

# The Railway Herald

31 March 2006

No. 35

The complimentary UK railway journal for the railway enthusiast



## In This Issue

New Franchise launches around London  
Major upgrade for 'one' Anglia Class 90s

Next batch of Class 66s leave Canada  
All change on 'Waterloo & City' line

# The Railway Herald

Issue 35  
31 March 2006

## Contents

### Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the editor at [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk)

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

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

Once the 'new-look' Railway Herald is launched, the a reproduction fee will be paid to photographers.

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 [subscriptions@railwayherald.co.uk](mailto:subscriptions@railwayherald.co.uk) E-mail addresses are never given out and should you choose to cease your subscription in the future, please just contact us.

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2006

**FRONT COVER:** Storming up the Lickey Incline at Vigo on 25 March, Class 50s Nos. 50049 *Defiance* and 50031 *Hood* power a Pathfinder Railtours charter from Cardiff to Redmire. **ROGER CUTTS**

### Newsdesk

Three new franchise launches, More 'Desiro' units for South West Trains, major upgrade for 'one Class 90s and Wembley Park reopens.

### Rolling Stock News

All change on the Waterloo & City, plus Stock changes for Great Western.

### Railtour Pictorial

A pictorial look at some of the railtours over the past week.

### Worldwide View

Bombardier Light Rail Vehicles for Frankfurt and more Class 66s on their way from Canada.

### Preservation View

Loadhaul liveried 'Grid' in action in Gloucestershire.

### Notable Workings Pictorial

A look at some of the rare and notable workings over the past week.

## The new Railway Herald website

As suggested in the 'Editor's Comment' last issue our brand new website has now launched.

You can find it on the web at [www.railwayherald.co.uk](http://www.railwayherald.co.uk) or [www.railwayherald.com](http://www.railwayherald.com) and the site is packed full of news and information, updated as frequently as possible.

We have decided to launch the interactive website a few weeks in advance of the official launch of the subscription-based 'Railway Herald'. As a result the new website is totally free at present, and we welcome input from everyone. Once we are happy with its operation and the interface with the PDF 'Railway Herald' product, we will advise you that from a certain date, you will have to subscribe to 'Railway Herald' to continue using the site. This will then provide you with a weekly PDF magazine, plus all facilities of the website.

The 'Railway Herald' website offers some tremendous benefits over printed magazines. Providing immediate railway news through a number of news topics - UK News, World News, Preservation News to name but a few. These pages are updated as and when news stories break which may be several times a day. Our site also provides a large range of news illustrations including a 'Picture of the Day', showing the most interesting illustration received in the previous 24 hours.

Our main aim is to bring you news as and when it happens. To enable this service, the UK



and overseas railway operators together with preservation railways will be supplying us with constant news feeds.

The world of special trains, railtours and charter services are also covered, with the most up to date and accurate tour listings available, these will be updated and changed as details are amended by operators to enable you to be fully briefed on what trains are running and the routes to be covered, together with motive power to be used. In many cases full tour times will also be provided in advance.

By popular request we have also opened an 'Insider Gen' board where anonymous messages can be posted, our computer equipment does not record personal information on who posts to this board so your identity is safe. So, if anyone has information they wish to pass on to fellow enthusiasts they are free to do so without trace. We would ask that people are just a little careful in what is posted.

Other sections of the website include a 'News Archive' where all news stories carried on the 'Railway Herald' site will be stored to enable you to check up on past events, 'Special Trains Timings', where site users are able to post detailed times of specials thus helping others see the services, 'Events Diary' listing all known railway events - you are welcome to send us entries for this section, 'Names Encyclopedia' a full on-line database of every named locomotive, multiple unit or carriage in the UK, 'Technical Data' full technical data for all UK loco and multiple unit classes and 'Reader Downloads' download wallpaper of your favourite railway subject.

All of the above however is just a start, the site includes other sections, not mentioned and a whole host of new sections, features and pages are planned to come on-line over the next few months. Let us know what you would like to see featured as well!

# The 'new' First Great Western



**ABOVE:** The semi broadside view of the demonstration train shows the livery well, it is certainly very striking and from passenger and enthusiast reaction, is well liked, even at this early stage. Led by power car No. 43004, the 09.12 Paddington-Penzance crosses Cockwood Harbour, Starcross. COLIN J. MARSDEN

The much awaited launch of the Greater Western Franchise, joining together First Great Western, Wessex Trains and Great Western Link, under the banner of First Great Western took place at 02.00 on 1 April. The official launch was held with a travelling 'road show' from Paddington to Penzance on 3 April, showing for the first time the new external image.

The launch at Paddington was hosted by First Chief Executive Moir Lockhead and First Great Western Managing Director Alison Forster.

Moir Lockhead said that "Today's launch of the Greater Western Franchise heralds the start of a £200million investment programme. Fulfilling the promises of the franchise bid".

