



ABOVE: GNER liveried HST power car, No. 43120, newly branded with the London 2012 Candidate City logos powers through Claypole on the East Coast Main Line on 19th February. The set was working the 07.30 Edinburgh Waverley - London King's Cross. **NICK GREEN**

Olympic bid takes the fast route on East Coast Main Line

Following on from the unveiling of a Thameslink Class 319, a One Anglia Class 315 and a First Great Western Link Class 165, the latest branding of rail vehicles in support of London's Olympic

Games bid for 2012, was unveiled to the railway press on Friday 18th February.

The newly branded train was unveiled by Jonathan Edwards, Olympic gold medallist and triple jump world record holder

at London Kings Cross. The London 2012 logo is 3 metres wide by 1.5 metres tall and painted white against the GNER blue on both 43116 and 43120.

The train's first run was on the 15.30 London King's Cross to

Edinburgh Waverley, returning south the following day with the 07.30 service from the Scottish Capital. Unfortunately 43116 suffered technical problems on the northbound run and was replaced at Newcastle.



Other units operating on the National Network around London, which have been unveiled over the past three weeks and are now carrying the

Olympic 2012 Candidate City logo and bright blue Olympic livery are:
Class 165 No. 165120
Class 315 No. 315812
Class 319 No. 319422

BELOW: Olympic Blue liveried Class 319 No. 319422 departs from London St. Pancras with a service to Bedford.



Elsewhere in this issue

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Porterbrook Leasing today unveiled the new look to Class 87 No. 87012 *Olympian* at London Euston.

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First Great Western have been developing a new interior for the Mark 3 coach which could well become commonplace if First are awarded the Greater Western franchise next year.

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We take a quick look at some of the more notable working which have occurred over the past seven days

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A look at where the stored members of the class are located.



ABOVE: Following its naming ceremony, No. 87012 *The Olympian* in a modified version of Network SouthEast colour scheme, stands in Euston on 25th February. INSET: 87012's nameplate.

Heritage liveried Class 87 unveiled

The first of two heritage liveried Class 87 locomotives was unveiled on 25th February, with a slight twist!

The locomotive has been repainted in, what was, the revised Network SouthEast colour scheme of red, white and blue. However instead of carrying the 'Network SouthEast' branding the wording has been amended to read 'Back the Bid London 2012' and

consequently adds another 'Olympic' locomotive to the national network stock list.

During the brief ceremony, held by Porterbrook Leasing, the locomotives owners, at London Euston station the engine was named *The Olympian*.

During the unveiling a third nameplate was presented to Mike Power, Chief Operating Officer of the London 2012 Olympic Bid

Team. The locomotive will now re-enter service as one of the Virgin Train's pool of Class 87 locomotives.

The current plan by Virgin being to remove all the Class 87s and Mark 3 rolling stock from their services by the end of March this year, retaining just four locomotives and two sets of coaching stock until July, to act as back up and provide the company with spare capacity.



YET ANOTHER COLOUR SCHEME FOR SCOTLAND!

The final Class 170/4 from Bombardier Transportation at Derby was delivered to First ScotRail on Tuesday 22nd February. The unit carry's yet another variant of the First Group blue and white colour scheme, this time all over blue, with a blue surround to the front end and pure white doors!

This latest addition, brings the total number of different class 170 colour schemes in Scotland to eight!

170433 is seen (left) departing Newcastle on 22nd February on its delivery run.

MICHAEL J. ALDERDICE

EDITORIAL

Welcome to the second edition of the **Railway Herald**.

Response to the first issue was so good with many complimentary comments that it has been decided to produce a second issue!

The aim is to produce **Railway Herald** on a weekly basis where possible, although due to pressures of other work, occasional weeks may be missed.

The idea is that the journal is available to all enthusiasts across the world, so please do pass it onto your friends and fellow enthusiasts.

To subscribe to **Railway Herald** and receive your own copy as soon as its published, simply send us an e-mail from the address to be subscribed to railway.herald@twmailcentre.com

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Each issue should be published on a Friday and we welcome your comments on this new product. We also welcome photographic submission from anyone with a digital camera! Pictures should be sent to the above e-mail address.

We hope you enjoy this, the second issue of **Railway Herald**.

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New look for First Rail Mark 3 Development Coaches

First Great Western have been developing a new interior for the Mark 3 coach which could well become commonplace if First are awarded the Greater Western franchise next year.

On 17th February, FirstGroup plc unveiled what could be the new look to their HST fleet on 17th February.

The two refurbished coaches are part of ongoing development work and involve a buffet car and standard class coach.

Both First and Standard Class sections have new interior colour schemes, new carpets and curtains, improved lighting and new finishes to panelling, seating and tables, making the carriages lighter and airy.

The buffet has also been redesigned, updating the design to more of a coffee shop feel than a railway buffet counter.

