

The Railway Herald

27 January 2006

No.28

The complimentary UK railway journal for the railway enthusiast



In This Issue

Grand Central to get passenger license?
FMRail & Riviera Trains buy Pathfinder

Euro Cargo Rail news update
Nocturnal workings on the Western Region

The Railway Herald

Issue 28
27 January 2006

Contents

Editor's comment

Who would have thought five years ago, that the start of 2006 would see Class 47s working sleeper services and that a 'large logo' liveried Class 37 would be employed on test trains around the capital. The UK's national network continues to throw up its surprises and long may it continue to do so!

Can I remind readers that we are continually looking for high quality, up-to-date digital photos to illustrate the current day railway scene; simply drop us an email.

Also, we now have two subscription lists, one is as normal with the PDF file attached to the e-mail, the other provides readers with a link to download it in your own time. If you would like to change between the two, please just let us know.

Any communication with Railway Herald should be via e-mail to editor@railwayherald.co.uk

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

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.

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 E-mail address are never given out and should you choose to cease your subscription in the future, please just contact us.

© Copyright
Railway Herald.co.uk 2005

Newsdesk

ORR says it is minded to give approval for Grand Central to run InterCity services between Sunderland and London. FMRail and Riveria buy Pathfinder Tours. Jazz trains for Arriva Trains Wales. Work increases on Trent Valley project and more ex-Gatwick Express stock arrives at Winkworth plus new low-cost advance fares from First Trans-Pennine and ticket gates installed at Shrewsbury.

Notable Workings

'Large logo' Class 37 activity around the Capital and Nocturnal Type 4 workings on the Western Region.

Rolling Stock News

Full details on the latest Class 66 news from Canada regarding both UK and European builds, No. 37405 hits trouble after failure, NMT power car changes and Freightliner Intermodal naming celebrates 40 years of operation.

Getting involved and contributing to Railway Herald

One of the most common questions we are asked by readers is can I submit news, information and pictures to you?

Yes, definitely is always the answer! Just like the printed magazines, we welcome submission from all our readers. The only requirement that we have is that pictorial submissions are digital (with the aim of being a weekly magazine we simply do not have the timescales to allow prints and slides) and that the original file off the camera is available to us.

To be of suitable quality this file should be around a minimum of 1.5Mb, although the higher the better!

To submit to us, just drop an email to the editor - our contact address and details are contained in the yellow box on the left!

Alternatively, if you don't consider your photograph to have a news value, why not sign up to our message boards and photo galleries, where you can create your own photographic album to share with friends and fellow readers. Just visit <http://www.railwayherald.co.uk>

FRONT COVER: With the backdrop of 'white mountains' at Crugwallins, Burngullow, First Great Western No. 43182 enters St. Austell station with a London Paddington bound service. There are major plans to invest millions into a 'Transport Interchange' at St Austell which will see the original GW style of building on the up platform demolished and a disabled access footbridge installed. **SAM FELCE**

BELOW: GB Railfreight's black liveried Class 66/7 No. 66709 is pictured passing Plawsworth on 26 January with 6L59 Aberdeen-Parkeston Quay oil working, conveying ten empty TUA two-axle tanks. GBRf's next batch of Canadian built Class 66 locomotives are currently under construction (see page 9). **KEN SHORT**



Could Grand Central succeed in operating InterCity services?

The Office of Rail Regulation (ORR) has announced that it is minded to approve access rights for three new daily direct services between Sunderland and London.

The services, which would also provide new direct journeys to London from Thirsk, Northallerton, Eaglescliffe (for Teesside) and Hartlepool, would be run by Grand Central.

If the decision is confirmed, it is expected that services will start operation in early 2007.

The ORR has also said it is minded to approve continuation of a currently temporary access right for one Hull Trains service daily between London and Hull provided capacity is available.

The proposed decision would mean that the applications from Great North Eastern Railway (GNER) for additional rights to serve Leeds and from Grand Central to serve Bradford would be turned down.

However, ORR anticipates that when Network Rail has completed the Route Utilisation Strategy for the ECML, it should be

possible to accommodate additional passenger services on the line without compromising the interests of freight operators.

