

The Railway Herald

1 July 2005

No.13

The complimentary UK railway journal for the railway enthusiast



Wembley names Mark 3 DVT
ECML in chaos after wires come down
Class 87 Line -Up at Wembley

Nine-Car Meridian into traffic
Tunnel collapses at Gerrards Cross
plus Notable Workings and more!

The Railway Herald

Issue 13
1 July 2005

Contents

Editor's comment

Welcome to this weeks issue of Railway Herald. Although we're covering two weeks there's plenty going on around the country and this issue is packed full of news and information.

We've also launched two new sections, Rolling Stock News and Charter Workings, in response to our feedback request a couple of issues ago. We welcome information for both sections from readers.

Please do feel free to pass the journal on to any friends or colleagues who you think would be interested. All of our back-issues are available from the website.

We always enjoy hearing from readers on their opinions about the journal as well as the magazine. The aim with Railway Herald still remains to publish the journal weekly, although there are occasions when pressure of other work doesn't allow this! Apologies for any disappointment that is caused on our 'non-appearance' weeks, but there is only one person on the editorial team - your editor!

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the editor at railway.herald@lwmilcentre.com

Good quality scans of colour slides and prints are also acceptable.

Please note that as the Herald is free and compiled on a voluntary basis, we are unable to offer any financial return.

Where possible we always try to use photographs taken within the production week (i.e the next issue will, where possible, only include images taken between the publication date of this issue and the following Friday.

Publication

The **Railway Herald** is due to be published every Friday and is available by e-mail subscription from railway.herald@lwmilcentre.com E-mail address are never given out and should you chose to cease your subscription in the future, pleas e just contact us.

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Newsdesk

All the latest news from around the UK network. Including Gerrards Cross tunnel collapse, Hull Trains names first Pioneer unit, Alloa line delayed by a year and nine-car Meridian trains to enter traffic with Midland Mainline.

Pictorial Gallery

A special two-page gallery section, looking at a special line up of the five celebrity Class 87 locomotives at Alstom Wembley.

Rolling Stock News

A brand new section of Railway Herald, dedicated to news and information on the UK Rolling Stock scene.

Notable Workings

A review of some of the more notable, newsworthy and rare workings from the past week across the UK rail network.

Charter Workings

Part of our popular 'Notable Workings' section now has its own column! Charter Workings will be a regular part of Railway Herald, providing details of the charters which have worked during the period covered by this issue and the motive power.

FRONT COVER: On 20th June, Class 92 No. 92025 passes Wandsworth Road with 6D47 Wembley Yard - Dollands Moor international working. **CHRIS NEVARD**

BELOW: The MetroTrain Class 333 EMUs, which work out of Leeds to Bradford, Ilkley and Skipton are currently visiting Wabtec at Doncaster to have the dampers changed on the bogies. On 20th June, one of Wabtec's Class 08 shunters its pictured with a driving and pantograph vehicle from set No. 333001. The two vehicles on the adjacent road are from another Class 333 set. **RICHARD TUPLIN**



Tunnel collapses onto railway at Gerrards Cross

The Chiltern line out of London Marylebone has been thrown into chaos after part of a tunnel collapsed at Gerrards Cross.

Recent months have seen engineers constructing a tunnel over the railway, on top of which a new Tesco store was to be built.

Shortly after 19.30 on Thursday 30th June, the driver of the 17.40 Stratford-Upon-Avon to London Marylebone service was stopped at Gerrards Cross station when he reported to Network Rail control that he could no longer see the other end of the tunnel and thought that part of the tunnel appeared to have collapsed.

Fortunately no one was injured in the incident and thankfully no trains were in the tunnel at the time.

Engineers from Network Rail arrived on site to discover that around 30 meters of the 320 meter concrete tunnel had collapsed on to the track around 80 meters from the south entrance, bringing with it several thousand tonnes of spoil which is up to six meters deep.

A full engineering assessment of the remaining tunnel is now taking place, which is being made harder due to doubts over the stability of the remaining structure.



ABOVE: The collapsed tunnel at Gerrards Cross. **KEN BRUNT**

Network Rail have confirmed that the line is likely to be closed for several weeks whilst the clear up operation takes place.

The construction of the new Tesco store has already commenced and the section of tunnel which has collapsed was intended to be the store's car park.

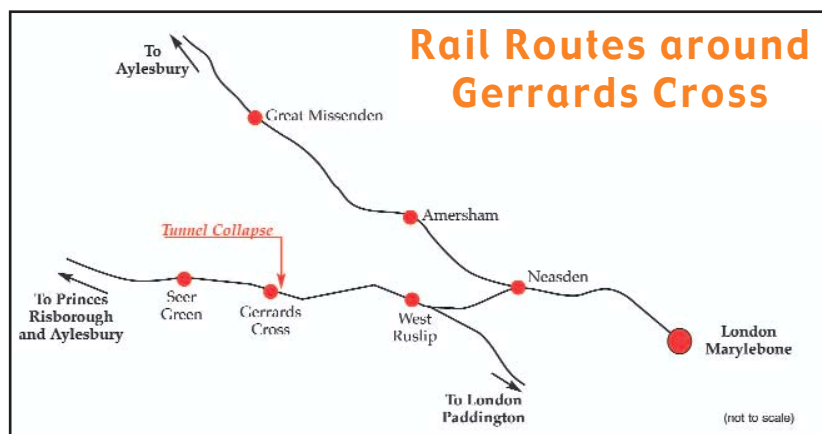
Network Rail have now taken charge of the entire site.

