

Railway Herald

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

Volume 1 : Issue 9

The complimentary railway journal

Friday 20th May 2005





FRONT COVER: On Wednesday 13th April, GBRf were contracted to haul ex-SWT 4CIG unit No. 1399 from Clapham Jnc to Meldon for storage. Due to brake problems on the EMU, the train departed 170 minutes late and is pictured here at Upton Pyne, west of Cowley Bridge Junction on the Barnstaple line. **SAM FELCE**

Editorial

Hello and Welcome to the latest edition of the **Railway Herald**. Many people have contacted us over the past couple of weeks, enquiring as to why **Railway Herald** has not appeared in their inbox! Our sincerest of apologies for this. Pressure of work with other projects and, in the case of the editor, a very heavy involvement in a Diesel Gala weekend on one of the UK Heritage Lines as resulted in a severe shortage of time! However, we do hope to be back to normal now.

With the continual rise in the number of people with digital camera's, it is pleasing to record a slight increase in the number of submissions, but as per all the railway magazines, we do welcome more of them!

This issue breaks with the traditional look of **Railway Herald**, in that covering a three week period, we've decided to give the journal a front cover to provide a better 'package' to the following twelve pages. Also included as a 'one-off' in this issue is a double page spread of photographs, featuring Notable Workings. Please do let us know your thoughts and comments.

From next week, we should be back to the normal size of around four pages in the newsletter format!

Regards

Railway Herald

Photographs

Photos reproduced in this journal remain the copyright property of the photographer at all times. Any pictures not credited are the copyright property of the editor.

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.

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.

Publication

The **Railway Herald** is published every Friday and is available by e-mail subscription from the above e-mail address.

© Copyright Railway Herald.com 2005

Elsewhere in this issue

Final Runs for 73109 in SWT Colours

With the sole SWT liveried Class 73 destined for repainting into 'Desiro' colours, 73109 enjoyed a rare planned outing on passenger services on 16th April.

Page 3

Freight Focus

The latest from the railfreight scene including traction changes on Midlands trips and a new infrastructure flow for FHH.

Page 5

Livery changes for Royal Scotsman traction

A look at the new livery for WCRC motive power employed on the prestigious Royal Scotsman

Page 7

Notable Workings Gallery

A look at some of the more notable and newsworthy workings, in a pictorial format, that have occurred over the past four weeks

Page 8

Heritage Colours for the Valley

A look at Type 3 action from the Rhymney valley as well as views of the newly reliveried Class 37s in Heritage colours.

Page 11

Notable Workings

A brief look at some of the more notable and bizarre workings from across the whole of the UK National Network over the past few weeks.

Page 12

We want to hear from you...

Railway Herald is normally compiled each Friday, with a round up of the news from the past week, concentrating on the UK Rail Network.

However, as the readership of the journal has grown, we would like to hear from you, our readers on how YOU would like **Railway Herald** to progress in the future. All we want you to do is to send an e-mail to railway.herald@lwmilcentre.com with your thoughts as well as your likes and dislikes! Constructive criticism is welcome!

For example do you prefer to see

illustrated or written stories? Is our Notable Workings column useful and enjoyable or simply a waste of time? Do you want more than modern traction on the national network?

Although we are not looking to change the style completely, we do want to try and ensure that it covers what you want to read.

Remember we do welcome contributions from readers, both in a text and photographic format, so if you'd like to see something, speak to us about it, then pick up the keyboard and type it! All we ask is that its accurate, factual and not political!

POWERSCENE Magazine

VHS & DVD ■ 60 minutes ■ £9.99 post free

Issue 3 of the magazine includes

Pendolino naming at Old Dalby ■ Voyager drags in Devon ■ Hull Trains Class 222 launch ■ Gloucestershire & Warwickshire Diesel Gala ■ D1015 back on the Main Line ■ Naming of 57316 FAB 1 at Brush ■ EWS Executive Train ■ First Great Western Class 47 farewell tour ■ Naming of 'Royal' 67006 at Bristol ■ DRS freight flow to Elderslie ■ NSE liveried Class 87 launch at Euston ■ 'Shanks' liveried Class 66/5 ■ Fleet News and much more!

Our **NewsXtra** feature looks behind the scenes at Turbostar & Electrostar construction at Bombardier Derby, which comes to an end this summer.

Also in this issue, we look at the work that has been taking place on the West Coast Route Modernisation (including views of Euston and Proof House Junction at Birmingham from the air!) We visit one of Europe's most advanced test centres at Wildenrath (featuring the first of the Heathrow Connect Class 360 EMUs) and look at freight traffic around Peak Forest, with the majority of trains featuring Class 60 power.

LocoWatch Video are producing the 'Official' video programme of the 2005 North Yorkshire Moors Diesel Gala - Available on VHS & DVD from mid-June



LocoWatch Video (Dept. RH), PO Box 252,
Scunthorpe, North Lincolnshire.
DN17 2WY

Product Enquiry Line: (07792) 987526

e-mail: powerscene@locowatchvideo.co.uk

www.locowatchvideo.co.uk

Cheques should be made payable to 'LocoWatch Video'

Unfortunately we are currently unable to accept credit card payments.