ORR Chief Executive, Bill Emery, said that the ORR believes "that the proposed decision would offer the best outcome for rail users. It would bring significant benefits to passengers on the route and particularly to those areas that would receive a new direct service connecting them with London"

Grand Central said it welcomed the announcement from the ORR and that it represented a successful conclusion to more than 18 months of evaluation and planning by Grand Central of its two new routes, and the culmination of nine years' work by the Grand Central team in seeking to establish Grand Central as a UK passenger rail operator.

However, current ECML operator Great North Eastern Railway said it was genuinely surprised and disappointed at the announcement.

The East Coast

operator's franchise contract with Government includes a commitment to increase services between Leeds and London from 53 to 65 per weekday by December 2007 or earlier, subject to ORR approval.

The ORR would have approved GNER's application but it had concerns about the capacity of the line between Leeds and Doncaster, a fact that GNER fundamentally disagrees with and considers that capacity for its additional services could be created.

GNER spokesman Richard Allan said: "It is

astonishing that the ORR has rejected GNER's additional Leeds-London services as that is what the Government, in awarding the East Coast franchise, contracted GNER to deliver.

The increase in Leeds-London services has been discussed since 1997 and public money has been spent to make it happen.

The £240m redevelopment of Leeds station and the £12m Allington Chord scheme were justified partly on the basis that they would permit this proposed increase in GNER services between

Leeds and London.

The ORR decision means that the Leeds-London route will be restricted to 53 services per day.

GNER says the ORR's decision could force the company to abandon plans to further increase Leeds-London services from 65 to 80 per weekday by electrifying 15 miles of track between Neville Hill, east of Leeds, to Hambleton Junction, between York and Doncaster on the East Coast Main Line.

The final conclusions should be reported by the ORR shortly after 6 February.



ABOVE: If the ORR's final decision prevents GNER from increasing its Leeds services, then it could force GNER to abandon plans to electrify 15 miles of railway from Hambleton Junction to Leeds. Here No. 91129 Queen Elizabeth II passes Burn with a London Kings Cross-Edinburgh service. The Hambleton-Leeds line diverges from the ECML around one mile north of this location. **RICHARD TUPLIN**

FM Rail and Riveria Trains buy Pathfinder Tours!

Following on swiftly from its purchase of Hertfordshire Rail Tours in Autumn 2005, FM Rail has joined with Riveria Trains to acquire the business assets of F&W Railtours Limited, known to enthusiasts as Pathfinder Tours.

A new company has been formed called Pathfinder Tours (2006) Limited, it is jointly owned by Riveria Trains and FM Rail. All previously advertised tours will be operated, subject to the ability to secure the advertised traction where necessary. The company intend to develop and expand the

2006 charter programme.

The new venture brings together two of the leading players in the appropriate fields. FM Rail has the ability to provide traction, traincrew and the safety case with which to operate services, while Riveria Trains play a key role in providing the rolling stock, although it is thought that the immediate future will not change significantly with EWS continuing to provide the motive power for some charter services.

The acquisition of Pathfinder Tours into the FM Rail portfolio

makes the company one of the leading charter operators in the UK, in terms of the number of trains organised and operated in-house in the UK and provides an increased market place for special trains. The two brands now under its control however remain very different, with Hertfordshire specializing more in the dining and general day-trip markets, while Pathfinder aim more towards the enthusiast market with many trains worked over freight-only branches. It is the intention of FM Rail to keep the brands completely separate.

Arriva Trains Wales on the 'Jazz' from Swansea!

Arriva Trains Wales is to run a 'Jazz' train on 2 February between Swansea and Llandoverly on the Heart of Wales Line.

'The Creole Jazz Quartet' has been accompanying selected Arriva Trains Wales Sunday services on the 120-mile Heart of Wales Line for over a year and ATW says the entertainment has proved popular with rail passengers and day trippers.

The jazz trains coincide with a 'Rail and Roast' package which runs every Sunday where travellers can combine a scenic trip with Sunday lunch at one of the many pubs and hotels along the line.

