No. D9526 will work a relief train as part of the CAMRA Real Ale Festival, while Nos. D9526 and D7017 will be in action at the 'Somerset in Autumn' event on 24th/25th October.

◀ **On 1st August, resident 'Hymek' No. D7017 departs from Crowcombe on the 11:30 Bishops Lydeard - Minehead service. Brian Garrett**

Carrying 'Dutch' livery, Class 37/0 No. 37294 and Railfreight red-stripe Class 31/1 No. 31119 power through Skibeden with the 12.30 service from Bolton Abbey to Embsay during the 2009 diesel gala on 25th July. Michael Dalgleish

Isle of Man Enthusiast Event

◀ **During the 2009 Manx Heritage Transport Festival on 31st July, Schoma diesel No.17 *Viking* awaits departure from Colby with the 11.55 'Viking Venture' shuttle service to Port Erin.**

◀▼ **Beyer Peacock 2-4-0T No.10 *G H Wood* has been turned to face Douglas, which has opened up a host of photoraphic opportunities. On its inaugural smokebox-first working after being turned, *G H Wood* arrives at Colby on the same day with the 12.20 from Port Erin to Douglas.**

▼ **Shortly after 22.00 on 31st July, Beyer Peacock 2-4-0Ts Nos. 10 *G H Wood* (left) and 12 *Hutchinson* (right) stand at Douglas, the latter locomotive having just arrived on shed, having worked a 21.00 evening special from Port Erin to Douglas.**
All: Nick Wise

An unidentified First Trans-Pennine Express Class 185 crosses New Mills viaduct with the 14.42 Doncaster to Manchester Airport service on 27th July. The semaphore signalled New Mills South Junction can be seen in the background. **Nigel Capelle**

The delightful seaside resort of Littlehampton has much to commend itself to the railway photographer with a varied mix of old and new working in harmony. On 27th July, Southern Class 377/4 No. 377418 working the 12.45 departure to London Victoria passes two excellent braces of semaphore signals. **Stuart Warr**

The development of TRAXX and EuroSprinter locomotives in Europe

by Fred Kerr

The British railway scene from an enthusiasts viewpoint, is one that is continuing to decline and offers a decreasing amount of interest for both general enthusiasts and photographers alike.

Most loco-hauled passenger trains have been replaced by multiple unit trainsets and freight services are operated by an increasing number of standard Class 66 diesel locomotives, which generally vary only in the liveries carried.

As a result, a growing number of enthusiasts are looking towards the European mainland, where locomotive construction is booming with a regular influx of new designs, especially in Germany, Switzerland and Austria where loco-hauled operations abound on both freight and passenger services.

Since 1996, the two German companies of Bombardier and Siemens have been at the forefront of an extensive locomotive construction programme, following the acknowledgement that many European locomotive fleets were due for replacement, and that the expansion of the European Community would give access to new markets where modernised fleets would also be needed, not only in the general course of periodic replacement, but also to bring railway operations in line with European standards.

The Bombardier programme was based on the Class 101 fleet built from 1996 for Deutsche Bahn (DB) by Adtranz and resulted in the construction of Class 128 No. 128.001 as a prototype for its future platform of locomotive designs. This led to an initial order of 80 Class 145 freight locomotives to replace elderly Classes 110, 139, 140, 141 and 143 operated by DB Cargo, followed by a further order for 400 Class 185 dual-voltage locomotives for cross-border operations to Switzerland. Most of the European dual-voltage locomotives also employs complicated electronic systems to allow the locos to work under different signalling systems, as well as electrical voltages.

▼ **One of the leasing companies to have obtained examples of the Bombardier TRAXX type of locomotive is MRCE. Here, cross-border-equipped Class 185 No. 185 551 approaches Remagen with a southbound coal service. Ron Cover**

By 2003, the Class 185s were being delivered and further orders had been placed by leasing companies and operators for services in Switzerland, Italy and Spain. With the success of the design, Bombardier needed a common brand which it could develop and promote across its intended markets. As a result the company decided to identify the locomotive design as TRAXX (Trans-national Railway Applications with eXtreme fleXibility), which has now become the name by which the design is known. One of the successes of the project being signified by its name, for TRAXX was not a rigid, specific design, but a modular one, which could easily, quickly and cost-effectively be adapted for different uses, in different markets, under different operating, electrical and signalling systems.