Final runs for SWT liveried Class 73

South West Trains now have no less than three Class 73 'Electro-Diesel' locomotives for use as Thunderbird engines and for stock movements around the region.

With No. 73235, recently transferred from Gatwick Express painted into the latest SWT 'Desiro' colours, classmate No. 73109 Battle of Britain 50th Anniversary was called the paintshops at Wimbledon to

receive the same treatment.

Until recently No. 73109 had been the only loco to carry the SWT 'stripe' colours, so a day of loco-hauled workings was organised before the locomotive entered the paintshop for application of the Desiro colours.

On 16th April the 'ED' was paired with Class 421 No. 1398 and Class 423 No. 3481

for its allocated diagram:

1A44 13.44 Alton - Waterloo*
2L45 15.12 Waterloo - Basingstoke
2L58 16.54 Basingstoke - Waterloo
1A57 18.23 Waterloo - Alton
1A70 20.14 Alton - Waterloo

No. 73109 was attached to the set at Woking on 1A44, being removed from the train, again at Woking on 1A70.

The end for SWT Slam Door stock

The end will finally come for 'Slam-Door' stock on South West Trains on Thursday 26th May with the 11.35 London Waterloo - Weymouth.

The train is to be worked by a 12-car set as far as Bournemouth, where the 1960s stock will run ECS to the depot and be withdrawn.

The final runs for the Blue 4VEP No. 3417 Gordon Pettitt will be on the 11th June (with a staff railtour) and on the 18th June (with a public railtour). On both occasions No. 3417 will be joined by one of the Heritage liveried 3CIGs from the Lymington Branch.



ABOVE TOP: South West Train's liveried 'ED' Class 73 No. 73109 Battle of Britain 50th Anniversary arrives at Woking on 16th April with 2L45 15.12 Waterloo-Basingstoke service. [PATRICK SEALE](#)

ABOVE: A sight soon to disappear. 4CIG Nos. 1395, 1397 and 1316 pass Worting Junction with the 13.39 London Waterloo - Southampton on 6 May 2005. [CHRIS NEVARD](#)

Bubble car joins the South West Trains fleet

South West Trains officially launched its latest railway vehicle into the operational fleet on 11th May.

Class 121 'Bubble Car' No. 960012 (previously No. 55028) has been converted at the LNWR workshops in Crewe to provide a dedicate

vehicle for driver training and route familiarisation. The new DMU, based at SWT's Salisbury depot was named John Cameron on 11th May after a director of SWT and a member of the companies safety committee. Mr

Cameron will be better known to most as the owner of LNER A4 No. 60009 Union of South Africa and more recently the new owner of LNER K4 No. 3442 The Great Marquess.

The vehicle itself will operate over the entire SWT network and has

been extensively modified at Crewe. TPWS has been fitted along with a new generator for heating. The seating within the vehicle has also been altered with three bench seats fitted at each end behind the driving positions.



ABOVE: Modified Class 121 No. 960012 stands in the sun at Salisbury depot on the 11th May, shortly after having been named John Cameron. BRIAN MORRISON

SAFETY CASE ISSUED FOR WEST COAST DESIRO

Silverlink obtained the safety case for Siemens Desiro's class 350 for driver training to begin last Monday... Sightings of 350's so far at Wolverhampton, Hemel Hempstead, Rugby and Stafford in daytime, although testing still continues at night

GBRAILFREIGHT TO CONTINUE WITH MAIL TRAINS

Mail by rail is set to return to the UK network permanently following the signing of a year long contract.

Royal Mail has been using rail as a trial since early December last year, now the company has signed a further contract with freight operator GBRailfreight to transport around one million letters a day.

The new contract, which runs until March 2006 (and includes the option of a twelve month add on), will operate a northbound and southbound service each day on the West Coast Main Line.

The hope is that the new contract will prove successful and will lead to a revival of mail trains in other parts of the country.

CLASS 66/9 LOCOS GAIN SAFETY CASE

A safety case has finally been issued for Class 66/9 Nos. 66951 and 66952. The first working of one of these two locomotives on the National Network taking place on 17th May when No. 66951 ran light engine from Hoo Junction - Dagenham.

RMT GUARDS STRIKE ACTION

The Rail, Maritime and Transport Union has announced four 24 hour strikes on Midland Mainline 27 May, and 3, 10 and 17 June.

New look for Lymington Pier branch



ABOVE: The two 3CIG units purchased by South West Trains from HSBC Rail have been completely refurbished and repainted into heritage liveries, No. 1497 (previously 1883) now carries BR Green with yellow ends whilst No. 1498 (previously 1888) carrying BR Blue and Grey colours. The two units were launched into traffic on 12th May on the 5¼ mile Lymington Pier branch. The two units were named after historic paddle steamers Freshwater and Farringford respectively. No. 1497 is pictured at Lymington Town on 17th May MARK BEARTON

RAIL FREIGHT UPDATE

RIGHT: A new freight flow for Freightliner Heavy Haul is the conveying of ballast from Meldon Quarry to Westbury for Network Rail. The flow is currently a trial contract for eight weeks, but initial indications are that the trial has been successful. The service is currently working Tuesdays - Thursdays departing Meldon around 10.30am and running round at Exeter St Davids. Class 66/5 No. 66516 stands at the restored Okehampton station on 27th April with the first train. **KEVIN WILLS**



New freight flow for DRS

Carlisle based Direct Rail Services have started to operate a new railfreight flow from Ditton to Purfleet. The service, which is Class 66 hauled throughout commenced operation in the week beginning 8th May and runs daily.