Meanwhile, Chiltern Trains are operating an emergency timetable during the problems. An hourly service is operating between Birmingham Snow Hill and Marylebone

reversing at Princes Risborough and Aylesbury and a further half hourly service is in operation from Aylesbury, calling at intermediate stations to London Marylebone.

Shuttle services are working between London and West Ruislip and between Princes Risborough and Seer Green stations. Several replacement bus services are also operating.

Chiltern Railways are keeping their website fully updated with service details and the daily emergency timetable, which can be found on the internet at www.chilternrailways.co.uk



One dead in level crossing collision

One person was killed and five injured in a level crossing accident in East Yorkshire on 30th June.

Northern Rail's Class 156 No. 156491 forming 2W50 17.56 Sheffield - Scarborough via Goole and Hull service collided with the vehicle on a manually operated level crossing at Rawcliffe Bridge, just north of Goole Station.

The reason for the car being on the crossing

was not known at the time of going to press, however it is reported that the lights at the level crossing were working at the time of the crash.

The crossing here is manually operated gates, with an indication of whether it is safe to cross or not given by red or green lights.

Services on the Doncaster - Gilberdyke - Hull line were badly disrupted for the rest of

the evening whilst recovery of the train and car wreckage was carried out.

Five people were injured in the accident, all of whom were passengers on board the Northern Rail service. All were attended to by Paramedics at the scene. With the exception of the car driver, nobody else was seriously injured.

Services were restored the following day.

Hull Trains names Pioneer fleet after local people

Hull Trains has started to name its fleet of four Class 222 'Pioneer' trains.

The fleet will be follow a common theme, being named after key figures who have helped to shape the modern history of Hull.

Professor George Gray, who named Class 222 No. 222101 after himself, carried out the naming of the pioneer member

of the class at Hull Paragon on 30th June.

Professor Gray's work into the creation of liquid crystals at the University of Hull during the 1970s, lead to the development of the Liquid Crystal Display.

● Hull Trains fleet of Class 170/3 three-car DMUs have now all migrated to First ScotRail.



ABOVE: The staff of Wembley Traincare Centre, stand beside the pride of the depot, Mark 3 DVT No. 82126 Wembley Traincare Centre. ALSTOM

Alloa line opening delayed as costs spiral

The cost of rebuilding the Stirling to Alloa and Kincardine line has risen dramatically since being approved by the Scottish Parliament a year ago.

Work on the new route, which is around a year behind schedule, has been delayed by the discovery of old mine workings and compensation claims. The completion of the new route will re-introduce passenger services between Stirling and Alloa and will also allow EWS to re-route its coal services between Hunterston and Longannet Power Stations and implement the bigger HTA bogie

hoppers. The latter trains are currently operated using two-axle HAA wagons via the Forth Bridge. The company's newer HTA bogie hoppers are banned from traversing the Forth Bridge due to weight restrictions.

The Scottish Executive are to be asked to increase the funding for construction of the 13 mile route, the cost of which is feared could have risen by as much as a third from its original estimate of £37 million.

The first trains over the route are now expected to run late next year or early in 2007.



ABOVE: Class 66/6 No. 66618 stands on the turntable at the NRM York on 24th June.

INSET: The two nameplates attached to No. 66618. BOTH: RICHARD TUPLIN

Freightliner Heavy Haul renames Class 66

Freightliner Heavy Haul joined with Railways Illustrated magazine on 24th June to rededicate Class 66/6 No. 66618 Railways

Illustrated Annual Photographic Awards. Each year the locomotive carries a sub-plate with the name of the overall winner. This

year's winner David Gorton received his prize and renamed the locomotive at the National Railway Museum in York.

Trains stranded after wires come down on ECML

Multiple enquiries are underway following an incident on the East Coast Main Line near Peterborough on 23rd June.

Three GNER services, powered by Class 91 locomotives, were left without power for several hours when the overhead wires were brought down on all four running lines at Collington near Peterborough.

A total of ten trains were caught up in the problems,

although six of these were either at stations or returned to them. For passengers on one GNER service, the 14.55 Newcastle – London Kings Cross however, the failure of the air-conditioning equipment lead to temperatures rising above 40 degrees on one of the hottest days of the year so far.

Several passengers took matters into their own hands breaking windows and using the emergency door releases to

leave the train. Several people required medical attention.

Rescue was finally provided by a pair of Hull Trains Class 222 Pioneer sets, which had been terminated off their own services at Peterborough. The trains were used to ferry water to the failed train and convey passengers back to Peterborough.

Following much work overnight by Network Rail, repairs had been completed and

all four lines were re-opened for traffic by 07.45 the following morning. GNER have apologised for the way in which the incident was handled and are to compensate all the passengers involved.

Although a number of causes are being investigated as to why the wires came down in the first place, and Network Rail, GNER and HM Railway Inspectorate are all conducting separate enquiries into the problem.

EWS Class 90s to finish on North Berwick

First ScotRail have confirmed that the use of Class 90 locomotives with Mark 3 DVT sets will cease from the end of July.

Taking their place will be five-car Class 158 and 170 combinations until the four car Class 322 EMUs, which the Class 90s replaced last year, can be refurbished and moved back from the Anglia region.

Platform lengths on the North Berwick branch mean that six-car DMUs can not be operated.

More ontime trains for GNER

The latest passenger charter figures show that 90.4% of GNER passenger services ran on time. It is GNERs best performance for five years.

Bombardier win Chiltern Trains order

Bombardier have announced that Porterbrook Leasing have placed a £7 million order.

The contract involves the construction and supply of six new intermediate vehicles for Chiltern Railway's Class 168 Turbostar sets.

