Railway Herald

"Providing a weekly round up of the UK rail scene"

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Work starts on new depot at Manchester

Work started on 10th March on the construction of Britain's latest railway maintenance depot.

The new facility, at Ardwick in Manchester, is being constructed by Siemens to service the new Class 185 'Desiro' trains that are currently being constructed in Germany.

The trains, which are a diesel version of the electric 'Desiro' now in traffic throughout the South East, are being built for First Transpennine Express and should enter passenger service early next year.

When the new depot opens it will have facilities for servicing and maintaining the fleet of 51 diesel units and in doing so will create 100 jobs for the city.

As well as constructing the new trains, Siemens will also be responsible for their maintenance, hence the construction of the new depot. The design of the new complex includes accomodation for a total of 28 three-car sets, a four road main shed, wheel lathe and washing facility, the latter of which will be able to operate in temperatures as low as minus five!

The servicing shed will be able to hold eight three car units and includes two 'drop-pits' to allow underfloor equipment such as engines to be quickly and easily replaced.

A further depot is expected to be constructed, again by Siemens, at York, for which plans have now been submitted.

ABOVE: Kevin Tutton, Managing Director of Siemens (holding wheelbarrow) joins Vernon Barker, Managing Director of First Transpennine Express in the ground-breaking ceremony at Ardwick, to officially commence work on the new maintenance depot for the fleet of Class 185 DMUs. RAILFOTO

Record number of containers moved through Port Of Felixstowe

The first week of February set new records with regard to the number of containers transported by rail through the Port of Felixstowe. No less that 7,071 containers moved by rail in the week ending 5th February, beating the previous record of 7,006 set in April 2004.

The overall trend at Felixstowe reflects this figures and the industry is now starting to view rail haulage as a viable and cost effective alternative to road transport. The year on year figures for the Port saw an increase of 11% in rail volumes.

Freightliner CEO Eddie Fitzsimons commented "Freightliner has grown its services at the Port of Felixstowe by 40% in the last two years, and this latest expansion means that we now operate 36 daily trains at the Port."

With the new service linking Felixstowe and Manchester, see Rail Freight Focus in the last issue of **Railway Herald**, has the potential to save up to 35,000 truck journeys a year.

There are now a total of 23 inbound and 22 outbound trains per day from the Port of Felixstowe's North and South rail terminals, serving a variety of places from Daventry and Cardiff to Cleveland and Glasgow Coatbridge.

Scottish Tesco trial success for EWS

ABOVE: Supermarket chain TESCO became the latest of the 'bigger' stores to trial rail transport on 14th February 2005, transporting supermarket goods from Mossend to Inverness. The refrigerated swapbodies are currently moved to the Highland using EWS's Enterprise service. The train is pictured at Millburn Yard in Inverness with swapbodies for both TESCO and Morrison (who took over the Safeway chain) in evidence. So far, the trial has performed extremely well, particularly during the recent winter weather. EWS

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Hull Trains launch Class 222 'Meridian' **Page 2**
Hull Trains officially launched their Class 222 'Meridian' units on 10 March.

Chiltern Railways launches 'E-Day' **Page 4**
With a 20% increase in passenger figures since the December timetbale change, Chiltern Railways have now introduced the 'E-Day' ticket!

Monarch Of The Glen : Railtour Extra **Page 6**
Pathfinder Tours took a pair of Class 50s to the West Highlands on 4th March on their 'Monarch of the Glen' charter.

Notable Workings **Page 8**
A brief look at some of the more notable and bizzare workings from around the network over the past seven days

Hull Trains launches Class 222 Meridian fleet

The striking new 'Pioneer' trains to be introduced by Hull Trains this summer were unveiled to the railway and local press on Thursday 10th March during a special test run from Hull to Grantham.

The Class 222 trains are based around Mainland Mainline's Class 222 'Meridian' fleet and the development of the design since its early days is evident.

Inside the entire train features a fresh look with a blue mocquette in the first class area and a gray colour scheme dominating the standard class coaches. Although there is plenty of daylight circulating around the coaches, the onboard ambient light serves to provide an even lighting throughout each vehicle.