The trains conveys containerised traffic for

customers AHC (Warehousing) Ltd and Novatrans UK and links into the Cobelfret shipping operation at Purfleet.

The flow is the latest addition to the DRS freight portfolio since the start of the Grangemouth-Aberdeen service last year.

LEFT: Class 66/4 No. 66404 passes Purfleet and approaches its destination with 4Z46 12.05 Ditton - Purfleet DRS working on 20th May. **PATRICK SEALE**

Tractor duty for Birch Coppice trip withdrawn



LEFT: Recent months have seen the Birch Coppice trip from Bescot gain popularity due to the use of a Bescot based Class 37 on the train. The 20th April however saw the working change to a Class 67 diagram, ended the Type 3s association with Midlands Freight. The Class 67 diagram for the train is now quite interesting as it works south from Scotland on the overnight Express Parcels train to Walsall, from where the locomotive heads light engine to Bescot to work the Birch Coppice trip out and back. The day is concluded by working the Wolverhampton Steel trip from and to Bescot Yard. On 17 May, 'Royal' Class 67 No. 67005 Queens Messenger was pictured inside Wolverhampton Steel Terminal preparing to work 6G63 to Bescot Yard. **RAILFOTO (WITH PERMISSION)**

Pioneer's enter traffic

The first of the new Hull Trains' Class 222 'Pioneer' fleet will make its maiden passenger-carrying journey on 23 May.

The train is due to depart from Hull Paragon at 15.32, bound for London Kings Cross. The new £24m fleet of 125mph trains are expected to be in full service by mid-June, from when the existing Class 170/3 fleet will start to migrate north to First ScotRail.

The 'Pioneer' fleet will allow Hull Trains to achieve a first, for the company, with trains being timed at 125mph on the East Coast Main Line. Not only will this provide better timings for passengers, but will also allow the Hull Trains service to dovetail easier with the GNER 125mph paths.

Virgin Trains specials for Longbridge staff

Virgin Trains has offered free train travel to the seaside resorts of Devon to families of MG Rover workers recently made redundant at the Longbridge car plant.

During the half-term week from Monday 30th May until Friday 3rd June, an additional service will depart from Longbridge bound for Dawlish Warren, Dawlish, Teignmouth, Torquay and Paignton, before returning home to the West Midlands in the early evening.

The trains will provide more than 2,000 free seats and will use Riveria Trains rolling stock and EWS Class 67 locomotives.

Support for the venture is also being provided by Central Trains and Wessex Trains at the stations involved.



ABOVE: Leaving New Malden on 17th May 2005, are refurbished Class 455/7 EMU Nos. 5733 and 5711, with the 12.11 Shepperton-Waterloo service. The new look Class 455s, which bring a brighter look to SWT services, are being refurbished and repainted by Bombardier at Chart Leacon Works. **BRIAN MORRISON**

Re-engined HST power car released

UK leasing company Angel Trains has unveiled the first what could eventually be a fleet of re-engined power cars.

Brush Traction in Loughborough have been undertaking the work to re-equip two Class 43 locomotives with MTU 16v 4000 engines at a cost of £1.5 million.

The work is part of a trial that could see the life-expanctance of the HST extended until the proposed HST2 project reaches fruition. The

power cars concerned are Nos. 43004 and 43009, the latter of which is now at Bristol St. Philips Marsh with First Great Western for trials to commence.

The project is being undertaken in conjunction with German engine manufacturer MTU Friedrichshafen. Both power cars will be based with First Group for a six month testing period, during which time, the new MTU power unit will be closely watched and

monitored whilst a variety of statistics are collected including exhaust smoke, fuel and oil economy, engine maintenance. The engine itself is the first of this design to be used on the UK's rail network.

Current plans suggest that once the HST 2 project is suitably advanced with orders in place, Angel Trains will announce the go-ahead for the Class 43 life extension project.

Traction change for Horbury stock move



ABOVE: GNER's Mark 4 fleet are currently being refurbished as part of the 'Mallard' project by Bombardier Transportation at Horbury, near Healey Mills. The stock movements from Doncaster West Yard to Horbury have been undertaken by EWS since the start of the project. On 12th May however the movement contract transferred to Freightliner Heavy Haul. Class 66/5 No. 66559 passes Healey Mills on the first run. Due to the track layout at Horbury, the train has to run through to Dewsbury to run-round! **JAMES ROSE**

Livery changes for Royal Scotsman traction

Several locomotives, currently being used by West Coast Railway Company to operate the prestigious Royal Scotsman touring train during 2005 have recently undergone a total repaint.

First to appear were WCRC operated Class 47/8 No. 47854 and Class 37/0 No. 37197, which provided the traction for the first working of the Royal Scotsman stock during 2005.

Also repainted was Class 37/0 No. 37261. This locomotive has only just returned to traffic having suffered damage to the bogie and wheelset area whilst on a charter working in March.