The jazz train leaves Swansea at 11.06, calling at Gowerton (11.17) and Llanelli (11.26) and arriving at Llandeilo (12.03), Llangadog (12.15), Llanwrda (12.19) and Llandoverly (12.25) in time for Sunday lunch. Full train times and a list of participating pubs and hotels can be obtained by picking up a leaflet at Neath, Port Talbot, Swansea and Llanelli stations or by visiting the dedicated website for the route at www.heart-of-wales.co.uk/events.

Return trains leave Llandoverly for Swansea at 2.34pm and 6.51pm.



ABOVE: A Class 92 made a rare appearance on the Settle & Carlisle line on 21 January, when it was included in the consist of a Carlisle - Warrington Enterprise service. The train is pictured passing Waitby, hauled by Class 66 No. 66073, with No. 92029 dead in tow. **MIKE FORD**

Ticket gates for Shrewsbury

Arriva Trains Wales introduced new ticket gates at all entry and exit points to Shrewsbury station from 3 January.

The ticket gates will allow large numbers of rail users to pass through the station quickly and ensure that all passengers have a valid ticket.

The ticket gates will only operate while members of the station team are on hand to supervise.

Trans-Pennine brings new fares

First TransPennine Express has introduced a new range of special, low-priced advance purchase return fares across its network.

The new fares are available on services outside of peak travel periods and can be purchased up to the day before travel, although customers are advised to book early. Advance purchase tickets include seat reservations in both directions.

WCML Trent Valley work starts in earnest

Work to improve the railway in the Armitage with Handsacre area will gather pace this month as Network Rail continues to make progress on the Trent Valley Four Tracking (TV4) project.

The project, which involves work to widen the railway, allowing two extra lines to be

added, will take place between late January 2006 and December 2007. The work also includes the replacement of several bridges.

Excavation work to widen the track cuttings and embankment will start early February 2006.

This has to be carried out at the weekend when there are no

trains running, and will run from 3 February 2006 until mid June 2006, and will involve overnight work to remove excavated material.

To help keep construction traffic to a minimum, excavated material will be taken from the site area by engineering trains.

More Gatwick Express coaching stock arrives at Warksworth

BELOW: The Ecclesbourne Valley Railway at Warksworth took delivery of a further two ex-Gatwick Express Mark 2 coaches on 20 January. The two coaches were part of the last set that was still in use on Victoria - Gatwick services until November last year. The set was kept in reserve in case of failure of the new Class 460s now working the route. The railways resident Class 31/4 No. 31414, purchased from Old Oak Common last June and now reinstated with full ETH and repainted in GatEx-style InterCity Livery, is pictured with the rake of ex-Gatwick Express coaches, near Warksworth station. Not visible in this shot is the fitment of a Southern Region 27-way connector to allow the 31 to be controlled by the GLV at the opposite end of the unit. This modification is underway and will be completed with high-level brake pipes, similar to those on a Class 33 or 73. Control of the locomotive from the GLV has already been achieved, but the brake pipe conversion and HMRI approval will be required before passenger operation can commence. **NEIL FERGUSON-LEE**





ABOVE: One of the new Vossloh B-B diesel hydraulic shunters that Euro Cargo Rail have leased from Angel Trains Cargo for use on new international freight services. No. FB1544, now TOPS No. 21544 is pictured at Dollands Moor Yard. **A. M. DENNY**

TOPS numbers issued for Euro Cargo Rail Vossloh locomotives

The four diesel-hydraulic locomotives leased from European leasing company, Angel Trains Cargo, have been allocated UK TOPS numbers.

The four locos have been allocated into the Class 21 numbering scheme, a series not used for many years. The numbers allocated are 21544 to 21547 which relate directly to the locos previous FB1544 to FB1547 numbering.

But the numbering is only for documentary purposes, the allocation of the TOPS reference not implying that the class is to be used on the UK National Network.

Maintenance of the Vossloh locomotives is to be carried out by EWS at Dollands Moor depot in the UK, necessitating the movement of the locos between England and France through the Channel Tunnel. Restrictions on diesel operation in the tunnel will mean that the locomotives will have to be hauled 'dead' between Fretham and Dollands Moor.