The vehicles, which will strengthen the existing sets are due to be delivered by March next year.

Cumbrian Coast shut for 16 weeks

The Cumbrian Coast line is to be closed at Ulverston for 16 weeks from March 2006.

The total closure is to allow around £13m work to take place on the 1857 built Levens Viaduct and at several other places on the route.

Nine car Meridian to enter service with Midland Mainline

Midland Mainline have confirmed that they are to launch the nine-car Meridian's into traffic from Monday 4th July.

Recent speculation has been building that the fleet would finally enter traffic with their intended company despite the continued denial of any contract between MML and Bombardier, by the Chief Executive of National Express Group.

The contract to operate the 9-car versions of the Class 222 was signed on Thursday 30th June but only covers one unit, No. 222007. The future of the remaining six

nine-car trains is still to be decided.

The set, which according to Midland Mainline is being used to evaluate the trains, is booked to operate the following diagram Monday - Friday with maintenance being completed over the weekend at Central Rivers.

Speculation in recent weeks has suggested that the introduction of the lengthened Class 222 units would release several HST powers cars to other operators. MML have told the railway press that this is not the case and that the introduction No. 222007 is to augment the fleet. However

Railway Herald believes that some HSTs could well be returned to the leasing company in the near future.

In an interesting twist, the hire contract for the set is not for a trial period but, like the existing HST power cars, is for the life of the Midland Mainline franchise.

The booked diagram for MML's 9-Car Class 222 'Meridian'

06.23	Nottingham - St. Pancras
08.55	St. Pancras - Nottingham
11.30	Nottingham - St. Pancras
13.55	St. Pancras - Nottingham
16.30	Nottingham - St. Pancras
18.55	St. Pancras - Nottingham



ABOVE: The pioneer member of the nine-car Meridian fleet, No. 222001 passes Thirsk on the East Coast Main Line, whilst on test. From Monday 4th July, one of the seven nine-car sets will go into traffic with Midland Mainline, working out of Nottingham. RICHARD TUPLIN

New rail link for Beverley and York?

The East Riding Council's Cabinet has agreed unanimously to work with the Strategic Rail Authority and the Department of Transport to develop a £240m rail link between Beverley and York.

A recent report has suggested that up to 800,000 people would use the link each year, if the rail service were half-hourly. The Beverley - York route isn't new, indeed it was originally built by the York and North Midland

Railway being opened throughout in 1864. When opened and throughout its history, the original line had station situated at Cherry Burton, Market Weighton, Pocklington, Stamford Bridge and Huntington.

The route was closed as part of the Beeching Plan of the 1960s, the very last train running on 27th November 1965.

The study has identified a 34-mile double track railway could follow the original

route for the majority of its length, with the demolition of just two houses.

The next stage for campaigners is for a full public consultation to be held and to identify the potential funding.

The campaign for the re-opening of the route has gathered pace since 2002 when it was set up. In 2003 the Countryside Agency published a report which stated that the re-opening of the route was technically feasible.

Double Deck trains for UK?

The Transport Secretary Alastair Darling, has ordered a study into the costs of providing services with double-deck trains in the Britain after seeing them in Europe.

Mr Darling made the comment whilst talking at the Railway Forum annual conference in London.

The main problem with double-deck trains is the UKs small loading gauge when compared the rest of Europe.



Bombardier opens refurbishment centre at Derby

Bombardier launched their new Refurbishment Centre at Derby Litchurch Lane on 29th June.

The new centre which uses a previously disused workshop, part of which was used for the construction of the Turbostar project, was opened by Derek Twigg MP, Under-Secretary of State for Transport. The new facility at Derby represents a £2 million investment in rolling stock refurbishment.

Work currently taking place at Derby

includes the refurbishment of 61 four-car Class 315 EMUs for 'one' worth £45 million, the complete internal refurbishment and overhaul of 110 Mark 3 coaches for 'one Anglia' and the refurbishment of 73 six-car 'District Line' underground trains for Metronet.

Bombardier is also in the process of refurbishing GNER's Mark 4 fleet of coaches and DVTs, but this work which is now approaching completion, will remain at the company's Horbury plant.



ABOVE: Approaching completion - the driving car from Class 315 No. 315815.

RIGHT: One of the ex-ScotRail Mark 3 coaches under refurbishment for 'one Anglia'.

BELOW: A middle car No 8088 from the six-car Underground D Stock currently being refurbished for Metronet **ALL: COLIN J. MARSDEN**



Freight rises by 9.5% in UK as EWS announce Euro Cargo Rail

The amount of freight moved on the rail network in Britain rose by 9.5% during 2004/05 to 20.7 billion net tonne kilometres

The increase was announced as the European Commission approved an extension to the payment of rail freight Channel Tunnel tolls. This is a boost to EWS's new European rail freight subsidiary, Euro Cargo Rail, which will start operations in France later this year.

Future growth in rail freight is expected to continue by increasing services for bulk haulage, general merchandise and fast moving consumer goods. EWS also expects that rail freight services to and from mainland Europe will see significant growth, delivered by Euro Cargo Rail.

Euro Cargo Rail is a wholly owned subsidiary of English, Welsh &

Scottish Railway Holdings Limited and will be based in Paris. The company aims to grow rail freight traffic both within Mainland Europe and between England and Mainland Europe. Initial services will operate in France and rumours continue to abound on the traction to be used, although no confirmed details are available at present.