With both of WCRC Class 37s having been out of traffic for a short period for repairs, the company hired two Class 31 locomotives from FM Rail. One of these, Class 31 No. 31190 Gryphon, previously carried



ABOVE: FM Rail's newly repainted Class 31/1 No. 31190 Gryphon is pictured arriving at Paisley Gilmour Street on 16th May (with Class 37/0 No. 37261 out of sight on the rear) with 1H97 07.00 Taynuilt - Wemyss Bay Royal Scotsman trip. **GARY LENNON**

Railtrack Green and Blue colours (see Notable Workings Gallery) but has also been repainted into all over maroon with small yellow warning panels

on each end. No. 31190 has retained its Gryphon nameplates.

The new look locomotives certainly present a striking image at the front of the Royal

Scotsman train, with the locomotives livery matching the coaching stock.

Between runs, the coaching stock is being serviced and stabled at

Bo'ness on the Bo'ness & Kinneil Railway. In previous years, under EWS's operation, the stock was outstabled at Millerhill Yard, Edinburgh.

BELOW: Also carrying Royal Scotsman unlined Maroon colours is WCRC No. 47854. Here the Type 4 passes Larbert on 12th May with 1H92 13.38 Edinburgh Waverley - Kingussie. **GARY LENNON**



Notable Workings *Gallery*



ABOVE: Mid-May saw the rare sight of a Class 37 locomotive employed on engineers duties in Yorkshire. Due to the requirement for the train to traverse the line from Esholt Junction (on the Leeds-Ilkley route) to Dockfield Junction, over which Class 66s are currently banned, a Type 3 was required. Here Class 37 No. 37416 passes Stourton, near Leeds, with 6T68 09.00 Dockfield Jct to Doncaster Up Decoy Yard on 15th May. **JAMES ROSE**



MIDDLE LEFT: BR Blue Class 45 No. 45112 The Royal Army Ordnance Corps was used on 3rd May to move two Midland Mainline liveried 'Rio' HST power cars from the NRM at York, where they had been stored since November, to Derby Etches Park. The 'Peak' is pictured at Derby on arrival, with Class 43 Nos. 43069 Rio Enterprise and 43070 Rio Pathfinder. **CORPORAL PIKE/RAIL PR**



BOTTOM LEFT: Royal Class 67 No. 67005 Queen's Messenger worked its first freight service in Scotland on 9th May, when the loco was used on the Deanside trip working. Here No. 67005 approaches Kirkwood with 6D98 15.40 Deanside - Mossend enterprise trip. **GARY LENNON**



RIGHT: The rare sight of a FM Rail operated locomotive working an EWS freight train! Class 47/3 No. 47355 was called on to drag Class 60 No. 60041, which had been declared a failure at Stalybridge, to Healey Mills Yard. The train concerned was 6E06 10.00 Bredbury - Roxby containerised waste service, which was taken forward from Healey Mills by No. 60049. The ensemble is seen at Dewsbury East Junction on 12th May. [MARK ALLATT](#)

BELOW: With both of West Coast Railway Company's Class 37 locomotives out of service for repairs, two Class 31 locomotives from FMRail were used instead! On 7th May, Fragonset liveried Class 31/6 No. 31602 leads Railtrack liveried Class 31/1 No. 31190 Gryphon towards Heatherbell Level Crossing with 1H87 08.48 Stirling - Edinburgh. The train had been diverted via Coatbridge and Shotts due to engineering work taking place between Camelon and Falkirk Grahamston to replace a swing bridge. [GARY LENNON](#)





LEFT: The first Class 150 unit to appear in Arriva Trains livery was released into traffic on 19th May. The unit is pictured, between duties, at Chester on 22nd May. **DAVE BRAMLEY**

FORTH RAIL BRIDGE TO CLOSE

The rail link across the famous Forth Bridge is to close for eight days at the end of July to allow for essential engineering work to be completed.

The bridge will be shut to rail traffic from 24th July until 1st August, during which time Edinburgh to Dundee and Aberdeen services are to be diverted via Stirling, whilst Fife Circle trains will be replaced by road transport.

The closure is the longest in the bridge's 115 year history.

PROBLEMS FOR METROLINK

A system failure within the Metrolink control centre brought chaos to Manchester City Centre on 17th May.

All trams were brought to a stand at the next station when the network's computer system crashed.

RAILWAY SAFETY FIGURES

The number of people injured or killed on Britain's railways increased last year, partly due to the high-speed crash at Ufton Nervet.

10 members of the public died in accidents on trains or stations last year, whilst a further 204 suffered major injuries.

A total of nine railway workers were killed, the highest number since 1991, however this number rises to 257 when suicides and trespasser are included.

On the railway safety side, figures published in early May show that the number of signals passed at red dropped by 33 to 346.

Virgin goes 125 for Summer Saturday trains

Additional Summer Saturday services on the Cross-Country network are to operate again during 2005.

Virgin Trains have confirmed that the trains will mainly serve Newquay this year, although one set will terminate at Paignton.

Two HST sets have been hired on a short-term basis from leasing company Porterbrook, whilst a third set has been hired from Midland Mainline and a fourth from Great North Eastern Railway (GNER).