The train itself features an electronic seat reservations system controlled by the onboard Train Management System (TMS) together with the now standard electrical sockets and air conditioning systems. Each coach is also fitted with a comprehensive CCTV system, which can be monitored by the train manager providing an increased level of security to passengers. The footage from all cameras is recorded and can be used as evidence in court.

Currently Hull Trains services are operated by Bombardier

ABOVE TOP: The first of the class, No. 222101 stands in the sidings alongside Hull Paragon station on 10th March, prior to the official press launch.

ABOVE: The attractive and fresh looking logo for the new trains.

LEFT: The spacious buffet area onboard the Class 222/1s, in this case, complete with welcome host! The buffet area is separated from the main passenger saloon by a single leaf power operated sliding door

BELOW: The 2+2 table seating in the 'Pioneer' Standard Class coaches.

RIGHT: **A view along the first class area located in one of the driving cars. First class accomodation on the Class 222/1 trains provides a total of 22 seats, all of which recline!**

BELOW RIGHT: **Also located in the same driving car is the kitchen or galley area. This area contains a wealth of catering equipment including three steam ovens, a dishwasher and improved storage space. The Galley is capable of preparing hot and cold meals for all First Class passengers.**

BOTTOM: **The attractive new Hull Trains livery, as applied to Class 222 Motor Standard vehicle No. 60571. The livery comprises of a wide grey three quarter height band with a gold and racing green trim, presenting a very smart image. All of the doors on the new trains comply with the Rail Vehicle Accessibility Regulations in providing a bold contrast of colours at all public doors.**

built Class 170/3 units, constructed at Derby. The new Bombardier Class 222 units, all built in Belgium, bring increased seating capacity, increased comfort and increased speeds. The new trains can seat a total of 192 people (170 standard, 22 first) an improvement of 33 seats over the current Class 170 fleet.

Each train comprises of a Driving Motor Standard, two Motor Standard intermediate vehicles and a Driving Motor First. Externally the new Hull Trains livery is very smart and certainly striking. Despite the inclusion of the First Group 'f' on both the new logo and the trains nose, it is pleasing to see that the Hull Trains operation as retained its own identity and not become moulded into the now standard First Group blue, white and pink colour scheme.

The new trains will come into passenger service towards the end of May, with one diagram being introduced on a daily basis. From the summer timetable change on 12 June, all four Class 222 units will replace the four 'Turbostar' sets which should then move to First ScotRail, although it is still to be decided exactly which services they will be used on.

With the new 'Pioneer's in traffic, journey times from Hull to London King's Cross (and vice-versa) should decrease by around 19 minutes, thanks to the 125mph capability of the trains.

Day to day maintenance will be carried out at Bombardier's depot at Crofton near Wakefield, with two units visiting there each night for servicing and maintenance. The other two will be outstabled, with one each at Hull and London. The actual location of stabling for the London based unit is unknown at the moment.

Hull Trains are looking to expand the service they offer from the East Riding to London. 2004 saw an extra return service added on a Saturday and the company has recently applied for a sixth weekday return path from Hull, which would most likely fit in between the 06.18 and 10.00 departures, filling a three and a half hour gap in the morning.

With a view to expanding traffic levels, the company has retained the option of adding a third intermediate vehicle to the train to provide 5-car units.

Rail Freight Update

Timber from Aberystwyth

As we briefly reported in last week's issue, a five week trial has commenced conveying timber from Aberystwyth to Chirk.

The movement of timber from the forests in mid-Wales is currently undertaken by several lorry movements each week day, a figure which could easily be reduced if the current trial is proved to be a success.

The timber, which is being moved to the Kronospan woodchip factory in Chirk, near Wrexham, is carried using MPV (Multi Purpose Vehicles) marshalled with eight EWS owned OTA wagons between the driving motor ends.

The five week trial will see the equivalent of 180 lorry-loads, around 4,500 tonnes of wood, taken off the welsh roads.

Each train takes around three hours to load and carries 200 tonnes of timber. There will be five deliveries per week for the duration of the trial.

Should the trial prove to be a success, the it is throught that a Freight Facilities Grant would be applied for to make the operation permenant, which would allow over 4,000 lorry loads of timber to be moved to rail each year.