At the time of writing, variants of the design are operated as DB Classes 145, 146, 185 and 186, Italian Railways Class 483, Spanish Railways Class 253 and Swiss Railways Classes 483 and 486, giving a total of nearly 1,000 locomotives either delivered or on order.

The Siemens programme was based on its design for a Spanish supply contract, which became the Class 252. Its success led to the construction of No. 127.001 as a prototype for its future platform of locomotives that was designated as the 'EuroSprinter' from the start. This attracted orders for 30 locomotives from both Portugal and Greece, leading to an evolution of the original improved design that led to the first 60 becoming known

◀The Class 1016 fleet is operated as a mixed traffic pool with passenger work including intercity services such as this Munich to Innsbruck working arriving in Jenbach on 13th July behind No. 1016-017. **Fred Kerr**

as Series I and the improved version as Series II.

Shortly before the introduction of the prototype No. 127.001, Siemens had been involved in the production of 18 dual-voltage locomotives of Class 18 for Austrian Railways (OBB), which was beginning to replace many of its elderly electric locos. Austria, for historic reasons, can truly be said to be at the heart of Europe, and its rail operations call for a variety of motive power ranging from single current through dual to quad-current versions to handle the many cross-border services that OBB operates.

The performance of the 18 series led OBB to review its needs and place an order for 75 of the Series II design – 50 single voltage locos designated Class 1016 for internal Austrian operation, and 25 dual-voltage locos designated Class 1116 for cross-border workings between Austria and Hungary. Although designated as 'EuroSprinter' by Siemens, the Austrians identified the fleet as 'Taurus', and despite the efforts of the company to retain the 'EuroSprinter' designation, Siemens has now also adopted the 'Taurus' brand.

The Series II 'EuroSprinter' made an impact into Germany in a big way, with an order from DB for 195 locomotives, designated Class 152, as replacements for the ageing Class 150/151 fleets, although this was later reduced to 170 to allay OBB's fears about track wear on mountainous routes. The Class 1116 series was incremented by further orders for 100 locos, then a further 225; the latter order later being changed to 157 Class 1116s plus an order for 50 multi-voltage locos designated Class 1216.

By the time of the later Class 1216 order, the design had been designated ES64 U4 to denote that it was a mixed traffic locomotive suitable for use with any of the four electric systems used by railways neighbouring Austria. Not all locomotives can operate under all of the various electrical systems, and this has led to three variants or sub-classes within the fleet; Nos. 1216.001 to 1216.025 formed the first sub-group fitted for cross-border services to Italy and Slovenia, Nos. 1216.026 to 1216.040 are equipped for cross-border services to Czech Republic and Slovakia, while the third sub-class, comprising Nos. 1216.041 to 1216.050, were fitted for cross-border services to Slovenia only. The design has spread further, with Croatian Railways ordering a batch of 20 'EuroSprinters' designated Class 541s for cross-border traffic, Hungarian Railways (MAV) taking 10 locomotives, designated Class 1047, for cross-border Austrian services, and the private company GySev have ordered five 'EuroSprinters', designated Class 1047.5, for internal workings.

Of interest, is that prior to delivery No. 1216.050 undertook trials between Nuremburg and Ingoldstadt in which it attained a speed of 357kph on 2nd September 2006, to gain the world speed record for an electric locomotive without any modifications being made to the standard production model.

As previously mentioned, the design has been redesignated as ES64 (EuroSprinter design rated at 6400 kW) followed by a two-character code in which the Alpha digits represent Prototype (P), Freight (F) or Universal (U) and the numeric digit represents the number of power systems under which the loco could operate.