Improvements include replacing key kitchen and buffet area equipment, new finishing to



ABOVE: The new exterior livery of what could be the new First Rail look, displayed here on No. 40423. This vehicle has been used to show off the new buffet and first class area's.

panelling and shelving, and new lighting and menu graphics.

The carriages also feature a new toilet design to replace all existing First and Standard Class toilets and

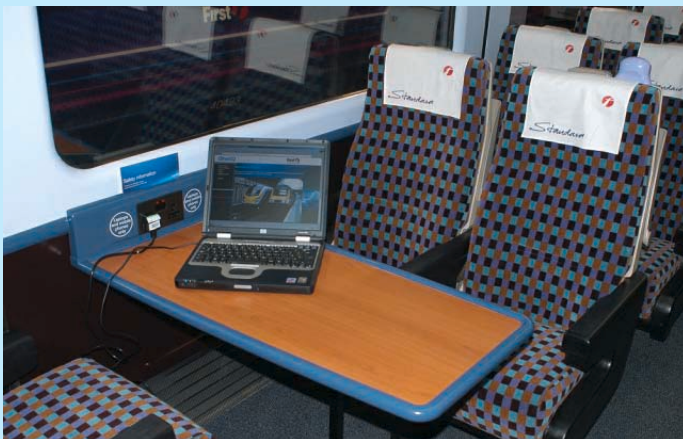
will greatly improve hygiene standards of on-board toilets.

Furthermore, the company is following the trend set by several TOCs by providing two 240V power sockets per bay for

laptop use and customers will also benefit from the new Wi-Fi technology providing an opportunity to make the most of their time by working, send emails or surf the net on the train.

The exterior of the carriages has been given a fresh look, with contrasting doors and new destination panels.

The two coaches are to remain at STEAM for the next three weeks.



ABOVE LEFT: A look at the new design of Standard Class carriage as portrayed by Mark 3 TS No. 42353. A big advantage, especially to business passengers, will be the introduction of 240v sockets for charging mobile phones and laptop computers, plus the addition of new Wi-Fi technology. First Group following the lead of GNER in providing always on at-seat internet access for on-board passengers.

ABOVE RIGHT: The redesigned buffet car, known on these demonstrator vehicles as the cafe express bar. A complete change in presentation styles for products is in evidence with open shelving and large glass doors to the refrigeration units.



LEFT: The first class vehicles take on a completely new look when compared to the existing coaches. The whole vehicle has a fresh and revitalised look to it and is improved by the brighter lighting and the removal of the mid-coach dividers, which are replaced by glass partitions. **ALL PICTURES: COLIN J MARSDEN**

67006 - By Royal Appointment



ABOVE: Making its first journey after being named Royal Sovereign, 67006 brings up the rear of the Royal Train at Slough on Friday 25th February. Providing the power at the head of the train was 67005 Queen's Messenger. **BRIAN MORRISON**

As reported in our first issue, the repaint of the second Royal engine, No. 67006 has been completed and the engine was named at Bristol Temple Meads station on 25th February.

The locomotive, which is scheduled to work the Royal Train with classmate 67005 *Queen's Messenger*, was named *Royal Sovereign* by HM The Queen in a short ceremony, following a

visit to the Bristol area.

Following the naming ceremony, 67006 powered the Royal Train to Slough where the VIP passengers disembarked and the train returned to its home base at

Wolverton Works.

Both class 67 locomotives were repainted by EWS using the company's paintshops at Toton Works in Nottinghamshire.

Scotland's biggest railway landmark sees red for Comic Relief

The Forth Rail Bridge in Scotland is without doubt, one of the main landmarks in the United Kingdom. On Monday 21st February the bridge became bathed in 'red' as it was lit up for the 2005 Comic Relief Appeal.

Comedian Lenny Henry performed the switch on, on Monday evening, lighting up over 500 lights on the bridge. The landmark was originally flood lit in 2000 when it became a 'beacon' for the Millennium.. However, the

white lights were switched off last Sunday to allow engineers from Network Rail and Balfour Beatty and MacGregors to fit the red film, donated by Lee Filters. The lights are actually covered by more than 4,000 square meters of red film.



RAIL FREIGHT UPDATE

NEW SERVICE

Freightliner commence a new service on 28th February, departing from Manchester's Trafford Park terminal at 16.00 (SX) and destined for Felixstowe, the UK's largest container port, where the train is due to arrive at 02.00 the following day. The return working departs Felixstowe at 21.00 (SX), arriving at Manchester by 06.00. One of the customers using the service is Maersk Sealand, specifically because they are able to move 9' 6" containers on the service.

Trent Valley Upgrade works commences

The 22nd February saw upgrade work start on the Trent Valley section of the West Coast Main Line. The upgrading of the route in connection with Virgin Train's new tilting Pendolino's, higher lines speeds and providing extra paths, is an ongoing project, due for completion in 2007.