To ensure operating flexibility on the single track Cambrian Line, the freight service is timed to depart Aberystwyth shortly after an Arriva Trains Wales service to Birmingham.

Moving timber by rail is nothing new, deliveried to several terminals from the Scottish forests have been commonplace for several years now, but this is the first time that a it has been attempted using a Freight Multiple Unit (or MPV).

Southern Wanderings

ABOVE: 4VEP No. 1698 strayed away from it's usual diagram, working the 06.12 Ramsgate-Victoria and 17.49 return last week due to the bad weather. On 5th March, the unit was paired with unit No. 3412 and was one of the three sets working the Wadhurst-Charing Cross shuttles due to a line block south of Wadhurst. Here the pair arrive at Frant with the 13.15 Charing Cross-Wadhurst service. Don Benn

BELOW: Several heavy snow falls have hit the Southern Region quite badly in places over the past couple of weeks. As part of Network Rail's plan to keep services running, Class 73/2 No. 73205 and Class 73/1 No. 73107 pass Robertsbridge on 2nd March with a condutor rail clearing trip, designed to remove ice from the third rail. Don Benn

New Electronic £5 ticket for Chiltern Railways

Chiltern Railways have been given a boost during the first part of 2005, with a 20% growth in passenger numbers on the company's London - Birmingham service since the timetable changes in December.

Extra trains were added to the timetable to provide passengers with two trains an hour in each direction, all day, every day.

Other success stories for Chiltern Railways include an an increasing number of passengers travelling on the new direct London to Stratford Upon Avon service and eing the only National Rail franchised train operating company to be short-listed for 'train operator of the year' at the annual HSBC Business Rail Awards in February.

The company launched its new 'E-Day' ticket on 8th March. The ticket, which can only be booked online, provides amazing value for travel Birmingham to London, or vice versa.

Each 'E-Day' ticket, which is booked over the internet and printed on the customer's own home or office printer, provides a single jouney between Birmingham and London (or vice-versa) for a flat rate of just £5!

In return for such a bargain price there are a few conditions. The ticket has to be booked at least seven days ahead, are only valid for travel on certain trains and cannot be changed once booked.

Editorial

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

The aim is to produce **Railway Herald** on a weekly basis where possible. 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 receive your own copy as soon as its published, simply send us an e-mail to railway.herald@lwmailcentre.com

If you have subscribed to the Herald and wish to stop your subscription, simply drop us an e-mail requesting that you are removed and we will cease your subscription. E-mail addresses used to subscribe to the journal will NEVER be given to outside parties.

Each issue should be published on a Friday and we welcome your comments on this new product.

Photographs

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Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the above e-mail address.

It is the policy of **Railway Herald** to only use photographs taken during the week of publishing, where possible. For example, in the next issue (which closes for press at 10pm on 17th March) we will try and use photos taken between 11th and 17th March.

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.

ABOVE: **One of only twelve remaining EWS Class 37 locomotives, Class 37/4 No. 37427 Bont Y Bermo is pictured on 6 March whilst working a 7W36 12.36 Bescot-Sutton Bridge Junction ballast service. The train is seen passing Cosford Signal Box.** GWOT

Conway Valley line reopens after floods

The Conwy Valley line finally re-opened to rail traffic on 7th March following its two-month closure.

Back in early January, heavy storms hit the region and although the damage caused by the subsequent floods was limited due to last year's successful rebuilding work, the branch from Llandudno Junction to Blaenau Ffestiniog has been closed since 7 January.

As a result of the heavy rain and subsequent rise in the water levels of local rivers, ballast was lost at Tal-y-Cafn and Glan-Conwy and several switches and crossings have had to be repaired after the operating equipment for them were submerged in water for several days.

Work to rebuild the line, which according to Network Rail's Area General Manager Andrew Skidmore, has been ongoing around the clock has included the removal and re-instatement of 140 yards of track, importing of 5,800 tonnes of infill for embankment works and the replacement of 2,000 tonnes of ballast.

The final cost for the reconstruction work is expected to be in the region of £1.5 million.