On the launch day a 2+3 HST (43004, 44049, 40752, 41003, 43009) was used to form a 09.12 Paddington-Penzance special. These vehicles were in a vinyl concept version of the new FGW colours, based on the First Group blue/mauve, offset by a turquoise upper body colour, similar to the franchise-bid concept vehicles shown last year.

In the near future a major internal refurbishment will commence with new interiors for standard class, first class and buffet vehicles. New design seats will be fitted throughout, while in first class leather coverings will be used. Major attention is to be given to the toilets, while the refreshment vehicles are to be fully redesigned.

The already announced re-engining of the Class 43 power cars is set to continue and the re-branding in the final version of the First 'Swirl' colour scheme will take around two years to complete.

The new franchise is far more than the appearance of trains, with huge investments in stations and the passenger environment, ranging from how passengers get to the rail head, to car parking, railway site security and staff presentation and performance.

FGW operated a special launch train on the Paddington-Penzance corridor to involve staff from all elements of the new business.

■ In the final week of the Wessex Train franchise a major effort was made to remove the Wessex branding from its fleet of Class

150, 153 and 158s, while station nameboards were shorn of their Wessex name. The cosmetic change to trains in the First Great Western Link area was not as noticeable as First has operated these services for some time and re-branding into corporate style has been ongoing.

The new FGW is inviting local people to nominate their favourite place within the former Wessex franchise area and 50 of the nominated names will then be showcased along the side of the new Greater Western Class 150, 153 and 158 fleets. The names should be places, attractions, local clubs, teams or even schools. To nominate your name text the 'name' to 88600 or visit the FGW web site at [www.firstgreatwestern.co.uk/name](http://www.firstgreatwestern.co.uk/name) suggestions must be in by the end of April.

■ On the day of the franchise launch, FGW announced that following over 9,000 responses to the new FGW timetable to be launched in December, a significant number of changes are to be incorporated to meet the aspirations of passengers and user groups.

**BELOW:** The vinyl application of the new First Great Western livery was carried out at Old Oak Common, here the buffet vehicle No. 40752 is shown. At this stage no yellow first class coach band is applied, but a large yellow '1' is adjacent to the passenger doors. The company name is applied in the centre with the vehicle number below. COLIN J. MARSDEN



# London King's Cross welcomes First Capital Connect

As well as the First Group celebrations held on 3 April to mark the retention of the First Great Western franchise, now incorporating Wessex Trains and First Great Western Link, First Group also marked the take over of the former Great Northern franchise.

The new franchise, which also incorporates Thameslink services to Bedford is to be known as First Capital Connect and will operate services from Kings Cross to Peterborough, Kings Lynn and Cambridge, as well as local services in the Stevenage-London area and Thameslink services operating on the South Coast-Bedford corridor.

First Group re-branded one unit, Class 365 EMU No. 365505 for the official launch, which operated the 10.45 Kings Cross-Kings Lynn service. The livery is in keeping with the First theme, but incorporates some local refinements, with the replacement of the 'light wave' lines.



At the company launch at Kings Cross it was announced that £52 was to be invested in improvements to stations and trains, together with security and safety upgrades.

The new Managing Director of First Capital Connect is Elaine Holt.

**ABOVE:** The first re-branded First Capital Connect Class 365 No. 365505 arrives at Kings Cross on 3 April for the company launch.

**LEFT:** A number of existing WAGN and NSE-liveried units now operated by the franchise are having First Capital Connect 'stickers' applied.

**BOTH:** BRIAN MORRISON



**BELOW:** On 3 April, FM Rail's Class 47/0 No. 47145 stands at Longport where a run-round movement took place with 6Z47 10.30 Stoke (Marcroft Engineering) - Isle of Grain service, conveying 16 empty JTA and JUA vehicles. The wagons, which were being moved on behalf of vehicle leasing company VTG Rail UK Limited, have recently been refurbished by Marcroft Engineering. It is hoped that this 'one-off' movement may lead to further freight traffic in the future. **ANDY COX**



# 2006 ACoRP Community Rail Festival takes shape

The second National Community Rail Festival will take place in Darlington and the North East over the weekend of 23-24 September.

Organised by the Association of Community Rail Partnerships (ACoRP) with the support of GNER, Northern Rail, Trans-Pennine Express, Network Rail and Virgin Trains, the festival promises to offer a wide range of events and activities to promote the role of railways in the community. Local authorities including Darlington, County Durham, Wear Valley and Sedgfield are fully behind the project.

This year's festival will include: Station Gala at Darlington Bank Top station,

featuring heritage and modern traction exhibits; family events including miniature railway, music and theatre, displays from the railway industry, community groups and local authorities. A Heritage event will be held at Locomotion (Shildon) with several main line locomotives in steam and a wide range of events on site. Mini galas will be held at stations between Bishop Auckland, Darlington and Saltburn, with enhanced Northern service on the Saturday with on-train events.

Charter trains to Darlington and heritage diesel-hauled charter operations over unusual routes in the North East will also operate.