The additional services will supplement the existing summer service, with the HST sets formed into eight or nine coach formations.

Summer Saturday services run on 28th May, 4th June and the weekly from 2nd July until 28th August inclusive as follows:

XC91 - GNER HST

5V04 03.14 Neville Hill - Bristol Temple Meads
1C02 07.35 Bristol Temple Meads - Paignton
1E33 10.32 Paignton - Newcastle
5E33 17.42 Newcastle - Heaton

XC92 - MML HST

5V29 04.58 Neville Hill - Manchester Picc
1V29 07.23 Manchester Picc - Newquay
1M28 15.22 Newquay - Manchester Picc
5E28 22.51 Manchester Picc - Neville Hill

XC93 - Virgin Hired in set 2+9 with 2 x TGS

5V49 07.27 Neville Hill - Newcastle
1V49 09.41 Newcastle - Newquay
2C75 19.15 Newquay - Plymouth
5C75 21.30 Plymouth - Laira TMD

XC94 - Virgin Hired in set 2+9 with 2 x TGS

5C64 06.00 Laira TMD - Plymouth
2C64 06.51 Plymouth - Newquay
1E34 09.40 Newquay - Newcastle
5E34 18.42 Newcastle - Neville Hill

Also in operation will be a Voyager operated Sunday service, departing Newquay at 11.35 destined for Glasgow Central.

BELOW: One item of track machinery not often seen is the new Speno rail grinder No RR48M2. The unit is pictured at Singlewell Loops on Phase One of the Channel Tunnel Rail Link on 15th May 2005. Work is now well underway on CTRL Phase Two which will link the existing section with Stratford International and London St. Pancras. The company building Phase Two, London & Continental Railways (LCR) has admitted that the project is now overbudget after construction costs spiralled. **PATRICK SEALE**



Cardiff Valley's commuter traction



For a number of years the Cardiff Valley's have been a haven for enthusiasts, with Class 50s and later Class 37s being employed on the daily commuter services between Cardiff and Rhymney. Now there's extra appeal with the arrival of the Heritage liveried Class 37/4 locos.

TOP: Newly repainted in Large Logo livery, ETS fitted Class 37/4 No. 37425 enters Bargoed station with the 11.14 Rhymney - Cardiff Central service on 16th April 2005.

RICHARD TUPLIN



MIDDLE RIGHT: Just four weeks separate this picture from the one below! Class 37/4 No. 37411 The Scottish Railway Preservation Society heads a Cardiff bound service past the signal box at Ystrad Mynach on 16th April.

RICHARD TUPLIN

BELOW RIGHT: Following the repaint of Class 37/4 No. 37425 into Large Logo, classmate No. 37411 entered the paintshops at Toton, emerging several days later in BR Green with 'D' numbers and a small yellow warning panel. The locomotive is pictured at Rhymney station, shortly before stabling for the evening on 11th May.

MARK HENDERSON



Class 33/2 No. 33202 was used, together with Class 73/2 Nos. 73204 and 73205 on 6Z11 10.00 Tonbridge - Hoo Jn on 15th April, whilst the same afternoon saw Class 67 No. 67030 head to Immingham with three 4VEP units (Nos. 3812, 3810 and 3809) from Wimbledon for scrapping.

The 17th April found Riviera Train's Class 47 No. 47839 working top 'n' tailed with 1960s liveried No. 47815 on a Manchester Piccadilly - Cardiff service. The day also saw Large Logo No. 37425 working its first full day on passenger duties in the Rhymney Valley.

The following day saw no less than four Class 73s on the same train! Nos. 73211, 73212, 73107 and 73206 were provided to power the 14.00 Hoo Junction - Kentish Town engineers service. That afternoon also found Class 37 action in the Midlands when Nos. 37401 and 37406 were provided for 6D44 12.40 Bescot - Toton departmental service. Also in the train consist were 67020, 66220 and 32 loaded wagons! The trailing weight amounted to 1,363 tonnes!!! Also passing through the Midlands was ETS fitted Class 37/4 No. 37411 The Scottish Railway Preservation Society heading to Toton for its repaint into BR Green colours. The loco left South Wales on 6E09 Margam - Lackenby, which it worked throughout, before returning south (on the 19th April) dead in the consist of

BELOW: Yet another livery with which to grace the Metro-Cammel built Class 156! This is the third variety of the Northern Rail colour scheme, being a mix of the new purple colour and older blue of the previous operator, First North Western. Class 156 No. 156461 was noted at Manchester Oxford Road on 11th May. **PETER HEPPENSTALL**



ABOVE: Taking Translocator vehicles Nos ADB975864/867 from Dagenham to Slade Green to pick up a Networker EMU for tyre turning at Wimbledon Traincare Depot, ex-Great Western Class 47/8 No. 47811 powers through New Eltham on 17 May. **BRIAN MORRISON**

6J68 08.15 Tees Yard - Aldwarke, from where the loco ran light engine to Toton.

The infamous Birch Coppice trip transfer from Class 37 to Class 67 haulage from 19th April. The final class 37 being No. 37406 on the 18th, with the first Class 67 being No. 67009 the following day.