The Secretary of State for Transport launched the work near Lichfield, which will, in part, create an additional 70% capacity for rail freight services on the West Coast route. The upgrading itself increases the number of 'lines' between Rugby and Stafford from two to four.

Intermodal operator, Freightliner has welcomed the move saying that it will increase the number of 'paths' available for freight traffic, whilst at the same time increasing the reliability of services on the route.

RIGHT: ETH fitted Class 37/4 No. 37427 powers its train away from the terminal at Birch Coppice, destined for Bescot Yard on 23rd February. **RAILFOTO**

London CrossRail Bill goes before Parliament

A Hybrid Bill for the long proposed CrossRail scheme was put before Parliament on 22nd February by Alistair Darling, the Secretary of State for Transport.

The Crossrail scheme, which has an estimated construction cost of £10 billion, would link Maidenhead with Shenfield and Abbey Wood. It is claimed that the creation of the cross-London Link would support the development of London and improve transport links and access to the city.

Safeguarding directions for the route contained in the Bill were also issued the same day. These not only protect the route, but allow affected property-owners access to compensation via the statutory blight provisions. It has also been announced, that the route from Abbey Wood to Ebbsfleet would be safeguarded and that he is also now going to consult on the possibility of safeguarding the route to Reading in the west.

The Bill contains six main elements relating to the power to construct and maintain works necessary to deliver Crossrail, the acquisition of land and interests in land



ABOVE: An artists impression of how the new station at Abbey Wood could look. CROSSRAIL

necessary for those works, the application of existing railway and other miscellaneous legislation to Crossrail and the devolution of control of the Crossrail project to the Greater London Authority or Transport for London (or a combination of the two).

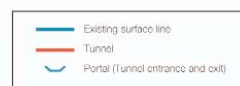
The CrossRail route included within the Bill comprises of four sections. A new central tunnelled section with new sub-surface stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel and Isle of Dogs.

In addition, there are three outlying sections

of the scheme – western, north eastern and south eastern. These will largely run on existing track, or on land currently in railway use, and make use of modified existing stations. The western section will run along the existing Great Western Main Line between Maidenhead and the entrance to the central tunnel at Royal Oak. A new junction will be constructed to allow for the increased number of trains accessing Heathrow from the Great Western Main Line.

The north eastern section will run on new

track from the tunnel exit at Pudding Mill Lane, then on the Great Eastern Main Line between Stratford and Shenfield, whilst the south eastern section will join what is currently the North London Line near Custom House, running through the existing Connaught Tunnel beneath the Royal Docks. A new Crossrail tunnel will then take the line to Plumstead where it will join the North Kent Line to Abbey Wood.



ABOVE: How the new CrossRail line will connect West, East and South London. CROSSRAIL



ABOVE: GBRailfreight at rest. On the left, Class 66/7 No. 66713 awaits departure time with a southbound gypsum service, whilst 66706 stands outside the maintenance shed. The location is Peterborough on 23rd February.

Notable Workings

EWS Class 66 No. 66112 was observed passing Newcastle on 19th February, heading north with the 'Mentor' overhead line test vehicle. The coach later toured the electrified lines of Scotland being powered by both Class 66s and 37s!

The same day saw EWS move several of their stored Class 56 locomotives from Immingham TMD to the C&W sidings. Those moving on the 19th were 56041, 098, 110, 112 and 116.

With the weather taking a turn for the worse the following day, Network Rail's 'Winter Action Plan' came into force with various locomotives being placed on snow patrols! East Anglia being covered by Cotswold Rail's Class 47 No. 47316.

West Coast Railway Company's Class 37/0 No. 37261 was employed on 21st February to move a coach to Southall. The locomotive continued onto Old Oak Common to collect two Mark 1 vehicles for the Paignton & Dartmouth Railway, the train stabling overnight at Bristol Temple Meads, before continuing to Paignton the next day.

The 22nd February was a busy for unusual workings! The the next Hull Train's Class 222 set arrived in the country from Belgium, 222102 being noted in the consist of a Dollands Moor to Wembley service. Later the same afternoon, Class 92 No. 92008 was employed on 6T80 13.00 Tyne Yard - Doncaster Belmont Yard engineers service.

Also the 22nd saw another batch of Class 312 units moved from Shoburyness to

(continued overleaf)

Notable Workings

(continued from overleaf)

Newport for cutting. GB Railfreight's Class 66/7 No. 66701 provided the motive power, whilst further south and Freightliner's Class 47/3 No. 47309 was provided to work 4B32 14.30 Southampton Maritime to Marchwood service.

On the West Coast, Riveria's large logo blue liveried Class 47/8 No. 47847 worked from Crewe to Newcastle (as 0Z47) via Carlisle during the afternoon, in readiness for a period of use as a route learning vehicle for Virgin Trains (see separate story.)