ACoRP's events organiser Hazel Bonner



**ABOVE:** The 12.50 Norwich & Norfolk Railfest charter shuttle from Lowestoft to Norwich crosses the Reedham swing bridge on 25 September 2005, 'topped & tailed' by Class 20s Nos 20096 & 20905 and Class 47/7 No 47714. **BRIAN MORRISON**

said "We are delighted at the level of support from the railway industry and local authorities. We are now looking for offers

of main line locomotives and other rolling stock which can be displayed at Darlington".

Updates on the 2006

Community Rail Festival will be brought to you in *Railway Herald*. Also see the event website at: [www.communityrailfest.org.uk](http://www.communityrailfest.org.uk)

## Central Trains franchise extended to November 2007

The Department for Transport (DfT) has announced that the Central Trains franchise is formally extended to run from 1 April 2006 to 11 November 2007.

Terms have been agreed between National Express Group and the DfT enabling the company to consolidate and further improve on its recent gains in performance and standards of customer service.

The franchise extension guarantees existing

levels of service and investment.

Welcoming the announcement, Steve Banaghan, Managing Director of Central Trains said: "I am delighted that our franchise has been formally extended. There have been considerable improvements in our performance and customer service, this along with the efforts of our staff have undoubtedly been factors in the decision to extend our franchise".

## 'ONE' improves lost property service

Lost Property services across 'one' have been improved to make it easier for customers to report lost property and find their lost items. The service has been renamed 'Lost and Found' and includes: one central telephone number (0845 600 7245) to report all lost items.

A new lost property reporting form on the

web site at [www.onerailway.com](http://www.onerailway.com) linked to a central database records all lost and found items. A courier services is now available to customers (at a charge) to return lost items. The revised service includes the application of standard charges, and a standardised policy and procedures document for lost property across 'one'.

## New Siemens 'Desiro' order for SWT

The Department for Transport has placed a £70m order with Angel Trains for them to purchase a further fleet of 17 Class 450 Desiro EMUs for use on South West Trains.

The sets will commence delivery by rail from Wildenrath, Germany in June and be allocated to Siemens 'Desiro' depot at Northam, near Southampton. Construction of the sets will be undertaken Siemens Uerdingen and testing carried out prior to delivery on the Wildenrath test track.

SWT intend to strengthen existing trains where overcrowding has been identified, allowing more peak hour

services to be formed of 12 car sets.

These sets only go part way to replace the original plan of South West Trains to have 24 five-car Class 450 Desiro units, which were originally ordered by Angel Trains and then 're-deployed' by the SRA for use on Silverlink and Central Trains main line services, these are now classified as 350. This re-deployment left SWT short of trains for its projected growth, especially when it was planned to phase out the ill-fated Class 458 'Juniper' sets.

No information has yet been received on set and vehicle numbering for the additional units.

**BELOW:** The final unit of the first SWT No. 450110 nears completion in the main erecting shop at Siemens Uerdingen on 3 March 2004. **COLIN J. MARSDEN**



# Arriva Trains Wales invests £2m on revenue collection

Arriva Trains Wales (ATW) passengers are now benefiting from new ticket-buying facilities designed to make ticket purchase quicker and easier. ATW issues over 10 million tickets every year, and has invested £2 million on improved buying.

All of ATWs 51 station booking offices and agents have received new ticket issuing equipment, these issue tickets faster and will help reduce station ticket queues. The new Fujitsu STAR systems also provides 'Chip and PIN', and replace the old APTIS system which was introduced by BR in the 1980s.

In addition, 18 self-service ticket machines are being installed at ATW stations allowing passengers to bypass ticket offices and

purchase tickets at their convenience. The machines, supplied by Scheidt & Bachmann, are the most advanced in the UK and offer state-of-the-art payment.

New ticket gates will be provided at 12 stations allowing large numbers of passengers to pass through ticket inspection quickly, ensuring that fare paying passengers are not subsidising those without tickets. Supervised by station staff, gated entry to stations also has important security benefits and has been shown to reduce vandalism.

New AVANTIX™ Mobile on-train ticket-buying equipment, developed by Atos Origin, has also been introduced across the Arriva network to provide easy ticketing on the move.