▼ Bombardier TRAXX Class 146 No. 146 012 pulls away from Remagen with a semi-fast passenger service from Cologne to Emmerich. Aside from the double-deck stock, of note is the digital destination display, denoting the locomotive's regular use on passenger services. **Ron Cover**

In Austria, the three classes have retained only the normal class identity as they replaced Austrian Classes 1010/1110, 1040, 1041/1141 and 1046 on normal services, but in December 2008, OBB introduced the Railjet project of high-speed push-pull trainsets using locomotive haulage. The project was conceived in April 2007, when No. 1016.034 (named *Spirit of Salzburg* and painted in a white and silver livery), No. 1016.035 (named *Spirit of Linz* and painted in a red and silver livery) and No. 1116.200 (named *Spirit of Vienna* and painted in a red and wine red livery) were tested on various services. The trials resulted in the decision to repaint 60 Class 1116 locomotives in the same livery as No. 1116.200 and the initial Railjet timetable began in December 2008 to provide fast frequent services on such routes as Munich–Salzburg, Vienna–Budapest, Vienna–Innsbruck and Budapest–Munich, with further operations being introduced to establish frequent fast trains between important centres.

OBB had intended to order a further 25 improved Class 1116 locos, designated 1116.7, but the order was re-assigned to DB Railion, classified as Class 182, for through operation of Germany–Italy trains, via the Brenner Pass, as part of the 'roll-on' road transfer services that operate throughout the Austrian network.

OBB's interest in the 'Taurus' concept also led to a diesel version being developed for Austria with an order for 70 locomotives being placed in 2002, followed by the exercising of an option for a further 30 in 2003. To date this is the only European example of the diesel design, but it has encouraged the development of a TRAXX diesel version for export sales.

The 'Taurus' project has had lesser success in Europe than the TRAXX design, with DB orders being placed for 173 Class 152s, 25 Class 182s and 64 Class 189s.

The Siemens product, however, has gained much success outside Europe, where an order for 20 locos from the Series II design was placed in 2003 by the Chinese Ministry of Railways, with three being built by Siemens and the remaining 17 being built in China. This design was basically a pair of locomotives permanently attached with a single cab at each end of a pair. The success of this design was followed in 2004 by an order for a further 500 of an improved version, initially catalogued as DJR, but subsequently reclassified HXD1, which were to be built in China with technical assistance from Siemens. A further design change was initiated in August 2007, when the Chinese Ministry specified a dual 'EuroSprinter' design in Bo+Bo+Bo+Bo configuration, rated at 9600MW, for which an initial order of 500 units was placed.

The production of so many locomotives to a basic design can be paralleled by the production of the large number of 'Desiro' DMU/EMU fleets currently being supplied to British railway operators, and raises the question of whether a British loading gauge version of the equally successful TRAXX or 'EuroSprinter' locos may, at some point in the future, see operation on British rails in preference to the diesel designs being purchased from Canada.

◀ Carrying a special livery to celebrate the achievement of reaching 357kph in September 2006, OBB Class 1216 No. 1216.050 passes Westbahn, Unter Oberndorf, in Austria with an inter-regional service. Szoke Bendegúz

20th July 2009
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Old and New Doncaster' by Bryan Longbone. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'On and Off the Footplate' by Bill Davies. Meeting commences at 19.30.

RCTS(South Essex Branch)
Annual visit to the Mangapps Farm Railway Museum. Contact John Stone on 01245 464756 for details.

RCTS (Thames Valley Branch)
Observation & Photography at Didcot Station. Contact Murray Lewis on 01189 426681 for further details.

22nd July 2009
RCTS (Bristol Branch)
Afternoon Observation at Oxford and Evening at Didcot Stations. Contact Paul Udey on 01225 427779 for further details.

24th - 27 July 2009
Locomotive Club of Great Britain - UK Tour, Dawlish.
Train Watch.

25th July 2009
RCTS (West Riding Branch)
Visit Rhyl Miniature Railway by Rail. Contact Malcolm Riley on 01274 589488 for further details.