Once scheduled services commence, the locomotives, which are leased on a short-term basis, will be used on international traffic within France. An EWS spokesman told Railway Herald, that once the Class 66 fleet has been certified for operation on the French rail network, it is likely that the Vossloh locomotives will be returned to the lease company, the GM Class 66 locos being utilised for the main work.

The first Class 66 to be dispatched, No. 66215 is currently based at the Villeneuve Test Centre near Paris, where testing is underway. The locomotive has operated on the SNCF network under its own power as part of this work. A second locomotive, thought to be No. 66022 is expected to be transferred from the UK within the next few weeks.

Once certification for operation on the French rail network is gained, it is understood that the Class 66

fleet will carry both UK and UIC International numbering to allow the locos to work in both countries.

Two trial flows of aggregate from Northern France to Southern England have already operated, both for different customers. The second of these running on 27 January, was believed to use open 'gondola' style wagons, similar to EWS's UK MBA fleet. The trials involve the Vossloh B-B locomotives being used from the origin to Fretham Yard, from where an EWS Class 92 is used for movement through the tunnel, the final leg being operated by EWS traction from the UK fleet.

Railway Herald understands that a third trial flow for a third customer could operate in early February, subject to all requirements and operational issues being resolved.

Currently Euro Cargo Rail is only able to operate international traffic within France, i.e. traffic which starts

or finishes its journey in another country. This is due to the legislation opening up the French domestic market to open access operators not coming into force until June/July 2006.

The company's aspirations for international railfreight traffic are continuing to grow, with applications having already been made for safety certificates, allowing Euro Cargo Rail to operate services in Belgium and Germany. Both countries already allow operation of the Vossloh G1206 style locomotives, together with the Class 66s.

■ The 75 'Cube' wagons purchased from BMW, previously the Rover Group (see last issue) are to be used primarily on internal UK operations, although EWS has stated that the vehicles could be operated by EWS International or Euro Cargo Rail if a customer's requirements warranted the use of the vehicles overseas.