In a further boost to rail freight growth, the European Commission has announced its approval for the extension of the existing agreement between EWS International and the UK Government on freight tolls through the Channel Tunnel. This agreement, which will last until November 2006, will encourage international freight traffic and pave the way for a long term charging agreement from December 2006.

FGW remembers Driver Stan Martin



ABOVE: First Great Western named HST Power Car No. 43139 after the driver who was tragically killed in Ufton Nervet train crash last November. The power was named 'Driver Stan Martin, 25 June 1950 - 6 November 2004' on what would have been Stan's 55th Birthday, by his widow, and children. The event, which was hosted by Alison Forster, Managing Director of First Great Western, was held in Stan's home town at Exeter St. Davids.

COLIN J. MARSDEN

First of the development HSTs named



ABOVE: The first of the two MTU engine fitted First Great Western power car's was named at Swindon on 30th June. The naming of No. 43009, First transforming travel, was carried out by the High Sheriff of Wiltshire in front of invited guests. Both development power cars (the other being No. 43004) are now in everyday service with First and the engine is being monitor as a potential replacement for the current HST power unit. Data from the power cars will also being fed into the future HST2 project. **BOTH: COLIN J. MARSDEN**

HST2 project moves forward

Tenders for the construction of HST2 will be issued in the first half of 2006.

That's the message from the Transport Secretary, Alastair Darling who also said that the new trains need

to be tested to ensure there is no performance drop and need to conform to what passengers actually want.

The entire project will be managed by the Department for Transport.

Grand Central propose to use Meridians on new East Coast service

Grand Central Railway Company are looking to operate a passenger service from West Yorkshire and the North East to London and have announced that they are proposing to operate the service using a small fleet of Class 222 'Meridian' trains, similar to the four-car sets in use with Midland Mainline.

Given the severe capacity constraints at the southern end of the East Coast Main Line (ECML), Grand Central plans to operate its Class

222 trains in a ten-coach formation from London King's Cross to Doncaster.

From here, the trains would then divide, with one five-coach unit travelling to Halifax and Bradford Interchange, with the other continuing to York and stations to Hartlepool and Sunderland.

By joining and splitting its services at Doncaster, Grand Central will only require four train paths daily, in each direction, between Doncaster and London King's Cross.



ABOVE: A computer generated image of how one of the Bombardier built 'Meridian' trains could look in the Grand Central colour scheme. The five-coach sets would operate as ten car trains from London, splitting at Doncaster. **GRAND CENTRAL**



The final farewell to Virgin Trains Class 87s

Although the official 'farewell' act to the Class 87 on Virgin West Coast services was carried out on 4th June when Nos. 87010 Driver Tommy Farr

and 87002 The AC Locomotive Group powered the 09.48 London Euston - Manchester Piccadilly, the very final Virgin goodbye occurred on Tuesday

28th June, when Nos. 87001, 87002, 87010, 87012 and 87019 formed a 'Farewell Line Up' at Wembley depot for the railway media.

Our thanks to Steve Knight of Virgin Trains and to Andie Wilkinson and the team at ALSTOM Wembley for their help and support.





ABOVE: A sight many thought they would never see, Nos. 87001, 87002, 87010, 87012 and 87019 lined up across the front of ALSTOM Wembley Depot.

BELOW LEFT: All the current liveries of Class 87s were present, with the exception of a DRS example.

TOP RIGHT: No. 87012 *The Olympian* and 87019 ACoRP proudly stand in the sun. Both locomotives have now been transferred to GBRailfreight.

RIGHT: A now denamed Class 87 No. 87010. The locomotive previously carried the Driver Tommy Farr name plates.

BELOW: The original two repaints. 87001 in BR Blue and 87002 in modified Porterbrook purple.

ALL: RICHARD TUPLIN



More Class 60s go store



ABOVE: Another six members of the Class 60 fleet were placed in store from 20th June. One of these No. 60093 heads north along the East Coast Main Line on 20th June with 6E80 Workington-Lackenby. Other members of the fleet stored are 60014, 60032, 60058, 60068 and 60088. A further six were placed in store from 1st July: Nos. 60004, 60023, 60026, 60048, 60050 and 60076. **JAMES COVELL**

NMT gains Pantograph coach

The afternoon of 28th June saw Network Rail's New Measurement Train out on its test circuit, but with a new vehicle in the consist. The train also includes the new Development Coach which is easily recognisable by the pantograph! Motive power was No. 43154 and 43062.

DMU Livery Update

The DMU scene is awash with livery changes at the present moment in time due to units being moved between operators.

The Hull Trains Class 170/3s (Nos. 170393-170396) are now with First ScotRail with Nos. 170393 and 170394 having now been repainted into 'Barbie' colours.

Class 156 No. 156409, which had the distinction of being the last of the class in Regional Railway 'Express' colour scheme now carries Central Green livery and ex-Anglia Class 150 No. 150255 has received Central branding and white swishes.

GNER gains two power cars



ABOVE: The week of 'Royal Ascot' at York saw Porterbrook's Spot-Hire HST (formed of power car Nos. 43070 and 43196) on hire to GNER. This hire has now been made permanent with their transfer to Craightinny depot and movement into the IECF pool. The pair pass Welham's Green on 15th June. **JOHN PATSON**

Class 87s return to Virgin

Class 87s returned to front line Virgin Trains West Coast services on 25th June.

GB Railfreight's No. 87013 powered 1A41 14.15 Holyhead - London Euston service forward from Crewe. Returning with the 19.13 Euston - Holyhead to Crewe.

The working was due to Class 90 No. 90039 was left attached to a previous service (see Notable Working), ending up at Llandudno Junction.