26 July 2009
RCTS (Merseyside Branch)
Car Trip to Ribble Steam and Lakeside and Haverthwaite Railways. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for details.

28th July 2009
RCTS (Welwyn Garden City Branch)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane. '38 Years a Railwayman - North London and Herefordshire' by Dave Cockle. Meeting commences at 14.15.

29th July 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Lickey Incline' by Dave Besley. Meeting commences at 20.00. Contact the secretary on 01256 326096 for further details.

RCTS (West Riding Branch)
Day out to Bletchley for Observation. Contact Malcolm Riley on 01274 589488 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

3rd August 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'South Eastern Railways and the Class 395's' by Mike Gibson. Meeting commences at 19.30.

RCTS (Northampton Branch)
'Southern Day Ranger'. Contact D. Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

4th August 2009
Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. Members' slides. Meeting commences 20.00. Contact the secretary, Lionel Jones, on 01934 628289 for details.

5th August 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'Lost Railways of Derbyshire' by Geoffrey Kingscott. Meeting commences at 19.30. £1.50 non members. Contact the secretary, Mark Ratcliffe, on 01283 221537 for details.

6th August 2009
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Reedie's Railway Rambles' by Gordon Reed. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

RCTS (Northampton Branch)
'Visit to the Kent and East Sussex Railway by Mini Bus'. Contact D.Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

9th August 2009
Aeron Valley Railway Society
Primary School Aberaeron. West Wales Model Railway Exhibiition. Open 10.30 - 16.30.

10th August 2009
Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'CTR: Section 2' by Phil Bassett. Meeting commences at 19.30. Donation of £2 requested. For details contact the Secretary, Bruce Cakebread on 01273 462094.

11th August 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'The Mumbles Railway' by Royston Kneath. Starts 20.00. For details email ken.mumford@ntlworld.com.

RCTS (Merseyside & N. Wales Branch)
'Observation at Rugby (Joint with MRS) &/or Nuneaton'. Contact Geoff Morris on 01244 375808 for details.

12th August 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The West Somerset Railway' by Keith Smith. Starts 20.00. Visitors welcome. Contact 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Isle of Man Vintage Transport' by Howard Turner. Starts 14.00. Contact Mike Hartley on 01724 341358.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'Switzerland 1977-2007' by Alan Pike. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for details.

13th August 2009
RCTS (West Riding Branch)
'3 Day Observation in South Wales including Newport & Bristol TM'. Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.b.r.rcts@talk21.com for details.

17th August 2009
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Buses of Booth & Fisher' by Andy Firth. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'European Trams and Trolleybuses' by John Zebedee. Meeting commences at 19.30.

RCTS (Northampton Branch)
'Visit to the SVR'. Contact the society secretary, D.Pick, on 01604 810613 or by e-mail at northampton@rcts.org for details.

RCTS (Thames Valley Branch)
'Observation & Photography at Didcot Station'. Contact Murray Lewis on 01189 426681 for details.

19th August 2009
Aeron Valley Railway Society Prince of Wales Inn, Aberaeron. 'A Cambrian Journey' by Alan Williams and Brian Duke. Meeting commences at 19.45.

RCTS (Humberside Branch)
'Evening at Barnetby'. Contact R. Hall on 01482 501058 or by e-mail at richardh@djbraody.co.uk for details.

20th August 2009
Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon 'The Daffodil Line' by David Postle. Meeting commences at 19.30. Contact Arthur Robinson on 01982 560219 for further details

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 for the organisation 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.

Internet Links
Links to the various society websites can be found on the website, or by clicking here.

▼ **One of only two Clas 37s currently in the DB Schenker livery, Class 37/5 No. 37670** *St Blazey T&RS Depot* **(***Ed.-* **incorrectly described as a 'Heavyweight' last issue ... apologies!) passes Leamington Spa on 30th July with a Carlisle to Eastleigh 'Enterprise' trip that the 'Tractor' worked forward from Bescot. Anthony Roberts**

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Bring a Thing. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

20th - 25th August 2009
LCGB Overseas Tours.
Germany ' Chemnitz Rail Fest' LCGB Membership is compulsory.