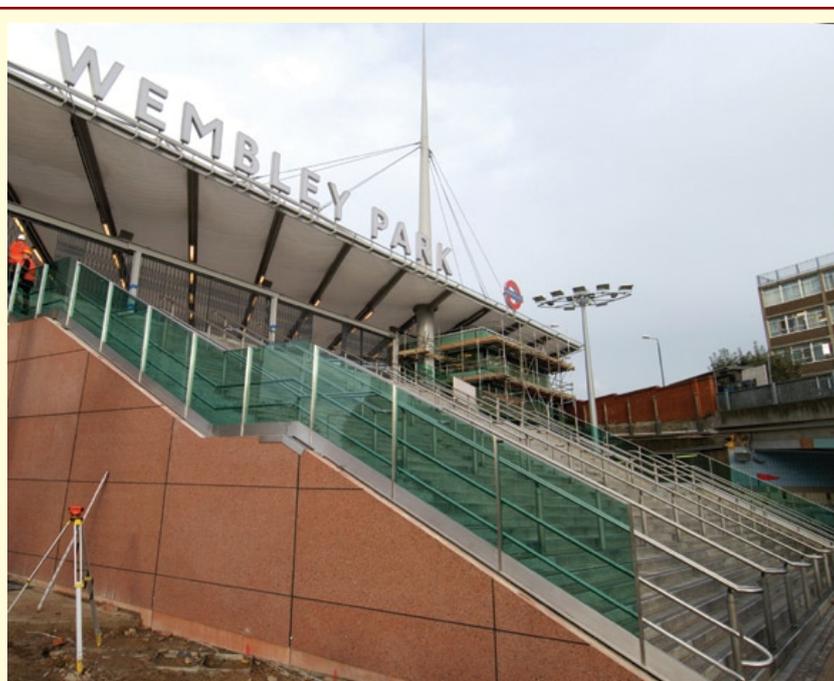


## Heathrow Express to take Network Railcards

Heathrow Express, the non-stop rail-air link between Heathrow Airport and London Paddington is now offering a 34 per cent discount to all Network Railcard holders when purchasing an Express class single or return ticket.

Discounts are available after 10.00 Monday to Friday and all day on weekends and Bank holidays.

Brian Cooke, Chairman of London TravelWatch, said, "We are delighted that Heathrow Express are now accepting Network Railcards on its trains. It will be a real benefit to passengers and a positive move to integrated transport in the London area."



## Wembley Park station opened ahead of stadium completion

A special re-opening ceremony was held at Wembley Park London Underground station on 27 March, attended by the Mayor, the new Transport Commissioner Peter Hendy, London Underground and Tube Lines staff to celebrate the completion of the re-development of the station – the primary gateway to the new Wembley Stadium, which will now not be opened until early 2007.

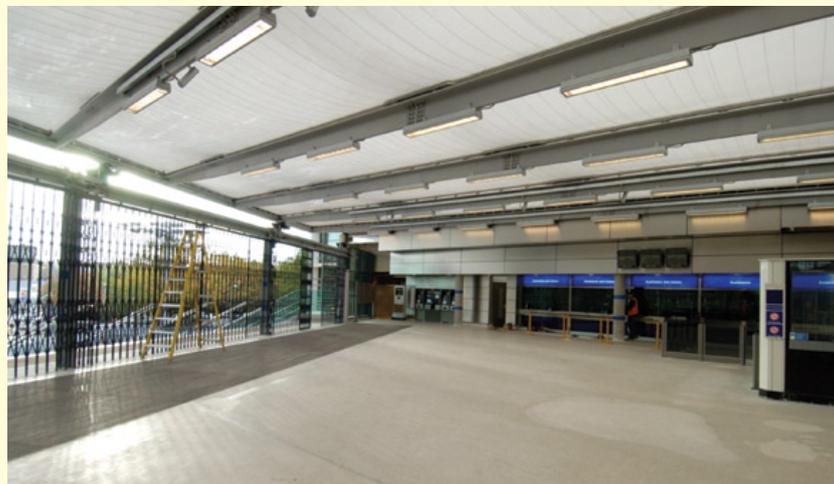
To mark the latest success in Tube improvements David Seaman, former England and Arsenal goalkeeper, attended the event to

play a penalty shoot-out with a Chalkhill Primary School football team.

The re-developed station is the latest in a series of projects delivered by Tube Lines to London Underground on time and on budget. The station now has an enlarged commuter ticket hall, a new events day ticket hall, expansion of the 'Euro 1996' exit steps at the southern end of the station, step free access from all six platforms and extended canopies on platforms 4 and 5. This work provides a 70 per cent increase in station capacity and enable London Underground to

safely operate the station on event days held at the Wembley Arena and the new Wembley.

Work started on site in April 2004, and has had to take place alongside the operational station, this has not been an easy period for passengers or site developers, and to achieve the challenging deadlines London Underground, closed off alternating platforms for three months at a time to facilitate 24-hour working. This allowed London Underground to operate a service for passengers, while allowing Tube Lines to progress work.



TOP: The expanded 'Euro 1996' steps at Wembley Park, leading into the new enlarged passenger circulating area.

ABOVE: Wembley Way passenger circulating area and ticket hall.  
Both: BRIAN MORRISON

# Major upgrade for 'one' Anglia Class 90s

The 'one' fleet engineering team at Norwich Crown Point Depot is taking forward an extensive 10 point plan to provide proactive modifications to their fleet of 15 Class 90/0 locos, which is designed to further improve reliability and performance of the fleet and to provide an improved environment for train drivers.

The work includes:

- AWS reset button modified to a more robust switch arrangement to reduce failures.
- Cab Heater switches – A number of failures occurred due of inadequate cab heat, the switches have now been replaced to eliminated the problem.
- Winter conditions – The 'curtains' that guard against snow ingress have been refitted and other modifications made to air deflectors to prevent electrical short circuits. A further modification to chokes is also being made.
- Thyristor bridges – A design fault with the original equipment was

identified which caused burn out of the bridge in hot weather conditions. An alternative design bridge that will eliminate the issue will be fitted over the next four months.