The 2005 flood damage comes only several months last years extended closure, following some of the worst flooding in over 40 years. In February 2004, thousands of tonnes of ballast was washed away, track was left suspended in the air and two miles of embankment was completely lost.

Silverlink County names EMU unit

ABOVE: **After the naming ceremony, John Brooks was presented with the third nameplate by Silverlink County Route Director, Julian Drury (on his left) and posed in front of the train with members of Northampton station staff.** BRIAN MORRISON

On 3 March, Class 321/4 No. 321425 was named Silver Service at Northampton station by retired Silverlink County Route Director and Silver Service founder, John Brooks.

The Silver Service scheme has been operational on Silverlink County since 2001 and basically sets standards for employees of the TOC to provide service across the route. These standards satisfy the expectations of customers, ranging from train and station cleanliness to the helpfulness and pleasantry of staff. The scheme has now been relaunched and its scope extended.

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Channel Tunnel Freight well below capacity

Freight traffic through the Channel Tunnel is significantly below its potential capacity according to a House of Lords committee.

The committee has warned that competition is being stifled by domination English, Welsh & Scottish Railway and SNCF, the French national railway.

EWS commented that its Channel Tunnel business had been badly damaged by asylum seekers in 2002 when illegal immegrants were climbing aboard moving trains to reach Britain.

Lord Woolmer, chairman of the Lords Select Committee on the European Union said "The present financial arrangements for using the tunnel are not in the long-term interests of the British economy."

EWS told the BBC that there are no restrictions to prevent other rail freight operators running traffic through the Channel Tunnel if they wished to do so and EWS would provide traction and drivers if required!

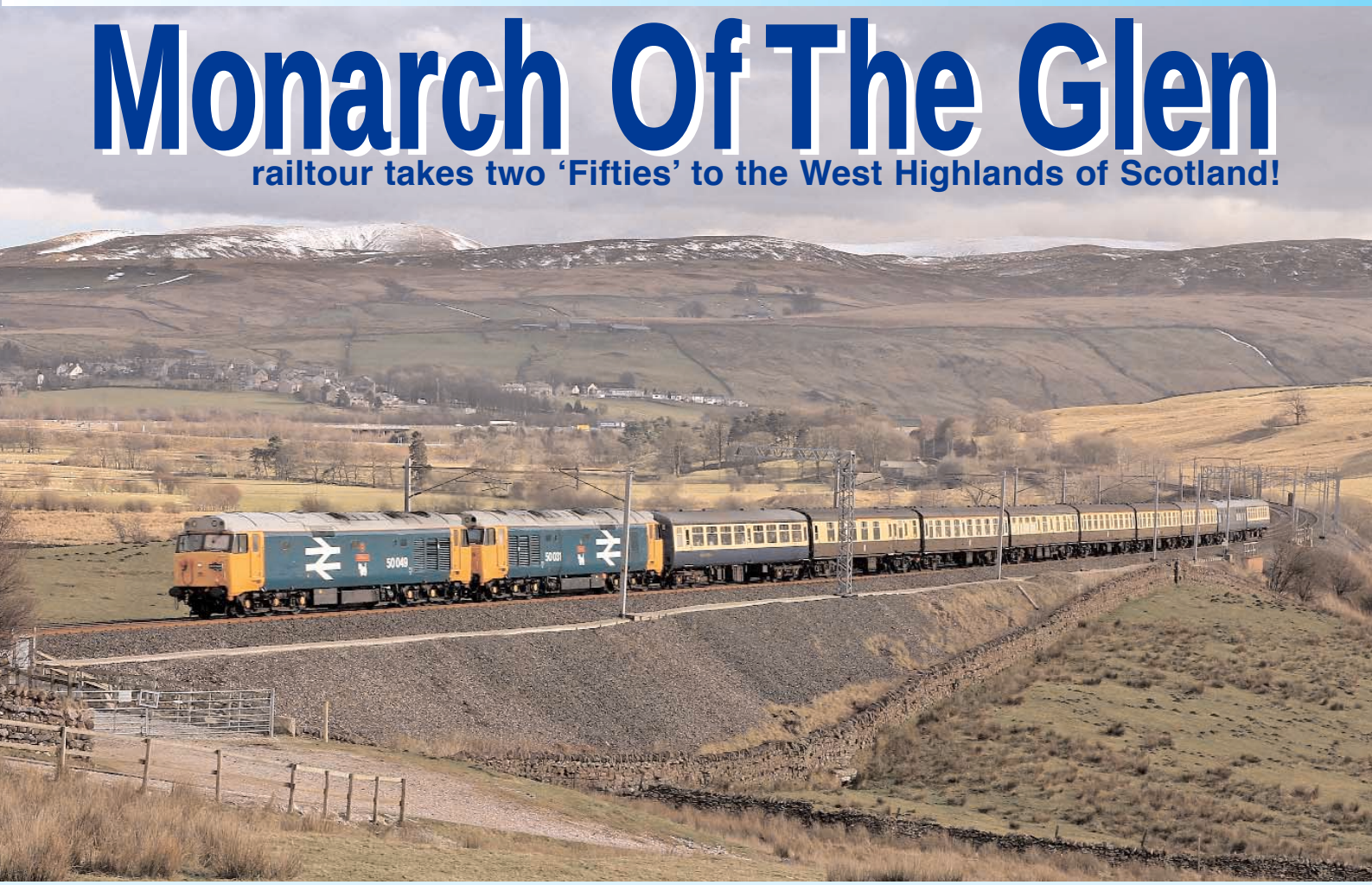
In May last year, European freight operator Rail4Chem announced that it wanted to launch a new cross-Europe freight service between Germany and the UK from early 2005.