The following day the same locomotive was due to work south on 1A41 13.09 departure from Holyhead forward from Crewe, but failed before departure when the fire bottles discharged whilst the locomotive was backing on to the train. The locomotive was shunted away by Class 57/3 No. 57316.

1A41 later went forward to London with Class 57/3 No. 57302 at the helm.

ABOVE: Class 37/3 No. 37334 stands in a dilapidated state at Booth-Roe on 18th June, awaiting cutting. Behind is classmate Class 37/3 No. 37344. **IAN HARDY**





ABOVE: Class 37/4 No. 37406 heads south along the Midland Mainline at Tapton on 18th June with Pathfinder Tour's charter to Pwllheli. Unfortunately all did not go to plan with the tour, which ended up at Blackpool! **JAMES ROSE**

Several charters operated on the first day of the period covered by this column, but in South Yorkshire EWS provided Class 37/4 No. 37406 to work 1Z56 06.57 Sheffield - Pwllheli. The tour did not go at all to plan! Initially the locomotive received fitters attention at Derby and again at Wolverhampton. Unfortunately, shortly afterwards, the decision was taken to route the train to Blackpool rather than Pwllheli

due to concerns over the reliability of the locomotive. The train returned from the Lancashire resort, following a shunt move by No. 67020, as 1Z57 18.50 Blackpool - Sheffield.

DRS Class 20 Nos. 20306 and 20309 continued their Weedkilling trip around Scotland, working 6Z06 18.00 Aberdeen - Kingmoor service. The same day also saw the green 4VEP No. 3417 and blue & grey liveried 3CIG No. 1497

on a re-run of last weekend's Staff Slammer railtour, this time run for enthusiasts. EWS used Class 67 No. 67019 to move a set of empty HTA coal wagons north from Warrington to Carlisle on 18th June. Also heading north during the morning was Class 87 No. 87013 which spent the weekend stabled at Carstairs on Thunderbird duties.

Sunday 19th June found Class 90 No. 90022 at work for Virgin Trains (West Coast) working a

Wolverhampton - London - Macclesfield - London - Wolverhampton diagram. Also seeing use the same day, were a pair of FM Rail Class 31 locomotives on shuttles between Bristol TM and Weston Super Mare, due to a local 'Party on the Beach' event.

The use of loco-hauled services on the West Coast Main Line continued on 20th with EWS Class 90 No. 90039 being utilised on the London - Birmingham - Wolverhampton circuit. The same morning saw the introduction of Class 350 'Desiro' EMUs into traffic, working the 11.24 London Euston - Northampton service.

Class 67 No. 67020 was giving the task of working the penultimate Birkenhead to Eastleigh Works unit move for Merseyrail.

Cotswold Rail Class 87 Nos. 87008 and 87007 worked from Oxley to Polmadie (0Z87) on 20th June to collect four Mark 3 coaches. The pair returned as 5Z87 08.30 Polmadie to Norwich the following day.

Due to several defective wagons being located at Penmaenmawr Quarry, Class 47/8 No. 47816 worked light engine from Crewe to move the vehicles concerned to Bangor Yard as 8Z24 10.50 Penmaenmawr - Bangor trip the following day.

No less than four locomotives

BELOW: During a three day tour, which saw the locomotive operate a route trip from London via the West Midlands, Devon and South Wales, 'Western' No. D1015 Western Champion storms round Cuckoo Curve, at Duffryn with Class 37/4 No. 37427 dead inside on route to a fuel stop at Newport. The Type 3 was also detached here, allowing the 'Western' to continue on its own. **IAN HARDY**





ABOVE: The DRS Weedkiller service visited Glasgow Queen Street during the evening of 23rd June, providing the very rare sight of a locomotive hauled service at the buffer stops. Operating in top 'n' tail mode, Class 20/3 Nos. 20306 and 20309 are pictured at the terminus, working 6Z06 Millerhill-Kingmoor. **KEVIN MCCORMICK**

were employed at the helm of 4M74 Coatbridge - Crewe on 20th June. In charge were Class 86 Nos. 86620, 86613, 86614 and 90041. The 21st June, was not the best for Class 60 No. 60046, when the locomotive expired at Kirkstall, near Leeds, with

6D72 Hull Dairycotes - Rylstone aggregate service. The same morning saw classmate No. 60063 fail at Crowle, near Scunthorpe with 6N10 Humber Oil Refinery - Jarrow tanks. Rescue came in the form of No. 60027, which

took the ensemble forward.

The afternoon of 21st June saw 4M26 Dagenham - Crewe car service hauled by Class 66/6 No. 66622, with Class 66/5 No. 66528 and 66546 in the consist, while 6D45 12.45 Doncaster - Immingham

Enterprise service had Class 60 No. 60068 dead in the consist, heading for store at Immingham. The train itself was hauled by Class 66 No. 66225.

Large logo Blue liveried Class 37 No. 37408 was provided to work a ballast service to Shrewsbury via Hereford on the evening of the 21st June.

The 22nd June saw the first day of shuttle services between Swindon and Castle Cary for the Glastonbury Festival. Two FM Rail Class 31 locomotives Nos. 31459 and 31601 were provided. Freightliner's Class 47/0 No. 47150 was used the same day to move repaired wagons from Crewe back to Bath. The train ran as 6Z49.

To allow Serco crews to be trained on Class 37 locos, DRS Class 37/6 No. 37609 has been temporarily seconded for driver familiarisation. The locomotive worked 0Z37 on the 22nd June from Derby RTC to Derby RTC via Nottingham, Newark, Peterborough and Loughborough.