- Hard wired speed probes - Failure of a speed probe has been attributed to connectors that work loose over time. A simple check has been carried out to reduce such failures. In addition, a 'hardwired' version of the speed probe which will not suffer the same failure is being assessed as a permanent solution.
- NR28 Relay coils - The NR28 relay is widely used through the rail industry, however over the past year, Class 90s have incurred a number of delays due to failures of the coils. The problem is likely to be age related, and monitoring and replacement is taking place.
- Cab Air Conditioning - The Cab Air Conditioning system has historically been unreliable. This resulted from ineffective maintenance and a

number of design problems. Upgrades have already been made and further work will be done before the 2006 summer season.

- Cab upgrade – This involves a mini refurbishment, including checking cabs for drafts and leaks, fitting a new drivers seat, new sun blinds on the side windows, repairs to the current front sunblind and refurbishment of the second driver seat.
- TPWS upgrade - The supplier of the TPWS equipment which is common to most of the

industry has developed a number of reliability improvements as problems with connectors on bogie mounted equipment has led to a 'hardwired' version. The receivers which used relay based devices have been replaced with solid state receivers and the electronic modules have been upgraded.

- TDM changes – A number of modifications have been carried out to reduce failure. These include the fitting of ferrite chokes to the input/output wires to/from the equipment

rack and changes in the earthing arrangements. This later upgrade has almost completely eliminated problems on No. 90010 and reduced failures on Nos. 90002/003/004.

OTMR equipment has already been fitted to the 'one' Class 90 fleet and the re-livery programme continues with 10 locomotives completed in 'one' livery to date. The Class 90s operated by 'one' are already performing to a much higher miles per casualty figure than the Class 86s previously used.



ABOVE: The 11.00 from Liverpool Street to Norwich heads through Stratford on 30 January 2006, the stock still in Virgin Trains' red, although the locomotive, Class 90 No 90013, is in 'one' livery. BRIAN MORRISON

BELOW: A student at Exmouth University, Lucy Tricker, a regular traveller between Taunton and Exeter on Virgin Trains services was one of five lucky winners of a years free travel on Virgin Trains services. The ticket givaway on 27 March was part of a nationwide celebration held by Virgin to mark 20 million single passenger journeys in a single year. On hand at Exeter to present the prize was Chris Gibb, Managing Director of Virgin CrossCountry. VT



## Freightliner wins more traffic

Freightliner Heavy Haul commenced operation of the Bardon Aggregate trains on 3 April.

The contract includes a vast amount of traffic,

including the Wool-Neasden sand service and Bardon Hill Quarry to Angerstein Wharf and Harlow Mill. Full details of the services involved are listed on our website.

## Major investments by Network Rail

■ The Calder Valley line between Manchester Victoria and Todmorden will benefit from £1.5 million of maintenance. To enable the work, the line will be closed over the Easter period. The first phase will involve waterproofing the viaduct taking the railway over the M62 in Castleton, work costing over £750,000. While the line is closed Network Rail is investing £800,000 in two track schemes. In Moston .75 mile of steel sleepers and track will be replaced and in Smithy Bridge foundations and ballast under a .5 mile stretch will be renewed.

A rail replacement bus service will be in operation for the duration of the works.

■ Passengers using the

Wirral line will benefit following the completion of a £4.3 million NR project to upgrade the line between Liverpool Lime Street and Liverpool Central.

This work will affect passengers travelling beyond James Street, and will take place from 14 April until 30 May. During this time all trains will terminate at James Street station and will not call at Moorfields, Liverpool Lime Street or Liverpool Central. Work will not affect Northern Line or main line services.

This work is phase two of a three-year programme, which was planned in 2004, and NR intends to carry out more work at Moorfields next year. The environment

of water and minerals within the tunnel presents a challenge in terms of routine maintenance, and it has become necessary to carry out major renewals on the line.

■ The Settle to Carlisle line reopened on 1 April following four weeks of closure. During which, seven miles of new track was laid allowing higher speeds over some sections. Drainage was improved and other preventative maintenance activity completed across more than a dozen work sites along 35 miles of railway.

Further work is planned for the S&C route, which will require closure between 14 and 21 May and 16 and 30 July.



