Railway Herald

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

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A new look for Thameslink 319s

ABOVE: One of the newly reliveried Class 319/4 units, No. 319449 crosses Blackfriars Bridge over the River Thames on 23rd May on the rear of the 14.37 Brighton to Bedford service, in the shadow of St. Paul's Cathedral. The red pillars in the foreground previously carried the freight lines into Snow Hill tunnel, which emerged several miles further north alongside King's Cross station. BRIAN MORRISON

Following the long closure of the Thameslink route just north of Kings Cross Thameslink station to allow for the new station box to be constructed, which will eventually become the interchange for King's Cross and St. Pancras stations when the new International service commences, trains are once again running through from Bedford via Central London to the Brighton.

Although not connected, the recommencement of services has also seen several Class 319 EMUs on the network in new liveries. These units are the result of what is described by the TOC as 'substantial refreshment'. Currently three sets have been completed and returned to the operational traffic pool.

The refurbishment work is being completed at Selhurst depot and involves the reupholstering of Standard Class and First Class seating area's. The latter is also being fitted with brushed aluminium radiator grilles, laminated coach body sides and recovered tables.

In an effort to deter vandalism, the toilets throughout the units are also being painted with an anti-graffiti paint. Also included is a refurbishment of various mechanical parts including the door gear.

The Class 319/0s currently operated by Southern are also having refurbishment work undertaken on them as they are to be incorporated into the Thameslink fleet. This work is being undertaken at Alstom Transportation's Wolverton Works.

Both the refurbished Class 319/0s and 319/4s are being repainted into a new blue and silver livery.

New railfreight park for Cardiff

A new railfreight faciliy is to be constructed near Cardiff, being some 200 new jobs to the area.

The 35 acre rail freight park is a joint venture by the Cardiff Council and the Welsh Development Agency and will be located alongside the existing Cardiff International Rail Freigh terminal at Wentloog.

Part of the new complex with house 435,000 sq. ft. of warehousing and provide a direct connection to the South Wales Main Line, linking London with Reading, Bristol, Cardiff and Swansea.

The hope is that the new development will encourage businesses to move traffic from the congested M4 to rail network as well as providing a significant increase in the demand for distribution space in the region.

Users of the new facility will also be able to use the existing international terminal.

The chosen developer of the new park is HelioSlough and the facility will marketed by Knight Frank.

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Major works are currently taking place at Allerton as part of its role as a major transport interhcange.

Cornish Holiday for Large Logo Type 3 — **Page 3**
The past week has seen a Large Logo liveried Class 37 back in Cornwall, as Sam Felce explains.

Notable Workings — **Page 4**
A look at some of rare and unusual notable workings from the past seven days from across the country.

Editorial

Welcome to this week's 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.

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.

All comments and helpful suggestions are welcome!

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 the editor at railway.herald@lwmailcentre.com

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.

Where possible we always try to use photographs taken within the production week (i.e the next issue will, where possible, only include images taken between the publication date of this issue and the following Friday.

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Work progresses on Liverpool South Parkway

ABOVE: The current view at Allerton is more of an advanced construction site than a passenger station as Central Trains No. 170519 arrives on a Liverpool Lime Street bound service. Allerton depot is out of sight to the left. RAILFOTO

In an effort to reduce some of the passenger traffic moving through Liverpool Lime Street station, major developments are currently taking place to Allerton and Garson stations.

Allerton is in the process of being completely rebuilt in a project estimated to be costing around £18 million. The new station will open in a few months time as a new interchange point for public transport in Liverpool.

The Liverpool South Parkway, as the station is to be renamed will be complete with a coach interchange, a large parking area with space from 250 cars and a high speed road connection with frequent shuttle buses to the nearby John Lennon Airport. Entrance will be through a grand steel and glass structure overhead.

All four platforms are to be lengthened and completely rebuilt. To allow work to be completed, Allerton is to close during June, re-opening early next year under its new name.

The future for Garston station (located just 400 yards from the current Allerton platforms) is almost as bright, however, the existing station is to be demolished shortly and moved to a new location on the opposite side of the road bridge.

Funding for the project has come equally from three primary sources, Merseytravel, the Government and the European Objective One fund.

The rebuilding and expansion work is scheduled to be completed in late 2005 or early 2006.

Once open it is expected that all trains out of Liverpool Lime Street, with the exception of Virgin West Coast services, will call at the new 'Parkway' station.

One interesting point is the environmentally friendly aspect to the new station - 30% of the roof is made out of recycled aluminum cans!

ABOVE: One of the Porterbrook Class 170s on hire to Central Trains, No. 170397 has gained Central Trains branding and green swishes around the cabs! The unit is pictured at Nottingham on 19th May. DAVID MULLIGAN

ABOVE: A Class 37 in the Large Logo Blue livery on China Clay workings across the causeway at Golant is a sight that many thought would have gone forever. This was the view on 24th May as celebrity No. 37425 heads for Fowey Docks, from Crugwallins. SAM FELCE

Cornish holiday for Large Logo Class 37

By Sam Felce

The sight of Class 37 locomotives on freight services in Cornwall was almost totally eliminated by the invasion of the GM built Class 66s in 1999.