The proposal included a block train from Nürnberg and Dollands Moor. The company has also applied to RFF (Réseau Ferré de France), the French equivilent of Network Rail, for paths between Saarbrücken and Calais-Fréthun.

No further progress appears to have been made on this topic and a UK operator for the train has not been announced.

Monarch Of The Glen

railtour takes two 'Fifties' to the West Highlands of Scotland!



Friday 4th March saw the start of an epic journey for the Fifty Fund's two English Electric Class 50 locomotives. The train, entitled 'Monarch of the Glen' by its operator Pathfinder Tours, started from Swindon in the early hours and headed north via Birmingham and the West Coast Main Line to the Highlands of Scotland.

The locomotives commenced the journey double-headed with Class 50 No. 50049 Definance leading No. 50031 Hood. At Briadhurst Loop, Motherwell, the leading locomotive ran round and the train now in top'n'tail formation attacked the climb up the West Highland Line through Crianlarich, over Rannoch Moor and into Fort William. Arrival here was slightly late due to a problem with the lights in the Kitchen Car which caused a 20 minute delay at Craigendoran Junction.

The following morning saw the pair head for the Isles with a run across Glenfinnan Viaduct to Mallaig. Again, with the train still in top 'n' tail formation, No. 50049 lead on the outward run with 50031 returning the charter to Fort William.

The Sunday morning saw a complete change to the advertised plan. Originally the train was to depart from Fort William during the morning and head to Oban for a short visit before returning to Dalmuir for the night. Due to weight restrictions on the Oban line, Network Rail refused to allow the tour to use the line, hence the itinery changed to a visit to Dundee!

So with Defiance leading the train headed south and achieved a crossing of both the Forth Rail Bridge and the Tay Bridge. A short sixteen minute reversal in Dundee, ensued before the train returned to Dalmuir where the tour participants enjoyed an overnight stay before the long trek south the next day.

Monday 7th March brough the charter to a conclusion with a departure from Dalmuir shortly before 10am, the two class 50s, now back in double-headed formation, headed via the West Coast Main Line for Swindon, where they arrived 124 minutes early at 19.34!