**ABOVE:** On 28 March Cotswold Rail were contracted to provide traction and crew to operate another HST transfer move, taking a set of previously off-lease ex Virgin Trains Mk3 HST stock from store at MoD Bicester to Plymouth Laira depot for restoration to service. The move, powered by Anglia-liveried No. 47714 and Cotswold silver-liveried No. 47813 was formed of vehicles Nos. 41163, 44081, 42177, 42176, 42175, 42105, 40437, 4105, marshalled between Mk3 passenger cars Nos. 12172 and 10235 acting as coupling barriers. After depositing the stock at Laira, and the crew taking rest, the two locos and barrier cars returned to Gloucester early on 29 March, and are shown here approaching Dawlish. COLIN J. MARSDEN

## Stock changes for new First Great Western



**ABOVE:** Having arrived in Bristol on 30 March, working empty from Edinburgh Haymarket via the West Coast Main Line, First ScotRail Class 158 No. 158741 worked its first passenger train for First Great Western just less than five hours after the franchise commenced, forming the 06.56 Bristol Temple Meads-Penzance, shown here passing along the sea wall at Dawlish, Devon. The unit later returned on the 13.30 Penzance-Cardiff. This set is expected to soon have its ScotRail bodyside legend replaced with Great Western. COLIN J. MARSDEN

## Traction News

- Fleet changes surrounding the transfer of the Wessex Trains franchise to First Group from 02.00 on 1 April, saw a number of multiple unit fleet changes in the days around the changeover period. Several of the already Wessex-branded Class 158s were exchanged with Central Trains green-liveried sets, while others have transferred south to Bristol from First ScotRail at Edinburgh Haymarket.
- Following our note last week that FGW have obtained two of the Mk3 BFO coaches, it has now been confirmed that all three have been purchased by First for use on the Paddington-Penzance sleeper services.
- The six stored Porterbrook Class 87s at MoD Bicester, Nos. 87009/011/017/018/020/034 have been moved from Bicester to Long Marston. First to move was No. 87018 on 28 March by road (its condition was not good enough for rail travel). On 30 March Nos. 87009/020/034 were hauled from Bicester to Long Marston by Cotswold '47s' Nos. 47714/813, with Nos. 87011/017 scheduled to move on 31 March, remaining at Bicester for a few days due to track problems.

## Return of Gloucester Horton Road

With Cotswold Rail having an ever growing fleet of operational locos, and the recent awarding of a European Passenger licence under the Advenza Freight name, the company has been seeking proper depot facilities. For a

long time the company has been using sidings at Gloucester, near the company headquarters, and now a deal has been struck to take over the former Gloucester Horton Road facility.

Previously GL or 85B in the steam era, the

present GW buildings will be replaced by a modern structure, with full stabling, fuel and maintenance facilities.

The Cotswold fleet of 47s, HST stock and shunter power will now be allocated to the depot, due to open soon.

- The maintenance facility at Midland Road, Leeds, which since opening in summer 2003 has been operated by London North Western Railway Ltd, has been sold to Freightliner, who will now take over the running of the purpose-built facility. The LNWR depot logo, located above the shed doors has been removed.

- Contrary to information recently published in the printed railway media. First Great Western's Engineering Director Graham Boot-Handford has confirmed that all 117 FGW power cars will be re-engined at Brush Traction.

# All change on the Waterloo & City

The 1.5 miles long Waterloo & City line linking Waterloo with Bank station closed on 31 March for a five month £40m refurbishment. The line which carries 9.6 million people a year was opened in 1898 and last refurbished in 1993 when the present stock was delivered.

At the time of its last refurbishment the line was still operated by British Rail, but was soon transferred to London Underground and is now operated as an annex of the Central Line.

The five month closure will allow Metronet Rail and Balfour Beatty to carry out refurbishment and renewals. The work will see around 25 per cent more trains operating in the rush hours, Quicker journey times following a package of track and signalling work, a smoother ride due to new track.

The 20 vehicles making up the Waterloo & City fleet are all being removed from the line and transported by road to Wabtec, Doncaster for full internal and external refurbishment.

The first 12 vehicles were removed on 1/2 April, just hours after the line was closed at the end of service on 31 March. The remaining eight will be removed over the weekend of 8/9 April.

To assist with the engineering work, four battery-powered locos *Walter*, *Lou*, *Anne*, and *Kitty*, will be used to haul materials and plant along the line, these have been designed and built by Derby firm Clayton Equipment. Each loco weighs 15 tonnes and is fitted with two 75hp motors. These were lowered on to the Waterloo & City line on 1/2 April.

The refurbishment of Waterloo & City line fleet at Wabtec will see the exterior changed to standard London Underground colours. Refurbishment will improve the ambience of trains, and fit new on-board CCTV systems to improve security.

At this stage it is proposed to return the vehicles to the refurbished railway over the weekends of 5/6 and 12/13 August. On 13 August the battery locos will be removed and the following day the line will be returned to LUL for testing and recommissioning, prior to reopening on 1 September.