Also on the 19th, green liveried Class 47/8 No. 47851 Traction Magazine saw use as a crew trainer over the Settle & Carlisle, completing one round trip from Preston to Carlisle before heading north to Carstairs and onto Polmadie.

The six Arriva liveried Mark 2

coaches owned by EWS were transferred from Old Oak Common to Cardiff Canton on the 19th, being worked from London as 5Z66 with 67001. The same afternoon, Freightliner provided Class 47 No. 47150 to work 5Z23 Wimbledon to Caerwent scrap train, whilst in Cheshire, the latest Class 507 unit to return from Eastleigh arrived at Birkenhead TMD behind 67028. Also on 19th April, 66716 worked to Aberdeen from Parkeston Quay with a train of 19 tanks carrying mud oil.

On the 20th April, EWS were unable to provide a locomotive

for the short trip working from Harrison's Sidings to Hardendale Quarry, as a result DRS Class 66/4 No. 66404 was provided. The same afternoon saw one of the final Class 87s, still operational with Virgin Trains, named Driver Tommy Farr after a retiring railwayman. The locomotive, No. 87010 was previously named King Arthur.

Further unit moves took place on the 21st April when No. 47853 was provided to move Class 465 No. 465196 from Slade Green to Wimbledon depot due to the wheel lathe at Slade Green being out of action. The same day saw Class 47/8 No. 47811 and 47816 top 'n' tail Class 319 No. 319421 from Bedford to Selhurst depot.

On the 22nd April the two Network Rail yellow liveried Class 86 Nos. 86901 and 86902 moved under their own power from Rugby to Crewe Basford Hall. The same afternoon also saw a Deltic back on the mainline for the first time in more than twelve months, when 55019 moved light engine from Barrow Hill to Finsbury Park in readiness for the following day's railtour to Edinburgh. 6G45 the same afternoon (16.45 Toton-Bescot) was worked by Class 66 No. 66059. Included in the consist were the latest two Class 56 locomotives bound for French operator Fertis, Nos. 56096 and 56105.

On the 26th April, the first of ten Class 87 locomotives





ABOVE: Freightliner operated Class 47/8 No. 47841 stands at Grosmont (NYMR) on 11th May having arrived from Bo'ness with Class 26 No. 26024, Class 27 No. 27001 and Class 47 No. 47643 (on the rear) plus the SRPS charter set for the North Yorkshire Moors Railway's diesel gala weekend. **RICHARD TUPLIN**

allocated for future use by Cotswold Rail were moved to Oxley. Those involved in the locomotive convoy were Nos. 87007, 87007, 87021, 87025 and 87026. The same morning, and Royal Class 67 No. 67006 Royal Sovereign worked the Enterprise trip from Healey Mills to Blackburn. Virgin

liveried Class 47/8 No. 47841 was provided to move a rake of ex-Virgin Trains Mark 3 buffet coaches from MoD Longtown to Crewe Carriage Sidings, the vehicles continued to Caerwent the following day. The 27th April saw another Freightliner coaching stock move, this time with a rake of nine Mark 3

coaches (as 5Z25) from Polmadie depot, near Glasgow to Derby Litchurch Lane. Motive power was provided by Class 66/5 No. 66545. Other stock moves that day included No. 67016 on 5Z41 10.08 Stewarts Lane to Immingham, conveying Nos. 1411 (as a 3-car set), 3904 and 3843 and No.

67028 hauling No. 507025 to Eastleigh for refurbishment.

On the 28th April, Class 33 No. 33103 was paired with former SR General Managers Saloon No. 975025 for a round trip through Kent from Kensington Olympia. The train took in Ashford, London Victoria and Hastings, before setting down its guests and heading for overnight stabling at Norwich! A further four Class 60s were withdrawn on 28th April (Nos. 60008, 60018 and 60081 (all at TO) and 60073 (at TE)).

Following the failure of the Network Rail HST (see photographic report) at Bromsgrove, Virgin Thunderbird No. 57301 assisted the train through to Bristol.

Class 31 No. 31233 was dispatched light engine from Derby to Bristol Stoke Gifford Yard (as 0Z81) on 30th April to haul the errant set back to Derby (on 1st May together with help from No. 31233) from where No. 47832 took over for the run to Edinburgh. The evening of the 29th saw the Friday's only 1T22 18.25 London Euston - Crewe service worked by 'Olympic Bid'

BELOW: The Class 92 hauled 'Enterprise' services linking Wembley Yard with the Channel Tunnel at Dollands Moor are not the most photographed of trains. On 19th April, Class 92 No. 92037 departs from Ashford with 6B53 14.33 Wembley - Dollands Moor service, bound eventually for Cologne. Included within the train's consist is one of the new Class 350/1 'Desiro' vehicles for commuter and local passenger services on the West Coast Main Line, No. 350108. **PATRICK SEALE**



■ Notable Workings ■ Notable Workings ■



ABOVE: Napier power returns to the East Coast Main Line. On 23rd April, the Deltic Preservation Society's Class 55 No. 55019 Royal Highland Fusilier hauled its first passenger train in over twelve months, when it powered a DPS charter from London Kings Cross-Edinburgh. Unfortunately problems were encountered at Edinburgh with the engine governor, resulting in No. 55019 returning south dead on the rear of the train and Class 67 No. 67013 providing the power. On its outward run, No. 55019 passes Houndwood on the East Coast Main Line. **IAN HARDY**

liveried Class 87 No. 87012 The Olympian.