One Anglia used Cotswold Class 47/8 No. 47818 on the 0900 London Liverpool Street - Norwich on 22nd June, while silver liveried Class 67 No. 67029 was provided as motive power for 5Z57 Derby to Old Oak Common, conveying

BELOW: On 23rd June, EWS utilised a pair of Class 37/4 locomotives on the Highland Main Line to work 6K66 06.00 Georgemas Jct - Millerhill empty ballast. Here Nos. 37427 Bont y Bermo leads 37417 Richard Trevithick as the pair descend through the Pass of Drumochter near Dalnaspidal. **BOB LUMLEY**





ABOVE: Direct Rail Services Class 37/6 No. 37609 has recently been on extended loan to Serco, to allow the latter company's drivers to learn the traction, after DRS won the contract to provide the power for one of the Ultrasonic Test Units. Here No. 37609 arrives at Derby on 28th July. The locomotive reversed and departed for Burton Upon Trent. **RICHARD TUPLIN**

charter stock from the week's amended Pwllheli tour.

On Wednesday 22nd June, GBRf Class 66/7 No. 66710 was employed to move 'Slam-Door' unit No. 3520 from Wimbledon Park - Shoburyness (6Z41). The same afternoon, ex-Virgin Class 47/8 No. 47841 (now operated by Freightliner Heavy Haul) worked 5Z45 Stewarts Lane - Caerwent trip, conveying withdrawn EMU Nos. 1867, 1869 and 1868, while in the South West, Class 57 No. 57604 worked 5Z77 13.30 Bristol St. Philips Marsh - Plymouth Laira with two barrier vehicles either side of Mark 3 buffet No. 40724.

Movement of further EWS Type 5s for France took place that afternoon, with 66003 working 6M44, conveying 58011. Power problems with the Class 66 resulted in the Class 58 and the train being left in Woking overnight. Also moving from Toton to Doncaster the same morning by a Class 66 locomotive were Class 56 Nos. 56048, 56099 and 56134, all of which were destined for Healey Mills Yard. The trio continued their journey the following day.

The evening Northampton 'Cobbler' Silverlink loco-hauled service was worked by 90023 (17.22 Euston - Northampton) and 90017 (18.23 Euston - Northampton) this evening. Also working out of Euston the same evening were 'Royal' Class 67 Nos. 67005 Queens Messenger and 67006 Royal Sovereign with the Royal Train to Perth.

Anglia's limited Class 86 fleet continues to perform on the occasional services. On the

23rd June, No. 86235 was provided for the 06.55 Norwich - London Liverpool Street, following which the set stabled at Thornton Fields for the remainder of the day.

With its use on Virgin Cross-Country having come to an end several weeks ago, BR Blue liveried No. 47840 North Star is currently finding use as the draw back locomotive at London Paddington. The 23rd June saw silver liveried Class 67 No. 67029 make its first appearance on the EWS Executive Train on the Southern Region, working a circular trip out from London Waterloo via Woking, Havant, Eastleigh and Basingstoke.

The same evening saw Class 87 No. 87014 working north from London with a pair of Class 325 mail units on 1596 Wembley PRDC to Sheildmuir service.

Major problems ensued on the East Coast Main Line during the evening of the 23rd June when the overhead wires came down near Peterborough, see news pages. One of the knock-on effects was the stock being out of place. As a result, the Porterbrook spot hire HST set was used (with GNER liveried Class 43 No. 43109 leading north) the following day on the 08.10 Leeds - Aberdeen, returning on 14.55 Aberdeen - London King's Cross.

Network Rail liveried Class 31s made a visit to the Settle & Carlisle line on 24th June when Nos. 31233 and 31285 worked 4Z10 Carlisle - Ferme Park test train. The same evening Class 92 No. 92010 powered 6O12 Carlisle - Eastleigh Enterprise service with Class 37/4 No.

37427 dead in train.

Friday 24th June also saw GBRf Class 66/7 No. 66704 move more slam-door stock, from Shoburyness - Newport (as 6V91) for cutting.

The morning of 25th June, lead to an interesting working on the North Wales Coast, when 1D00 05.02 Birmingham New Street - Holyhead service, worked by Class 90 No. 90039 and a Mark 3 DVT set departed Crewe behind Class 57/3 No. 57313 with the Class 90 still attached! The service was terminated at Llandudno

Junction, where the Class 90 was removed to the sidings.

Also, 25th June, saw the first of a three day railtour programme featuring Class 52 No. D1015 Western Champion, see Railtour Table. Problems with low-water saw Class 37/4 No. 37427, which had been moved from Scotland a couple of days earlier, attached at Bescot. The Type 3 locomotive was removed at Newport.

Ballast services around Westbury took on a different look on the 25th June when Class 59/0 No. 59001 Yeoman

BELOW: The appearance of 'Slam-Door' stock on the East Coastway is certainly very rare on Saturdays (with the exception of one working.) On 18th June, 4CIG No. 1866 was employed on the Brighton-Hastings service, seen here approaching Bulverhythe. **DON BENN**





ABOVE: On 21st June, Freightliner used 4M26 Dagenham Dock - Crewe car train to move several locomotives north. At the helm is Class 66/6 No. 66622, with Class 66/5 Nos. 66528 and 66547 in tow. The train is pictured passing South Kenton. **TIM EASTER**

Endeavour and Class 59/2 No. 59203 were provided, in a top and tailed formation, for 6W19 15.00 Westbury - Bristol Parkway Civil Engineers service

On Monday 26th June, Class 67 No. 67020 was given the task of moving the last Class 507 unit, No. 507033, from Birkenhead to Eastleigh Works (5X61) for refurbishment. The final day of Class 31 hauled specials for Glastonbury started badley when Nos. 31454 and 31601, working the 07.30 Westbury - Swindon were delayed at Trowbridge due to cattle on the line!