**TOP:** Car No. 65508 is lifted out from the Waterloo & City Railway by a 500 tonne lift capacity crane on 1 April. **INSET RIGHT:** Car No. 65508 is lowered onto an Allelys Heavy Haul road trailer for transport to Wabtec, Doncaster. **BELOW:** One of four Balfour Beatty-liveried, Clayton-built battery shunters awaits its turn on the crane to be lowered onto the line. **All: BRIAN MORRISON**





**LEFT:** LNER B1 4-6-0 No. 61264 made a visit to some of the original stamping grounds around Lincolnshire and Yorkshire for the class, when it provided the power for the Railway Touring Company's 'Lincolnshire Poacher' charter. The B1 took over the train at Peterborough and is seen passing Wisker Hill Junction, Retford, over an hour down, heading for Cleethorpes.  
**JOHN WHITEHOUSE**

**BELOW:** To celebrate the 100th anniversary of the GWR/GCR Joint Line, Chiltern Railways organised several steam specials on 1/2 April. The original choice of motive power was to have been GWR Hall's, but due to clearance issues, LMS Jubilee 4-6-0 No. 5690 *Leander* and Class 8F 2-8-0 No. 48151 were provided. Working in 'top & tail' formation, the '8F' approaches West Ruislip on 1 April with the 13.07 from High Wycombe to Marylebone.  
**BRIAN MORRISON**



## Talent trains for Hungary

The Hungarian National Railways (MÁV) have ordered ten Talent commuter trains from Bombardier Transportation.

The four-car sets are to be manufactured in consortium with Elin EBG Traction/Siemens and will be equipped with dual-voltage technology for 15kV AC and 25 kV AC.

The trains, which have an estimated value of €45 million, are scheduled for delivery this year, starting with the first on 31 March 2006.

Construction will take place at Aachen in Germany, with bogies being manufactured by Bombardier in Siegen, Germany. The electrical equipment will be supplied by Elin EBG Traction.

The interior fitting and commissioning will be carried out at Bombardier's and MÁV's joint venture production site in Dunakeszi, Hungary, near Budapest.

## More Class 66s on the way from Canada



**ABOVE:** With the five GBRf/Metronet Class 66s coupled behind and the three Mitsui Rail Capital locos on the rear, the transit move to the Port of Halifax is seen at Windsor Junction in Nova Scotia, north of Halifax, on 25 March. Motive power is provided by Canadian National SD40 No. 5319. **DAVID OTHEN**

The next batch of Class 66s, Nos. 66718-722 for GBRf and the Metronet contract are due to arrive at Newport on 9 April. They are fully finished in GBRf/Metronet blue and orange livery.

The five GBRf Class 66/7s were hauled from Electro Motive Canada,

London, Ontario, to the Port of Halifax for shipping on 25 March. Motive power was provided by CN5319 with a train operating as No. 436.

On route, three Euro-66s for Mitsui Rail Capital (Nos. JT6 - JT8) were added to the formation in

Toronto.

All locos were loaded on *MV Jumbo Challenger* on 26 March, with the ship departing on 29 March. After the scheduled arrival in Newport on 9 April, the ship will continue to Rotterdam to off-load the Mitsui fleet.

At present JT1 is still at the EMCC plant in London and Nos. JT9 and JT10 are at ITS Rail, St Catharines, Ontario, Canada.

Frames for the next batch of '66s' to be built for DRS Nos. 66411-66420 have now been fabricated in the London plant.

## Bombardier wins order for 146 LRV for Frankfurt

Bombardier Transportation has announced it has won a contract for 146 Bombardier 'FLEXITY' Swift high-floor light rail vehicles to the Frankfurt Transport Authority. The order is valued at approximately €300 million and includes an option for 24 extra vehicles. Deliveries will take place between May 2008 and mid 2015.

The FLEXITY Swift vehicles will be designed and manufactured at Bombardier's site in Bautzen (Germany), with electrical equipment supplied by its plant in Mannheim (Germany). Bogies will be produced at Bombardier's Siegen (Germany) production facility.

The new FLEXITY Swift vehicles will be used in Frankfurt's high-floor network. The design concept is derived from the Bombardier FLEXITY Classic trams which have been in service in Frankfurt since October 2003. A total of 65 FLEXITY Classic trams have been ordered by VGF since June 2002.

Twenty-five metres long and 2.65 metres wide the new bi-directional vehicles offer capacity for 184 passengers, including 48 seated. The vehicles are fully air-conditioned and include video monitoring system. The FLEXITY Swift is equipped with the Bombardier MITRAC drive and control system.



**ABOVE:** Artists impression of the Bombardier 'Flexity Swift' high-floor rail vehicles to be constructed for Frankfurt. **BOMBARDIER**

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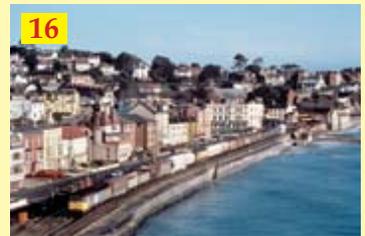
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**ABOVE:** Over the 1/2 April the Gloucestershire Warwickshire Railway held another popular diesel gala. Over the winter Class 56 No. 56003 has been repainted into 'Load Haul' livery. Here Nos. 56003 and 47376 *Freightliner* 1995 are seen reversing a Toddington - Wincombe freight into the yard at Wincombe on the 1st April. **BRIAN GARRETT**

## GW Collett No. 3205 returns to Buckfastleigh

Agreement has been reached with the Trustees of the 2251 Fund to return Collett designed 0-6-0 No. 3205 to the South Devon Railway (SDR) at Buckfastleigh. The locomotive was based at the Gloucester & Warwickshire Railway during 1995, for the final year of its boiler certificate.