LEFT: In glorious sunshine, Class 50 Nos. 50049 Defiance and 50031 Hood climb through Greenholme on Friday 4th March with Pathfinder Tours 'Monarch of the Glen' charter bound for Fort William. MARK BEARTON

BELOW LEFT: Having sucessfully negotiated the West Highland line, the Saturday morning saw the pair, now in top 'n' tail mode take the Road to the Isles. Here No. 50049 Defiance heads the tour on the outward run to Mallaig, seen just west of Glenfinnan. EWAN TAIT

RIGHT: Following the change of plan for the Sunday, the tour headed to the East Scotland and Dundee, one of the highlights being the crossing of the Forth Bridge. The tour is seen from North Queensferry, once again with 50049 leading and 50031 Hood on the rear. EWAN TAIT

BELOW: For a tour that was heading for the Glens, to have achieved Fort William, Mallaig, the West Highland Line, the Forth Bridge and the Tay Bridge the venture well be termed as an excellent charter! Here the 'Fifties' cross the Tay Bridge and approach Dundee in the last rays of sunlight on Sunday 6th March. Following a short break, Class 50 No. 50031 Hood lead the train back to Dalmuir for the overnight stay. JIM RAMSEY

ABOVE: Following problems with Class 90's on the Anglia Region, Direct Rail Services Class 37/6 No. 37606 was called up on, on 5th March to work a passenger service for one Anglia throughout from London Liverpool Street to Norwich (see text below)! The train is seen awaiting departure from Manningtree. PRAR

One of the main routes into North Lincolnshire became blocked on Thursday 3rd March after 60086, working 6D57 Flixborough Wharf to Scunthorpe Anchor Sidings derailed blocking all routes. Rerailing work was completed in the early hours of Friday morning and services resumed from 03.00 on 4th March.

Also on the evening of the 3rd March, First Great Western Class 57/6 No. 57602 failed shortly after departing from Plymouth with 1A40 22.00 Penzance - London Paddington sleeper service. Rescue came in the form of Virgin Trains 'Thunderbird' No. 57305 John Tracey which powered the train through to its destination. The Virgin Trains locomotive had been 'temporarily' based at Plymouth Laira to allow crew training to take place when coupling the locomotive to a Voyager set using the 'Dellner' coupler.

Friday 4th March saw the final Scotrail Class 150 No. 150258 head to Wales. The unit departed from Haymarket travelling via the West Coast Main Line as 5Z15 to Cardiff.

The remaining ETH fitted members of EWS's Class 37/4 fleet continue to hold sway in the Welsh Valley's, with 37410, 37411 and 37425 all at work on Saturday 5th March.

Operational problems on the Anglia Region on the same day saw the DRS route learner No. 37606 pressed in to class one passenger traffic. The locomotive ran south from Ipswich as 0P04 to London Liverpool Street, from where it should have formed the 13.00 departure to Norwich. However, operational problems lead to the Tractor working the 15.00 service - see photograph above. The same afternoon also saw one Anglia liveried Class 47/8 No. 47828 in traffic, hauling the 16.00 Norwich - London Liverpool Street! Two days later and the same Type 4 was back in use, working 11.00 Liverpool Street - Norwich due to the failure of a DBSO.

The 7th March saw Class 37/4 No. 37406 in charge of the Edinburgh 'Binliner'. Services around Dorridge in the West Midlands were thrown in to cahos during the same afternoon as a result of 1V58 10.54 Manchester Piccadilly - Reading Voyager service being declared a failure whilst blocking the Up Main.

South West Trains became driver training using one of their two Class 73 locomotives on Monday 7th March. The following day saw 'Desiro' liveried Class 73/2 No. 73235 in charge.

Freightliner operated Class 47/0 No. 47150 was moved to LNWR workshops at Leeds Midland Road on 8th March after it was declaired a failure with high water pressure. The locomotive was dragged by a Class 66/5 in the consist of 4G01 Daw Mill - Barrow Hill, before being moved to Leeds in the early evening.

First Great Western power car Nos. 43176 and 43020 (coupled back to back) moved from Plymouth Laira to Bristol St. Philips Marsh on 9th March as 0Z74.

Wednesday 9th March found two celebrity locomotives at work in Yorkshire. First green liveried Class 60 No. 60081 Isambard Kingdom Brunel was employed on the Rylstone - Hull Dairycotes aggregate circuit, whilst slightly further south, EWS Executive Silver liveried Class 67 No. 67029 worked the morning trip from Doncaster Belmont Yard to the Potter Group terminal at Selby in the morning and then the afternoon steel trip to Goole Docks, returning on 6D88 from Goole to Scunthorpe Anchor Yard via Doncaster. The locomotive returned to Doncaster light engine.

