

# Railway Herald

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

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ABOVE: Almost farewell to the Heavyweights! In the summer of 2004, Class 37/7 No. 37706 stands on Thornaby TMD awaiting repairs. This locomotive has since been withdrawn and is stored at Bescot in WNTA pool.

## EWS Class 37 fleet drops to just twelve locomotives

The entire operational class 37 pool, belonging to English, Welsh & Scottish Railway, currently stands at just twelve locomotives.

Of the twelve that remain, four are generally based in South Wales, with a further two locomotives in the West Midlands and the remainder in Scotland.

A survey of the class reveals that, as predicted by many, the last survivors are the ETH fitted Class 37/4s. Only one Class 37/5

'Heavyweight' now survives in the form of No. 37669, currently resident in the Bescot area and seeing regular use on the Birch Coppice trip.

In an interesting move however, Class 37/4 No. 37425 was placed on decision on 16th February which potentially saw the number of EWS Type 3s drop to just eleven, however it appears that the company has replaced it with unrefurbished Class 37/0 No. 37216 which allocated to a 'B'

exam at Motherwell depot with an OK date of 22nd February.

How long the ETH sub-class will last is an interesting question. With the Royal Scotsman this year being worked by West Coast Railway Company and their class 37 pool, the only remaining booked passenger workings for the class are the overnight Fort William sleeper service for First Scotrail and the three diagrams for Arriva Trains Wales on the Rhymney branch out of Cardiff.

### FLEET SURVEY : OPERATIONAL EWS CLASS 37S ON 14TH FEBRUARY 2005

37401	Motherwell TMD	37411	Cardiff Canton Sidings	37421	Inverness (Standby Loco)
37405	Cardiff Canton Sidings	37416	6L49 Grangemouth- Linkwood	37425	Cardiff Canton Sidings
37406	6B44 Oxwellmains - Powderhall	37417	Fort William (allocated)	37427	0W44 Crewe BH - Bescot
37408	Cardiff Canton Sidings	37418	Inverness (Standby Loco)	37669	6G36 Bescot Yard - Birch Coppice

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After many months, 67006 has finally been repainted!

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## WELCOME

Hello and welcome to the first edition of the **Railway Herald**, a brand new source of information for the UK railway network.

**Railway Herald** will be produced on a weekly basis and it is thought, is the first regular railway newspaper to be available solely on the internet.

To download your copy, simply log on, every Friday morning to our internet site, at [www.railwayherald.co.uk](http://www.railwayherald.co.uk).

Each issue should be published around 11am every Friday morning and the website

provides access to the current issue as well as downloadable copies of previous issues. We

welcome your comments on this new product as well as your photographs.

All e-mails should be sent to the newsroom: [newsroom@railwayherald.co.uk](mailto:newsroom@railwayherald.co.uk)

## CLASS 87S AT THE HELM ONCE MORE!

The Class 87, built in the 1970s is once again at the forefront of the traction news headlines.

No. 87003 Patriot, part of the IWCA pool, has been returned to traffic, working for Virgin Trains.

Also making their re-entry into revenue earning traffic are Class 87 Nos. 87022 and 87028, both now operated by DRS and in fully branded in DRS livery. The pair worked 4M30 from Grangemouth - Daventry, forward from Mossend Yard on 15th February. Following stabling at Rugby, the two electric's were due to return north on 4S45 Daventry - Mossend the following day. ♦ see also picture story on page 3.



## RAIL FREIGHT UPDATE

### TOTAL AWARD OIL CONTRACT TO EWS

English Welsh & Scottish Railway have won the contract to move petroleum products from the Lindsey Oil Refinery on Humberside.

The refinery at Lindsey is owned by Total UK Limited and during the course of the five year contract EWS will haul 11 million tonnes of transport and heating fuels.

The company has also been awarded separate contracts from Total UK Limited to transport fuels to power stations at Heathrow Airport and Westerleigh.

### GBRAILFREIGHT WIN EAST ANGLIAN

#### CARLESS TRAFFIC

The regular train of tanks from North Walsham to Harwich Parkeston Quay is to move from EWS to GBRailfreight over the coming months.

### FREIGHTLINER TO FEED LONGANNET?

Freightliner Heavy Haul have been involved in the Anglo-Scottish coal operation for several years now, but the lucrative contract for transporting coal from Hunterston to Longannet Power Station in Fife has always been out of their reach due to the Forth Bridge.