21st August 2009
Great Western Society (Taunton Branch)
Village Hall, Stoke St. Mary, Nr Taunton. 'Then Till Now' by Philip Kelly. Meeting commences at 19.30.

Locomotive Club of Great Britain (Central London Branch)
Keen House, Calshot Street, London N1. Members Slides Evening. Meeting commences at 19.00

23rd August 2009
RCTS (West Riding Branch)
'Crewe Basford Hall at 12.00 hrs'. Contact Malcolm Riley on 07887 908501 for further details.

25th August 2009
RCTS (Mersey & N.Wales Branch)
'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808 for further details.

26th August 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'F.W.Webb of the London and North Western Railway' by Martin Bloxom. Meeting commences at 20.00. Visitors welcome. Contact the branch secretary on 01256 326096 for further details.

27th August 2009
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Steward Donohoe. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for details.

1st September 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Transport options at Walt Disney World' by Dekota Dibben. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL 'The Dick Schaeffer and Ian Hall Collection' by Ken Dickens. Meeting starts at 19.30. Contact the Secretary on 01525 750149 for details.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh 'S&C Construction to Delivery' by Forbes Prentice. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

Permanent Way Institution (Wessex Branch)
The Freemantle Club, Waterloo Road, Southampton. 'The New Western Way' by Neil Hobden. Meeting commences at 18.00. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'Oxford to Cambridge - Then and Now' by Richard Crane. Starts 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Varied Railway Interest - both old and new' by Martyn Davies. Meeting commences at 19.30. Admission charge £2. Contact John Goodrich on 023 8067 0028 for further details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare ""Tornado" A Steam Locomotive for the 21st Century' by Bob Alderman. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 for further details.

2nd September 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'All Trains Great & Small' by Dennis Lovatt. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 for further details.

3rd September 2009
RCTS (Milton Keynes Branch)
CIU Workingmen's Club, London Road, Stony Stratford. '30 Years of the Rail Atlas of Britain and Ireland. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

4th September 2009
RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Wilton. 'From Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

4th-11th September 2009
LCGB Overseas Tours
'IGE Benelux Express' LCGB membership is compulsory.

7th September 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

RCTS (Northampton Branch)
'Lineside Observation at Rugby Station from 17.00hrs' Contact D.Pick on 01604 810613 for further details.

8th September 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Update on the WHR' by John Stretton. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'A Broad Gauge Journey - Paddington to Bristol' by Canon Brian Arman. Meeting commences at 19.30. Visitors welcome.

RCTS (Merseyside, Chester & North Wales Branch)
'Observation at Doncaster 07.30 - 19.00hrs'. Contact Geoff Morris on 01244 376808 for further detail

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The London Underground' by Chris Wolmar. Meeting starts 19.30.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Members Slides/Digital Images. Meeting commences at 20.00.

9th September 2009
Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Design Reality or Maintenance Nightmare on Light Rail' by David Bateman. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmons at peter191102@yahoo.co.uk for further details.

RCTS (Scottish Branch)
'Visit to Edinburgh Waverley IECC 19.00hrs' Contact E.Williams on 07710 266696 for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Hertford East Branch' by David Dent. Starts 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'A Diesel Scrapbook in Colour' by Derek Short. Meeting commences ar 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Forty Five Years of Railway Photography' by Les Nixon. Meeting commences at 14.00. Contact Mike Hartley on 01724 341358 for further information

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). TBC by George Howe. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details

10th September 2009
Continental Railway Circle (London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Railways of Taiwan Today' by Michael Reilly. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Under a beautiful cloudscape on 25th July, Arriva Trains Wales Class 175/1 No. 175105 approaches Lougher, near Llanelli, with the 15.10 Milford Haven to Manchester Piccadilly. Stuart Warr

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