Under the agreement the engine will

be overhauled at the SDR's expense in return for the use of the locomotive for the duration of its ten year ticket. The locomotive and tender arrived back on the South Devon Railway on 30 March and its £250,000 overhaul should commence once the overhaul's on GW 'Prairie' No. 4160 and GW '2800' class No. 3803 are complete.

**BELOW:** The Chacewater Light Railway held a Steam Gala over the weekend of 1/2 April, featuring visiting Class J94 No. 68009 from the North Norfolk Railway. Unfortunately, recent inclement weather has delayed engineering work around Chacewater Heaths, which meant the railway could only operate a shuttle service between Brownhills West and Norton Lakeside. On 2 April, No. 68009 pulls out of Brownhills West on the Norton Lakeside Shuttle with 'Electro-Diesel' Class 73 No. 73128 on the rear to enable top and tail operation. **JOHN WHITEHOUSE**



## Lancashire visitors for NYMR diesel gala

The North Yorkshire Moors Railway diesel gala on 5-7 May will see several visiting locomotives from the East Lancashire Railway.

The resident traction fleet of Class 24 No. D5061, Class 40 No. D200 (on two-year loan from the NRM), Class 50 No. 50027 *Lion* and Class 101 DMU No. 101680 will all be in action, joining with Class 37 No. D6700 from the National Railway Museum, Class 40 No. 40145, Class 42 No. D832 *Onslaught* and Class 47 No. 47402 *Gateshead* from the East Lancashire Railway. A further guest locomotive may yet be added.

Unfortunately repairs to the NYMR's Class 25 No. D7628 *Sybilla* will not be completed in time. All locomotives will be in action across all three days of the gala weekend, with the exception of Class 24 No. D5061 which is booked to work Friday evening only. The loco will be the resident thunderbird,

hopefully in Pickering station, for the remainder of the gala.

Services commence at 09.45 from Grosmont and 10.15 from Pickering on 3 May running through until Midnight. On 4/5 May full services commence at the same time from either end, but with the addition of an 08.45 DMU shuttle from Pickering as far as Goathland on both days. Evening running on the Saturday sees trains operating through to 10.30 with completion of running by 18.00 on the Sunday.

A full timetable booklet giving a background to the weekend, locomotive diagrams and a full timetable will be available from Pickering Customer Services office for £1 over the weekend.

In addition a number of book, video and model railway trade stands, plus stands from the owners of visiting locomotives will be on display along the railway.



**ABOVE:** EPS Class 37/6s Nos 37601 & 37603 charge through Orpington on 30 March 2006, hauling Eurostar set Nos. (37)3005/06 on a driver training run from Waterloo International to Dollands Moor International and return. **BRIAN MORRISON**



**LEFT:** Spare Class 373 Eurostar Driving Motor car No 3999 passes through Bickley cutting on 28 March 2006, heading the 12.58 service from Brussels Midi to London Waterloo International. This car is usually only used when the 'correct' power car for a set is out of service for maintenance. However, frequently, the set in which the car operates has its set number applied to the vehicle. **BRIAN MORRISON**



**ABOVE:** The renewal of track in the Southport area, recently resulted in a 10 day blockade of services. Engineering trains were operated by Freightliner Heavy Haul and brought Freightliner locomotives to the route for the first time. On the evening of March 25, Class 66/5s Nos. 66547 and 66522 stand side by side under the roof at Southport station heading trains of old track panels. Note the red lights in both cabs indicating the position of the train, in the unlikely event of another train approaching.  
**FRED KERR**



**RIGHT MIDDLE:** Over the last few weeks there have been a number of track trains operating between Alexandra Dock Yard, Newport to various locations on the Western Valley lines to Ebbw Vale in conjunction with track laying prior to the reopening of the line to passenger services in 2007. On 21 March, Class 60 No. 60093 passes over Lime Kiln Sidings level crossing at the head of the 08.00 Newport Alexandra Dock Junction to Ebbw Vale engineers train, taking continuous welded rail to Ebbw Vale in preparation of the re-opening of the Gwent Western Valley line.  
**ASHLEIGH HUNTER**



**RIGHT BOTTOM:** On hire to GBRf from EWS, Class 66 No.66125 moves out of the down loop at Bo'ness Junction with the Harwich to Aberdeen 'mud oil' tanks on 28 March. The train was looped to allow the 14.30 Edinburgh Waverley to Glasgow Queen Street and 14.33 Edinburgh Waverley to Dunblane to pass. Normal motive power for this working is GBRf Class 66/7, and with new GBRf Class 66s due to arrive and be commissioned by mid-April, it is unlikely this train will use EWS power again.  
**JIM BINNIE**