Weight and traffic restrictions over the bridge mean that all loaded bogie hopper wagons are banned and as the most direct route for Longannet trains from Ayrshire is via the landmark structure, this particular flow has always presented a problem.

Local sources suggest that once the new line from Stirling to Alloa, which is currently under construction, is opened Heavy Haul are to commence coal operations into the power station, conveying coal traffic which is in addition to the current 10-year EWS contract.



ABOVE: Having just arrived at Crewe on 13th February 2005, Class 57/3 No. 57305 *John Tracy* prepares to detach from 'Pendolino' No. 390026. The Class 390 will continue south to London Euston on electric power. A Non

## Electric 'drags' in the North West of England

Until early June, the West Coast Main Line between Crewe, Weaver Junction and Preston is closed on weekends to allow upgrading work to take place. The work is part of the West Coast upgrade project, aimed at raising the line speed and improving the rail journey.

As a result several trains each Sunday are

'dragged' either by Class 47/8s or more commonly, by Class 57/3 locomotives. This coming weekend, will see Virgin services from Crewe to Preston and Liverpool being dragged all day Saturday and Sunday. Preston services being diverted via Manchester and Bolton, with Liverpool services using the Chat Moss route.

Departure times from Crewe on Saturday are: 0901, 1101, 1300, 1500, 1700, 1900 and 2100 for Preston bound services and 1400, 1600, 1800, 2000 and 2200 for Liverpool bound services. Southbound trains to London Euston depart Preston at 0555, 0817, 1017, 1217, 1417, 1617 and 1817 and at 1300, 1500 and 1700 from Liverpool.

On Sunday, Preston services depart Crewe at 1300, 1500, 1700, 1900, 2059, 2154 and 2300, whilst Liverpool trains leave Crewe at 1401, 1601, 1801, 1959 and 2159. Preston departures southbound are 1014, 1210, 1410, 1610, 1810 and 2110, whilst services from Liverpool to Euston leave at 0914, 1114, 1314, 1514, 1714 and 1914.

### FRAGONSET 47S FOR QUEEN OF SCOTS TRAIN

Fragonset provided the motive power for the Queen of Scots Pullman on 5th February, in the form of No. 47832, wearing First Great Western green livery with Fragonset branding and Fragonset Black liveried No. 47355 *Avocet*. The train has seen a variety of power in recent months, with Cotswold Rail Class 47s having also featured.

LEFT: Here 47832 leads the Queen of Scots luxury train through Virginia Water.

CHRIS NEVARD





## Notable Workings

Following on from our news story regarding the North West 'Drags', last Saturday (13th February) saw no less than nine Class 57/3 locomotives allocated to the duties. These were 57302, 57303, 57305, 57306, 57307, 57308, 57312, 57315 and 57316.

Ongoing engineering work on the Cambrian line saw 37427 and 37667 move from Bescot to Crewe Basford Hall on the 13th to work 7W66 Basford Hall to Machynlleth. Unfortunately 37669 failed before departure, resulting in its classmate heading for the Cambrian with a reduced load of 650 tonnes! No major problems ensued with 37669 however as the locomotive was back in traffic on the Birch Coppice trip the following day.

More Southern Region electric units have been taken for scrapping. 67013 providing the power on 14th for 5Z14 Stewarts Lane - Immingham with 421901 and 423915 in the consist. A loco change en-route, presumably at Doncaster saw the train arrive at its destination with 60069 in charge!

Two of EWS's Class 66 locomotives provided the power for the SERCO test train on the 14th when 66027 and 66030 took the train along the Cotswold line through Evesham.

66555 was provided to move four ex-Virgin Mark 3 coaches from Polmadie to Derby on the 15th February, whilst at the other end of the country on the same day, 60080 made a rare appearance for the class in Devon, working 6C28 civil engineers service from Exeter to Westbury.

Problems ensued the same day at Astley, when Riveria operated 47812 expired around 16.20 whilst working 1H52 Holyhead - Manchester Piccadilly.

Rescue, in the form of 47843 was sent from Crewe, however the train was still stood at three hours later!

Another Brush Type 4 making the news on the 15th was 47810 Porterbrook which rescued GB Railfreight's 66713. The GM machine had been declared a failure at Berkhamstead whilst working 4M23 Felixstowe to Hams Hall. 47810 hauled the train into the down goods at Bletchley.