Hertfordshire Railtours 'Forgotten Lines' tour to West Drayton and other London freight branches had Royal Class 67 No. 67005 Queens Messenger and Class 59 No. 59206 Pride of Ferrybridge (in top 'n' tail mode) for traction.

The 30th April saw the first working of the Royal Scotsman with Class 31 power! The train departed its stabling point at Bo'ness during the morning en-route for Edinburgh Waverley, from where the train headed north to Spean Bridge on the first day of a three day 'Western' tour to the West Highlands.

The same afternoon the SRPS Railtour stock departed Bo'ness bound for Tyne Yard behind Class 37/4 Nos. 37416 and 37417, in preparation for the following day's SRPS Charter from Newcastle to Oban. The charter on the 2nd May finally returned to Newcastle with Class 66 No. 66026 at the helm,

after both Class 37/4s were declared a failure at Edinburgh! The two type 3s remained on the train to supply ETS.

The first Class 180 DMU worked into London Waterloo in the early hours of 1st May with 1Z86 23.50 Reading - Waterloo. The following day EWS provided Class 37/4 No. 37427 and 37422 for Pathfinder's 'Cumbrian Warrior' charter to Whitehaven on the Cumbrian Coast line. Unfortunately all did not go to plan, when No. 37422 was declared a failure on arrival at Preston. The locomotive was removed from the train, leaving No. 37427 to go on alone. The latter worked the train through to Bescot on the return leg, where it was replaced by Class 67 No. 67025. The Class 37 was back in normal traffic the following day when No. 37427 was provided for the Bescot - Washwood Heath (7G21) trip working.

Freightliner's Class 66/6 No. 66613 found use on the Southern on 3rd May, when it was used on 5Z45 12.37

BELOW: Several days in late-April saw the rare sight of a pair of Class 37/4 locomotives touring the lines of Kent with one of the SERCO Railtest Trains. Here Class 37/4 Nos. 37417 and 37427 arrive at Faversham on 27th April with one of the test runs. **KENDAL MAY**



■ Notable Workings ■ Notable Workings ■

Stewarts Lane - Caerwent stock move, conveying Nos. 1853, 1854 and 1856.

The 4th May found Class 33 No. 33103 paired with its inspection saloon again, this time on a circular trip from Cricklewood to Kings Cross, via the Midland Main Line, Doncaster and the East Coast Main Line! The same day saw EWS move Nos. 3403, 3482 and 3488 (as 5Z40) from Stewarts Lane to Shoburness.

On 5th May, FM Rail's Class 47/7 No. 47703 was used to move Class 31 No. 31271, Class 37 No. 37190 and Class 50 No. 50027 from Butterley to Derby, from where 'Peak' No. 45112 took over for the remainder of the run to Norton Fitzwarren. The locomotives were being moved to the West Somerset Railway in preparation for the forthcoming gala weekend. The same morning found a triple headed freight on the North Wales Coast when Class 20 Nos. 20309, 20302 and 37605 were provided for the Crewe - Valley Nuclear Flask trip. On the 6th May, newly reliveried Class 37/4 No. 37411 worked 0Z37 Toton TMD - Milford Sidings, then 0D19 19.20 Milford Sidings - Doncaster. Its journey back to the Welsh Valley's continued as part of the consist of 6M21 20.21 Doncaster Belmont - Warrington Arpley Enterprise service, powered by Class 66 No. 66099. The final leg took place on 9th May when



ABOVE: FMRail's Class 33 No. 33103 was used with the companies ex-General Manager's Saloon for a series of trips around the rail network, concentrating on London and the Midland Mainline. Here the Crompton heads through Faversham on 28th April. [KENDAL MAY](#)

the loco ran light engine (as 0Z37) from Warrington Arpley to Cardiff.

With ex-Virgin Trains operated Class 47/8 Nos. 47826 and 47851 now sub-leased to West Coast Railway Company, the two have started to appear on WCRC charter workings. No. 47826 was paired with No. 47854 on 6th May when they worked the empty coaching

stock to Derby for the following mornings charter from Spondon to Edinburgh.

With the West Somerset Railway diesel gala over with, five of the visitors departed on 9th May, bound for Old Oak Common. 0Z73 09.00 from Bishops Lydeard consisted of GBRf Class 73 Nos. 73204, 73205, 73209 and preserved Class 31 No. 31271 and Class 37

No. 37190.

A reorganisation of traction for Freightliner's Class 66/5s allocated to Network Rail work and the Intermodal & Heavy Haul divisions has seen several locomotives change pools and hence duties. The members of the fleet to be moved to Network Rail (DFRT pool) are 66502, 66505, 66522, 66523, 66526, 66536, 66539, 66547 and 66560. Those locos now working for Intermodal (DFGM pool) are 66508, 66514, 66515 and 66517, whilst those now allocated to Heavy Haul (DFHH) are 66506, 66509, 66512, 66513 and 66519.