The same morning found Class 66 No. 66229 at the helm of a VSOE excursion to York from London Victoria, whilst further north in Scotland, Royal Scotsman liveried Class 37/4 Nos. 37401 and 37416 were paired to work 6L49 petroleum service to Linkswood near Dundee.

Following on from our photograph in Issue 2 of one of the reliveried Scotrail Class 170 units heading north, a further unit, No. 170434, operated from Ilford Depot to Haymarket on 9th March.

The next two Hull Train Class 222 sets are now in the country. No. 222102 was delivered to Crofton by Class 67 No. 67028 on 9th March, whilst No. 222103 was at Wembley on the same day.

DRS Class 47/4 No. 47501 suffered an engine fire at Mossend Yard on the same afternoon. The train was rescued by Class 66/4 No. 66409 which took the ensamble back to Carlisle Kingmoor .

Class 56 No. 56058 was moved from Bescot depot to Toton on Thursday 10th March, by Class 66 No. 66130, in the consist of 6D44. Class 73 No. 73208 was dispatched from Stewarts Lane to Gatwick Airport the same morning to rescue 73201 which had been declaired a failure.

EWS operated Class 59/2 No. 59202 had a rare trip outside of its Mendip operating area during the afternoon of 10th March when it worked a civil engineers service to Newport from Westbury, being observed at Severn Tunnel Junction. The loco returned to Westbury in the early evening.

ABOVE: Sunday 6th March saw heritage liveried Class 87 No. 87012 working 1K13 London Euston to Macclesfield via Birmingham New Street. However at Coventry, 87012 The Olympian expired with a broken roof busbar and the service was rescued by Class 47/8 No. 47826 Springburn. The train is seen entering Wolverhampton, running over an hour late. It was subsequently caped at Stoke-on-Trent, where 47826 ran around and worked the train back to Euston. RAILFOTO

ABOVE: On 5th March, Class 37/4 No. 37416, powers 6A30 10.36 Mossend-Aberdeen Enterprise past Dundee Camperdown. JAMIE MCEWAN

China Clay Train derails

Severe disruption was caused in the Par area on Wednesday 9th March, when the morning Goonbarrow to Fowey Docks (6G06) being worked by General Motors built Type 5 No. 66194 derailed at Ponts Mill on the Newquay branch around lunchtime.

Around 15 wagons were derailed with several in the vicinity of the local river..

Class 66 No. 66167 was dispatched to St. Blazey with the re-railing train from Margam.

Class 66 No. 66194 finally departed from the site with the leading 17 wagons, shortly before lunch the following day.

The route is expected to be closed for around seven days whilst repairs to the trackwork are undertaken.

Whilst the route is closed, Wessex Trains are operating a replacement bus service from Par to Newquay.

Other News In Brief

Easter timetables released

Network Rail released the Easter timetables to the train operating company's (TOCs) on 9th March. Timetables should have been with the TOCs at least twelve weeks prior to their introduction.

The same day the company released figures that showed the proportion of trains ontime is likely to reach 85% this spring, the highest for five years, with the number of minutes delay for the year to 31st March, expected to have dropped to 11.5m, down from 13.7m last year.

Government takes charge of train orders

Transport Secretary Alistair Darling announced at a rail conference in London on 9th March that a single design of modern high-speed train is to be produced to replace the HST.

He also told the conference that stations could be closed and passengers moved over to buses if they do not attractive enough people

Underground upgrade work behind schedule

Work on rebuilding the Jubilee, Northern & Piccadilly underground lines is several months behind schedule according to figures released from Transport for London. The company involved, Tube Lines say the figures misrepresent the the true picture.

ABOVE: A sight that should have been long gone! Anglia liveried Class 86/2 Nos. 86235 and 86232, now operated by one Railways, stand at London Liverpool Street on 5th March awaiting their turn to head back to Norwich. Only the 'one' liveried EMU on the left and Class 90 on the right give the date away. PAUL BIGLAND