During the evening, 37416, a resident of the Scottish region for many weeks, was moved south in the consist of 6M76 Mossend - Wembley Enterprise service. The train, powered by 66094 is actually booked for a Class 92. The following day, saw 37416 on a short notice special, conveying empty flats from Bescot to Hams Hall.

The 16th February, saw yet another convoy of first generation EMUs heading for scrap in South Wales, when 66712 power 6Z91 from Shoeburyness to Newport Docks.

Freightliner operated the first run of limestone from the Peak District to Lincoln the same day, being worked by 66618 *Railways Illustrated Photographic Awards - Ian Lothian*. At Lincoln a change of locomotives took place with 66615 being brought down from the Immingham area and returning the train as 6Z59 Lincoln - Peak Forest that afternoon.

Also on 16th February, the Kings Cross Thunderbird loco, No. 67002 was called on to assist 1A36 1456 Newcastle to KX from Tallington into Peterborough. The train loco No. 91131 had been declared a failure after the pantograph dropped automatically! The train was terminated at Peterborough

## Cotswold names 'Joe Strummer'



ABOVE: On 12th February, Cotswold Rail named its newest Class 47/8 No. 47828 *Joe Strummer* during a stop in a Pathfinder Tours charter at Bristol Temple Meads. The loco is named after the singer, who lived in Bridgwater, Somerset and died aged 50 in 2002. On the other end was Class 47/3 No. 47316. The latter heads through Newport with the charter. **GLEN FLURRY**

## New overhead cranes for Widnes

**Two new container cranes have been commissioned at the Widnes Intermodal Rail Depot to coincide with the arrival of a new bigger box service operated by Freightliner Intermodal.**

The Liebherr cranes are the centrepiece of an €8.5 million investment by the O'Connor Group, who operate the 32 acre terminal and will increase the throughput capacity by over 100,000 teu per year. The cranes, which span 104 meters are capable of transferring over 1,000 containers a day between road and rail.

The new rail service is the third daily connection that Freightliner provides between freight interchange location and the key east coast container port of Felixstowe. The increase in service

capacity reflects demand for its reliable rail freight services, and will allow the Widnes depot to handle more 9'6" containers.

Freightliner Intermodal has developed the new service specifically for the movement of these bigger boxes following the completion of multi-million pound gauge enhancement work by Network Rail to allow 9'6" containers to be carried on standard rail wagons between Felixstowe and the North West.

The new container service can transport up to 132 containers per day. It will arrive at Widnes at 17.00 and depart just after midnight Monday to Friday.

The two new cranes will operate alongside the Groups two existing Liebherr cranes.

## News In Brief

**Freightliner Heavy Haul have taken over the supply of lime to the desuphurisation plant at West Burton power station.**

The trains, which are booked to be worked by Class 66/5 locomotives and two-axle PGA hoppers, run as required in the following paths:  
6Z55 WSX 10.12 Barrow Hill - Tunstead  
6Z56 WSX 17.02 Tunstead - West Burton  
6Z96 MThX 01.30 West Burton - Barrow Hill  
There is also a Saturday path, which if used will be formed by wagons off Friday's 6Z96 path which itself is extended to Tunstead.  
6Z56 SO 09:15 Tunstead - West Burton  
6Z96 SO 15:00 West Burton - Barrow Hill

**Following the fire damage sustained**

**to Freightliner Intermodal's Class 90 No. 90050 in early December 2004, Class 90 No. 90016 owned by EWS has been operating in Freightliner DFLC pool.**

Confirmation of the long term use of this locomotive being the repainting of the engine by EWS's Toton depot into Freightliner green livery. The engine was transferred from Toton to Crewe Basford Hall on 16th February, hauled as 0Z91 by 66507.

**The three HNRC Class 37s, recently sold to Direct Rail services (Nos. 37087, 37194 and 37515) have now all been allocated into the XHCK pool and are expected to be repainted into DRS Standard Blue colours shortly.**

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# Photo Gallery

Class 60 No. 60039 departs from West Burton Power Station on 17th February in beautiful winter sunlight with empty HAA hoppers. The train had arrived as 6B27 Leeds Hunslet - West Burton MGR. [RICHARD TUPLIN](#)