The Royal Scotsman continues its 2005 programme around Scotland. On 27th June, WCRC Class 37/0 No. 37261

and FM Rail Class 31/1 No. 31190 were in charge of 1H82 Edinburgh - Keith trip. The same morning, Cotswold Rail Class 47/8 No. 47810 worked 1V01 06.22 Great Yarmouth - London Liverpool Street with Class 90 No 90003 dead on the rear as far as Norwich, where the electric then took over.

DRS Class 37/0 No. 37059 was provided to work the Carlisle - Hamilton wagon cripple trip the same day. On its return, the service collected Class 47/0 No. 47298 from Carstairs, where it had been on loan to Virgin Trains as a Thunderbird over the weekend.

Following its exploits on the 'Western' charter the previous weekend, Class 37/4 No. 37427 was provided to work 6M75

Newport ADJ - Warrington Dallam enterprise service on 27th June, however, the locomotive only got as far as Abergavenny before having problems with ringing fire bells. The train was underway again shortly after however.

On 28th June, ETS fitted Class 37/4 No. 37416 was provided for 6B01 Mossend - Riccarton and 6D61 12.35 return working, while in North Wales, Class 66/9 No. 66951 worked 6D21 06.32 Basford Hall - Penmaenmawr, returning with 6K22 to Crewe. Further south and Class 33/1 No. 33103 worked 6Z53 09.00 Salsbury East Yard to Ludgershall.

Cotswold Rail operated Class 87 Nos. 87007 and 87008 became the first Class 87s for several years to work out of Norwich on the 28th, when the pair moved several Mark 3 coaches to Wolverhampton Oxley depot from Norwich Crown Point (5Z87). Freightliner Intermodal's 4M74 Coatbridge - Crewe service was powered by Class 86/6 No. 86637 and 86621 with Freightliner Green liveried No. 90046 dead in train.

Royal Scotsman liveried Class 47/8 No. 47854 was used with an observation saloon between 27th and 29th June. On the second day, the train ran from Edinburgh to Tain via Aberdeen, returning to Polmadie the following morning, having departed Tain at 08.24.

A pair of GMs were used the same morning on 1Z18 09.07

Derby RTC - Cambridge test train. Class 66 No. 66167 and Royal Class 67 No. 67006 Royal Sovereign were used to take the train, including the Mentor test coach, around the network, visiting London Liverpool Street and Kings Lynn.

The next Class 56 locomotive to leave Bristol Barton Hill, for France moved later that afternoon, when 56081 was conveyed dead in the consist of 6M33 16.23 Avonmouth - Wembley Yard, motive power for which was supplied by Class 67 No. 67015.

A fire between Carlisle and Wigton overnight caused problems on the 29th June. 6C22 Carlisle Kingmoor - Sellafield had to be diverted via the WCML. Another tranche of withdrawn 'Slam-Door' EMUs were transferred to Caerwent the same morning, on 5Z45 09.15 service from Ramsgate Depot. Motive power was supplied by 47841, with Nos. 3446, 3572, 3447 in the consist.

Following several days in Wales and the North West, Class 37/4 No. 37427 was transferred back to Scotland, behind hauled north by Class 92 No. 92024 during the afternoon of 29th June. In Scotland classmate No. 37416 was employed on the morning trip from Mossend to MoD Glen Douglas trip, whilst No. 37417 found use on the Edinburgh waste service.

Class 67 No. 67020 was used on 30th June to move refurbished Class 465/9 No. 465924 from Wabtec Doncaster

Charter Workings

The period covered by this issue of The Railway Herald as seen the charter scene dominated by Class 67 workings, with a number of Northern Belle workings and specials to Edinburgh, as a result of the G8 Conference.

18th June

37261 & 31190	1H94 08.10 Dundee - Edinburgh (RS)
	1H95 13.40 Edinburgh - Spean Bridge (RS)
37406	1Z56 06.57 Sheffield - Pwllheli (diverted to Blackpool)
	1Z57 18.50 Blackpool - Sheffield
47826 & 47851	1Z51 07.24 Northampton - Holyhead (Steam from Crewe)
	1Z52 16.00 Holyhead - Northampton (Steam to Crewe)
47832 & 47703	1Z80 06.26 Barrow - Cleethorpes
	1Z81 15.55 Cleethorpes - Barrow
67003	1Z28 06.09 East Croydon - Par
67008	1Z18 07.15 Kirkcaldy - Manchester Victoria
	1Z19 16.55 Manchester Victoria - Kirkcaldy
67012	1Z43 04.17 Colchester - Carlisle

(continued next page)



ABOVE: GBRailfreight's Harwich to Aberdeen service for Carless Fuels is becoming a regular operation. On 1st July, Class 66/7 No. 66706 is caught by the camera as it heads north with 6S58 to Aberdeen, passing Blackfoot. The loco returned south the following day. **KEVIN MCCORMICK**

to Gillingham depot, while GBRailfreight operated Class 66/7 No. 66709 Joseph Arnold Davies was provided for 6V91 10.40 Shoburyness - Newport Docks, conveying Nos. 1804, 1855 and 1832 for cutting.

That afternoon, another service for MoD operated from Redmire, with EWS Class 66 Nos. 66036 and 66086 on the train.