'Large Logo' wanderings

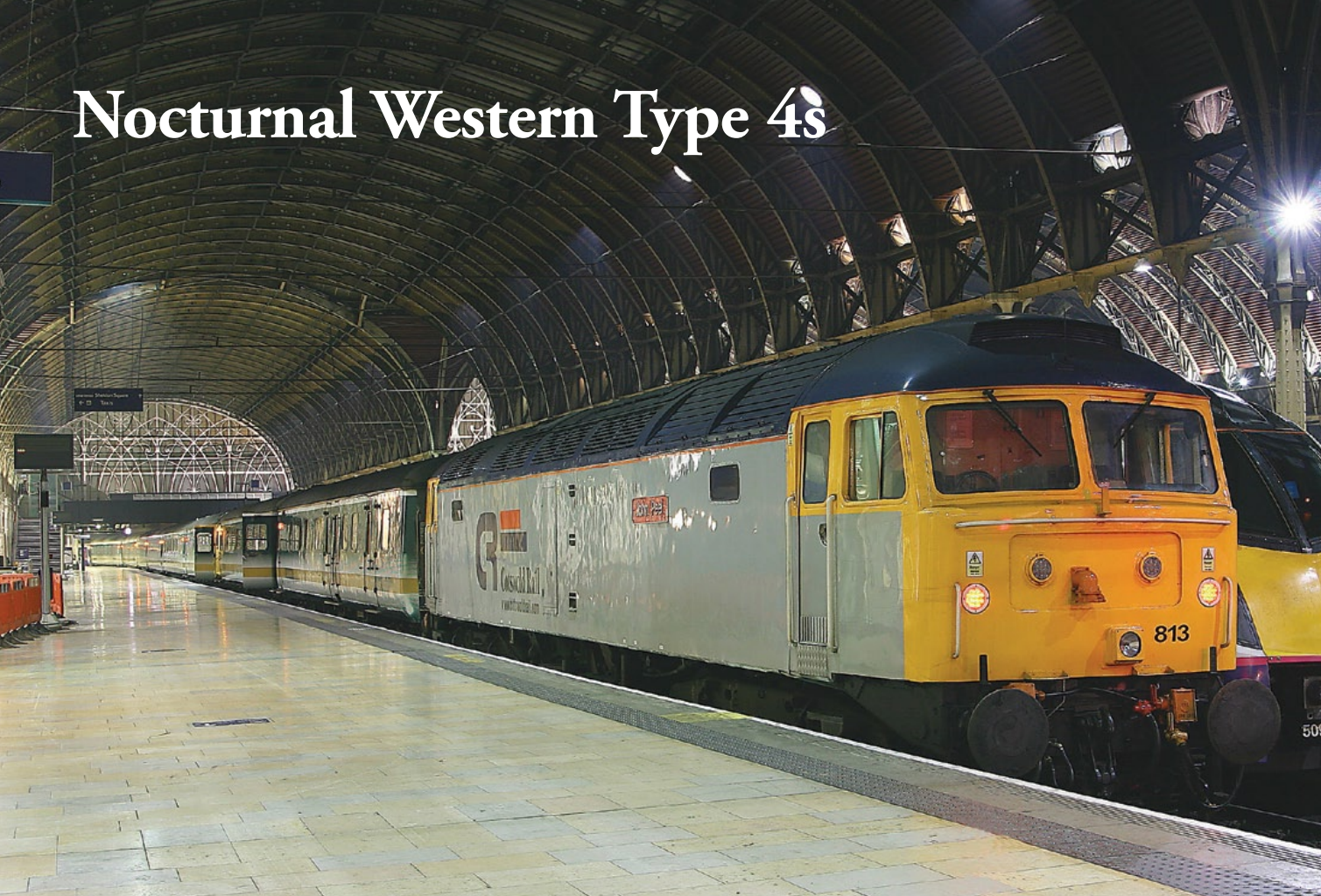


ABOVE: Covering the suburban lines through Bexleyheath, Sidcup and Woolwich Arsenal and on to Strood on 23 January 2006, the Serco Track Recording Train, 09.27 Hither Green to Hither Green departs from Cannon Street on 23 January 2006, 'topped and tailed' by celebrity Class 37/4s, Large Logo No. 37425 Pride of the Valley's and BR Green liveried No. 37411/D6990 Caerphilly Castle. [BRIAN MORRISON](#)

BELOW: Celebrity 'large logo' liveried No. 37425 was employed on mundane ballast duties five days earlier, when the Type 3 worked an Acton - Oxford Hinksey Yard departmenta service. The train is pictured near Goring on 17 January. [KEN BRUNT](#)



Nocturnal Western Type 4s



ABOVE: In what must surely rate as one of 'the' workings of 2006, a lack of available Class 57/6 motive power (see related story below) led First Great Western to hire Class 47/4 No. 47813 John Peel from Cotswold Rail to work the overnight Penzance - London Paddington sleeper service on 24 January! The train is pictured shortly after arrival at London Paddington on 25 January. No. 47813 was of course, well known on the route as it was previously with First Great Western until its role was superseded by the Class 57/6 fleet. [PAUL WARING](#)

BELOW: At first glance, readers may wonder why this slightly grainy photograph of 47840 is gracing the pages of Railway Herald. Its role in this week's issue being one of news value and to show, if proof was ever needed just how far digital photography has come! The photograph was taken using a six mega-pixel Canon 20D SLR camera on 3,200 ISO at West Drayton on 24 January. The train, hauled by BR Blue liveried Class 47/4 No. 47840 North Star, is passing West Drayton at around 50mph! The train is comprised of No. 47840, followed by Class 57/6 No. 57605 and the overnight sleeper stock. Problems with No. 57605, prior to departure from Penzance on 23 January, caused the overnight sleeper to be substituted with an HST set! The train then headed north to London on 24 January as the 09.04 Penzance-London Paddington to be in the right place for that night's southbound sleeper service. Unfortunately, the Class 57 was declared a failure and terminated at Newbury following an armature failure on No. 3 traction motor. Hence, No. 47840 was dispatched from Old Oak Common to rescue the train and return it to Old Oak for attention. [CHRIS PERKINS](#)