On 23rd February, 37417 was used to work the Corpach trip from Fort William whilst GBRf Class 73/2 No.s 73204 and 73205 were provided as Thunderbirds at Ashford International due to the adverse weather. The following morning these two locomotives were called into use to pilot 2W14 04.53 Ramsgate - London Charing Cross scheduled passenger service due to snow in the Deal area! The train was formed by 4VEPs Nos. 1697 and 1698, the ED's being detached at Dover Priory.

Network Rail liveried Class 31 Nos. 31128 and 31106 were noted at Bangor on the 24th February with one of the Network Rail test trains. Class 47/8 No. 47841

was included in the consist of 4D07, Freightliner service from Wilton to Leeds during the same afternoon.

Another Type 4 at work on the 24th was 47830, which was provided for 5Z23 Wimbledon - Shoeburyness move.

Following its trip out on Tuesday, in connection with the commencement of work on the WCML Trent Valley upgrade, the EWS Executive train, complete with silver liveried Class 67 No. 67029 worked from London Kings Cross to Doncaster on the afternoon of 24th February, before returning to Doncaster.

The honour of being the first Hull Trains Class 222 'Meridian' to make an appearance on the National Network fell to 222101 the same day when the set worked from Crofton to Darlington and back. At least three Class 222/1 units for Hull Trains are now in the country.

A shortage of Pendolino's lead to 87004 working to Liverpool Lime Street on the evening of the 24th with the 20.18 service from London Euston.

A final note, although not so much of a notable working! The next batch of Class 66 locos for Freightliner have been dispatched from London, Ontario. Comprising of 4x66/5 and 4x66/6. They should in Newport around mid-March.

BELOW: EWS Class 66 Nos. 66223 and 66172 were provided as motive power for the 'Mentor' overhead line test coach on 21st February. **ALASTAIR BLACKWOOD**



ABOVE: The recent cold snap has seen Network Rail's 'De-icing' units out and in action on the Southern Region. Here 3-Car No. 930301 passes Tonbridge on 20th February, making a rare daylight appearance. **COLIN PRICE**

VIRGIN TRAINS ROUTE LEARNER - NORTH EAST

Virgin Trains (Cross-Country) are carrying out Route Learning over the next couple of weeks. The trips operate as 0Z47 and Riveria Train's operated, large logo liveried Class 47 No. 47847 is expected to be the motive power.		Arr	Dep			
	Tyne Yard		1010	Darlington	1346	
	Durham		1022	Eaglescliffe	1404	
	Norton		1051	Norton	1413	
	Eaglescliffe	1101	1111	Ferryhill	1436	1446
	Norton		1120	Norton	1510	1510
	Ferryhill	1143	1153	Eaglescliffe	1521	1531
	Norton		1216	Norton	1540	1540
	Eaglescliffe		1228	Ferryhill	1558	1558
	Darlington	1246		Durham	1608	1608
				Tyne Yard	1620	

Grand Central plan : Stage Two!

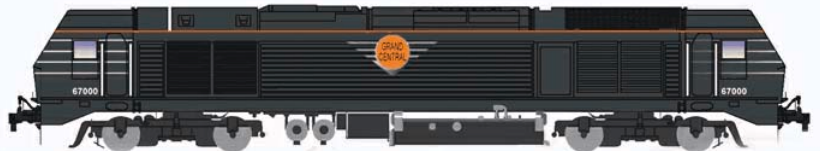
Grand Central Rail has made its formal application to the Office of Rail Regulation (ORR) to run rail services on the East Coast Main Line.

The company is applying, under the Section 17 for permission to operate new rail services from the North East and West Yorkshire to London, and between York and Chester serving stations in the Calder Valley.

Grand Central want to operate a 125mph high speed service between Sunderland & London and a 90mph express service on the York to Chester route. Interestingly, the plan for the London trains is to use Class 67 locos and Mark 3 coaches with DVTs!

The application will now be considered and a final decision is expected by August this year.

BELOW: An artists impress of the a Class 67s in Grand Central livery. **GRAND CENTRAL**



FLEET FOCUS SPECIAL - EWS CLASS 60

With EWS continuing to rationalise their heavy freight fleet, several members of the Brush Type 5s, the Class 60s are now in store across the country.

The following is a round up of the fleet on 21st February.

Immingham TMD: 60007, 60019, 60029, 60039, 60043, 60055, 60070, 60075, 60079, 60098.

Toton TMD: 60006, 60092, 60095, 60097.

Thornaby TMD: 60031, 60056, 60057.

Margam LIP: 60035.

Of those stored, it is thought that 60098 *Charles Francis Brush* has been heavily robbed to keep other members of the fleet serviceable.

Railway Herald will keep readers up to date with changes to the EWS Class 60 operational pools as they occur.

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