In preparation for the following day's charter to St. Austell (see Charter Workings panel) the InterCity liveried Class 47 No. 47826 and FM Rail Class 31 No. 31602 worked 5Z62 12.02 Carnforth - Tees Yard ECS. On arrival at Tees however, technical problems resulted in No. 47826 being removed from the train and sent back to Carnforth. It was replaced by green liveried Class 47 No. 47851, which arrived light engine overnight.

Whilst on a test run overnight DRS Class 47 Nos. 47298 and 47501 were reported as being on fire just south of Penrith, whilst on the other side of the country, services into and out of Tees Yard were disrupted during the afternoon of the 30th June, when two wagons of a train being propelled into the yard by Class 60 No. 60500 derailed, blocking the south entrance.

The 1st July saw the uncommon sight of a pair of GNER Class 91s (Nos. 91115 and 91118) at the helm of 1S03 London Kings Cross - Edinburgh service.

With no Royal Scotsman tours due to run for a few days, Maroon liveried Class 37/0 No. 37261 Loch Arkaig and Class 31

No. 31190 Gryphon headed south from Scotland back to Carnforth.

During the same afternoon on the Southern Region, one of the final Merseyrail Class 507 units to be returned from Alstom Eastleigh, No. 507024, headed northbehind Class 67 No. 67020 as 5X47 during the afternoon.

With 'Slam-Door' stock having officially finished on South West Trains, with the exception of the two heritage sets, it was surprising to see No. 1392 working 5Z56 10.40 Clapham Yard to Bournemouth Depot on 1st July, under its own power!

The first pair of Class 37/6 locomotives on a Serco Test Train occurred the same day, when Nos. 37602 and 37608 were employed on 4Z10 Derby to Crewe in top and tail mode.

Another 37 heading for new pastures was Class 37/4 No. 37416. The locomotive was moved by Class 92 No. 92043 in the consist of 6M12 12.58 Mossend - Carlisle Yard, before going forward on 6X12 17.23 Carlisle - Eastleigh Enterprise service, as far as Bescot, behind the same Class 92.

The evening of the 1st July saw Cotswold Rail's Class 47 No. 47813 return to traffic working 1V06 19.05 Norwich to Great Yarmouth, complete with Class 90 No. 90019 on the rear of the train.

CORRESPONDANTS

Thanks go to the several correspondants around the country who now regularly contribute information for this column, including GWOT and Trains-Gen.

Charter Workings

18th June (continued)

67017 1Z67 08.18 Kings Cross - York
1Z68 19.30 York - Kings Cross
90xxx + 67030 1Z36 18.00 London Euston - Bangor *

19th June

37261 & 31190 1H96 08.05 Spean Bridge - Taynuilt via Mallaig (RS)

20th June

37261 & 31190 1H97 07.00 Taynuilt - Wemyss Bay (RS)

21st June

37261 & 31190 1H98 06.40 Wemyss Bay - Edinburgh (RS)

23rd June

37261 & 31190 1H82 14.24 Edinburgh - Keith (RS)

24th June

D1015 1Z65 14.58 London Euston - Exeter. St. Davids
37261 & 31190 1H83 08.00 Keith - Kyle of Lochalsh (RS)
67019 19.20 Edinburgh - Dundee
Dundee - Edinburgh
67030 1Z37 06.25 Bangor - Ravenglass *
1Z38 19.55 Ravenglass - Braidhurst *

25th June

D1015 1Z55 04.17 Exeter St. Davids - Llandrindod Wells
1Z56 11.55 Llandrindod Wells - Exeter St. Davids
37261 & 31190 1H84 09.45 Kyle of Lochalsh - Carrbridge (RS)
47703 & 47832 Lincoln - Poole
47851 & 47826 1Z40 Rochdale - Workington via Huddersfield
1Z41 16.45 Workington - Rochdale
47854 1Z80 06.50 Carnforth - Blaenau Ffestiniog
1Z81 16.05 Blaenau Ffestiniog - Carnforth
66103 & 66009 1Z29 06.50 Ealing Broadway - Preston Docks
1Z30 18.15 Preston Docks - Ealing Broadway
67005 1Z31 Derby - Par
67009 1Z39 00.25 Braidhurst - Fort William *
67012 London Victoria - Chesterfield
67015 1Z45 Downham Market - Carlisle
1Z46 13.35 Carlisle - Downham Market
67009 1Z40 12.56 Fort William - Braidhurst Loop *
90021 1Z41 18.58 Braidhurst Loop - London Euston *

26th June

D1015 1Z33 11.33 Exeter St. Davids - London Victoria
37261 & 31190 1H86 11.38 Aviemore - Stirling (RS)
67019 & 67030 1Z30 09.25 Manchester Victoria - Manchester
Victoria via Blaenau Ffestiniog

27th June

37261 & 31190 1H87 08.48 Stirling - Edinburgh (RS)

28th June

67030 & 67019 1Z30 09.25 Manchester Victoria - Manchester
Victoria via Blaenau Ffestiniog

29th June

67030 1Z67 09.14 Cardiff - Chester
1Z68 18.08 Chester - Cardiff

30th June

67030 1Z27 12.45 Bath Spa - Honiton via Bridgewater
1Z28 15.18 Honiton - Bristol Temple Meads via
Yeovil Pen Mill

1st July

47851/31602 1Z63 09.42 Saltburn by the Sea - St. Austell
67015 1Z52 10.26 Euston - Edinburgh
67022 1Z53 13.28 Crewe - Edinburgh via Manchester
67030 1Z54 13.41 Birmingham International - Edinburgh
90018 1Z71 15.19 London Kings Cross - Edinburgh