Newer, Cleaner, Cheaper Energy for Today's Rail System

Programme and Registration Brochure

9 March 2006

IMechE, 1 Birdcage Walk, London

www.imeche.org.uk/events/energy



Supported by Energy Environment & Sustainability Group

Sponsored by





Two of ten Electro Motive Company Canada European Class 66s Nos. JT-3 and JT-4 shunt in St. Catherines Yard near Niagara on the Canada/US border, on 24 January. The locomotives were undergoing commissioning trials prior to being shipped to Europe. **KEVIN ARGUE**

More Canadian built Class 66s head for Europe

The latest batch of ten Euro Class 66 locomotives (order no: 20048653) for Mitsui Rail Capital Europe is half-way through the build process in Canada.

The first of the batch No. JT-1, has been built at Electro-Motive Company of Canada (EMCC) plant at London, Canada, however the remaining nine locos of the order are being built at St. Catharines, near Niagara, Ontario. The locomotives, which are supplied to St. Catherines in kit form from London, are the first of the Class 66 type to be built outside of the London plant. The outbuilding of the locomotives was due to

the vast number of SD70Ace and SD70DC locomotives currently being built in London for North American customers.

Nos. JT-1 to JT-5, the first five of the batch were moved to Halifax to be shipped by Jumbo Shipping to Rotterdam for their new operators NedTrains. The remaining five locomotives (JT-6 to JT-10) should be shipped in around six weeks.

Also on the EMCC order books are a further 10 standard Class 66 locomotives for the UK market. These locos, like all UK destined Class 66s, can only be constructed at London, Canada due to documentary

issues surrounding their certification.

The ten UK locos comprise five for GB Railfreight (order no: 20048652) and five for Direct Rail Services (order no: 20058700.) Both types are fitted with JT42CWRR-T1 type locomotives and not UIC II low-emission engines.

The first four of the GBRf batch are already under assembly and will be outshopped in a slightly revised livery.

The five Class 66s for Direct Rail Services will follow the GBRf build and it is expected that all will leave Halifax on one ship at the end of March.

Power car changes for NMT : Freightliner celebrates 40 years

The power cars used to power Network Rail's New Measurement Train (NMT) have changed in recent weeks.

The train is now operated by two Class 43 power cars, out of a fleet of four, Nos.

43013, 43014, 43067 and 43196.

Recent moves have seen yellow liveried Nos. 43067 and 43154 returned to the leasing company. Both are to be transferred, for further use, to First Group.

Problems hit 37405

Operational problems hit EWS Class 37/4 No. 37405 on 16 January, when the locomotive was declared a failure with a generator fault while working the Appleford-Brentford 'binliner' with celebrity No. 37425 Pride of the Valleys.

The locomotive is currently stored at Old Oak Common depot in West London while a decision on its future is taken.

Also currently outbased at Old Oak are classmates Nos. 37411 Caerphilly Castle and 37419, both of which

have recently been in use on the Serco test train around several of the South London lines, together with fellow celebrity No. 37425.

The ETS fitted Class 37/4s could soon be returning to South Wales due to the severe shortage of rolling stock on Arriva Train Wales.

Insiders suggest that locomotive-hauled trains on the Rhymney Valley line could return within weeks, although it is not known whether traction will be provided by EWS or an alternative supplier.

Freightliner Intermodal named Class 66/5 No. 66540 Ruby during a short ceremony at Coatbridge Freightliner Terminal on 25 January.

The event was designed to celebrate the company's 40th year, with the Class 66 locomotive being named 'Ruby', after the precious stone associated with that anniversary.

The venue was also appropriate, with Coatbridge being chosen

because it is near to the destination of the very first Freightliner service, which operated from London to Gushetfaulds on 15 November 1965, carrying a variety of commodities, confectionery, foodstuffs and metal.

The naming ceremony was also used as an opportunity to pay tribute to Freightliner's loyal staff, and was attended by the employees who had been at the company for all of its 40 years.

BELOW: The name 'Ruby' links with the precious stone associated with a 40th anniversary. **FREIGHTLINER**