Class 33/1 No. 33108 which has been on lease, originally to Fragonset and later to FM Rail has been taken back by its owners. The locomotive is now in BR Blue and based on the Swanage Railway, entering service on the 10th May. The same day saw Freightliner's Class 66/6 No. 66619 haul Class 40 No. D200 and Class 47 No. 47798 from the National Railway Museum at York to the North Yorkshire Moors Railway in preparation for the line's Diesel Gala weekend. Also in traffic, for the first time, on the 10th May was BR Green liveried Class 37 No. 37411, which worked 2R07 17.11

BELOW: Mechanical problems with Network Rail's New Measurement Train at the end of April lead to the set being dragged north to Edinburgh Craiginny for repairs. The train had failed at Bristol and was dragged to Derby by a pair of yellow liveried Class 31s! From Derby No. 47832 took over and is seen in the North East at Brafferton on 1st May. [IAN HARDY](#)



■ Notable Workings ■ Notable Workings ■

Cardiff - Rhymney commuter service.

Following its naming (see separate story) the South West Trains bubble car No. 977860 worked a round trip from Salisbury - Yeovil for invited guests on 11th May. A further batch of Mark 3 vehicles were moved by Class 66 No. 66545 the same day from MoD Longtown to Derby. Also on the WCML, the first day of DRS's new freight flow from Ditton to Purfleet saw Class 66/4 No. 66407 in charge. The 11th May found Scottish based Class 37/4 No. 37416 work 6N71 15.56 Linkwood-Mossend tanks before behind allocated dead in train on 6E93 21.00 Mossend - Doncaster Belmont, powered by Class 92 No. 92011. The Type 3 was required in Yorkshire for ballast work the following weekend.

The early hours of 12th May saw stored Class 37s Nos. 37676, 37706 and 37717 (previously at Toton) arrive at Healey Mills for safe storage. The locos were hauled to Doncaster and then tripped to Healey Mills by No. 67006. All three locos were further moved to Knottingley depot on the 14th May.

A further Class 507 unit (No. 507008) was returned to Birkenhead on 13th May by No.

BELOW: Previously operated under the EWS banner, Class 90 No. 90016 is now in traffic with Freightliner Intermodal. Here the locomotive, now outshopped in Freightliner livery, passes Purfleet on 20th May with 4S83 Tilbury - Coatbridge container service. **PATRICK SEALE**



ABOVE: The closure of the Great Western Main Line between Reading and London Paddington for essential engineering works over the May Bank Holiday weekend, lead to the rare sight of a First Great Western HST set at London Waterloo. Here Nos. 43015 and 43195 await their departure time from London Waterloo on 2nd May to return to the West Country. **PATRICK SEALE**

67022, whilst in South Yorkshire, newly arrived No. 37416 was employed on 6D99 Milford Sidings - Workshop cripple trip, conveying a rake of ex-National Power hoppers. With repairs to West Coast Railway Company's Class 37/0 No. 37261 now completed and the locomotive repainted into Royal Scotsman Maroon colour scheme, No. 37261, also newly named Loch Arkaig headed

north to Scotland with FM Rail's Class 31 No. 31190 on the 13th May. On the evening of 15th May, Class 31 No. 31190 was declared a failure at Dalmally. The Class 31 was removed from the train, leaving No. 37261 to continue on its own.

The unique Anglia liveried Class 47/7 No. 47714 was paired with Cotswold Rail silver liveried No. 47316 on 14th May at the helm of Heartland Rail's Crewe to Kingswear charter. The same day saw loco-haulage return to Weymouth with Nos. 31601 and 31459 being used in top 'n' tail formation on Wessex Trains services between Bristol and the South Coast throughout the rest of the day.

Large Logo Class 37 No. 37425 returned to its roots on the evening of the 16th May when it worked 7M82 Newport ADJ Yard to Crewe Basford Hall departmental trip. The same evening, problems ensued on 1S25 London Euston - Inverness 'Caledonian Sleeper' when No. 90028 failed at Nuneaton. Classmate No. 90035 rescued the train, departing from Nuneaton 144 minutes late, which then had a 'knock-on' effect on the Fort William and Aberdeen portions.

Following the granting of a safety case to operate on the national network (see separate news item), Class 66/9 No. 66951 was moved north in the

consist of 4M26 14.13 Dagenham Docks - Garston car train on 18th May, powered by No. 66618. No. 66951 was removed from the train at Crewe.

More problems were encountered by the overnight sleepers on 18th May, this time at Carlisle on the southbound run, when Class 90 No. 90020 developed a fault with its National Radio Network system. 66040 topped the train through to Crewe. The Great Western sleeper service from London Paddington to Penzance also had problems in the early hours of the 19th, when the train failed at St. Austell. EWS provided Class 66 No. 66165 from St. Blazey to rescue the train and take it through to Penzance.

GBRailfreight Class 66/7 No. 66706 was provided to move ex-SR 'Slam-Door' EMU Nos. 3401, 1890 and 3516, from Wimbledon Depot to Shoburyness during the early afternoon of 19th May.

Finally on 21st May, EWS Class 67 No. 67029 made its first passenger outing in its Executive Silver colour scheme, working a Swansea to Penzance charter.

CORRESPONDANTS

Thanks go to the several correspondants around the country who now regularly contribute information for this column.