Since then, Type 3 activity in the South West has been few and far between. The last china clay train to be hauled by a class 37, although unscheduled, was in February 2004.

On 23rd May, celebrity Class 37 No. 37425, recently repainted into the BR large logo blue colour scheme, worked to St. Blazey, overnight on 0V41 from Newport Godfrey Road. Upon arrival at the Cornish depot the locomotive stuck to the booked diagram and worked 6C21 0947 St. Blazey to Penzance Long Rock fuel 'trip' working, which consisted of six loaded two-axle TTA's rather than the usual three or four wagons.

After working the return service from Long Rock (6C11), the locomotive was then further employed on the local china circuit, being used as motive power on 6B18 16.04 Crugwallins to Fowey Docks china clay service. The locomotive remained in the St. Blazey area the following day working further china clay trains, before returning to its normal stamping ground of South Wales and the Rhymney Valley passenger service!

RIGHT: Making history! The first Class 37 hauled freight in Cornwall for many years, 6C21 09.47 St. Blazey - Penzance heads along the Western Main Line near Redruth on 24th May, with No. 37425 at the helm. SAM FELCE

In an effort to decrease the use of the Class 86s on the Anglia Main Line, a further two Class 90s, Nos. 90019 and 90036 were transferred on loan to ONE Railways, arriving at Norwich on the 20th May.

EWS Class 67 No. 67009 was used on a Class 7 engineers train on 21st operating out of Bescot Yard, whilst Nos. 67015 and 67020 found useful employment the same day when they powered the 08.33 Manchester Piccadilly - Cardiff service, with classmates 67027 and 67028 on the 07.53 Manchester Piccadilly - Cardiff service. Further top and tailed loco-hauled services were in operation in the south, with FM Rail's Class 31 Nos. 31601 and 31459 employed on the Bristol - Weymouth line.

Track damage and a 'Sprinter Only' on the Skegness route lead to the St. James Daytripper charter from Blackburn being diverted via Lincoln to Peterborough. Traction was provided by Intercity liveried Class 47/8 No. 47826, now operated by West Coast Railway Company.

Further GM traction found its way on to EWS operated engineers trains on the evening of the 22nd, when Class 59/0 No. 59004 and Class 59/1 No. 59104 were used to top and tail 6W28 19.07 Westbury to Taunton. The following morning found the next trio of Class 56 locomotives for France (Nos. 56049, 56051 and 56065) on the move from Barton Hill depot in Bristol, when they were top and tailed by Class 67 Nos. 67017 and 67029 to Wembley Yard. The same day saw the Class Forty Preservation Society's No. 40145 work a test run from Barrow Hill to Crewe and back after its ten year lift.

The failure overnight of the Great Western sleeper lead to Class 57/6 No. 57605 working north from Plymouth with the train, bound for Old Oak Common, during the day on the 23rd. That afternoon saw the official introduction in to passenger service of the new Hull Trains Class 222 units, as they took over the 15.32 Hull - London and 19.33 return services from Class 170 traction. A fire the same evening on board 6X19 Tyne Yard - Doncaster automotive service (powered by Class 92 No. 92028) just south of Darlington lead to problems on the East Coast Main Line, with some Virgin services being diverted via Stillington.

The 24th found the latest Class 377 unit being delivered from Derby to Brighton Lovers Walk depot by Class 67 No. 67028. GBRf's Class 66/7 No. 66703 was working 6Z80 10.02 Wimbledon to Caerwent later the same morning, conveying 1309, 1312 and 1316. With Class 66 No. 66137 at the helm, 6M44 12.30 Eastleigh Yard - Wembley Yard Enterprise service also conveyed Class 58 No. 58010 dead in tow. During the morning, a convoy of three Class 60 locomotives, all in different liveries, headed north through Acton Bridge! The convoy comprised of 60042 in EWS colours, 60002 in EW&S colours and 60028 in Trainload Grey! That evening saw two Class 37/4 locomotives, Nos. 37416 and 37417 head north along the Highland Main Line with 6K16 Millerhill - Inverness Yard ballast working.

To allow the movement of a Mark 3 coach from Neville Hill, GNER liveried Class 43 No. 43111 worked 0Z14 10.00 Edinburgh Craigentinny - Neville Hill light engine on the 24th, returning north with the coach and classmate No. 43116. Also on the same day, DRS operated Class 20 No. 20308 and Class 37 No. 37218 worked light engine from Crewe to Swindon (0Z56) to collect a rake of ex-Rover cube wagons which had been sold to the freight operator. The return train ran the following day as 4Z56 to Carlisle Kingmoor. A further Type 1 & Type 3 combination headed north when Nos. 20309 and 37606 worked the nuclear flasks to Torness Power Station in Scotland.

Following repairs, EWS's Class 37/4 No. 37422 worked 6K50 Toton - Basford Hall departmental service as a test run during the afternoon of the 24th. Unfortunately the locomotive failed at Lichfield High Level, resulting in Class 57/3 No. 57302 being dispatched to rescue it.

Freightliner's No. 47841 was provided on the 25th May to work a rake of ex-Virgin Trains Mark 3 stock from Polmadie to Derby for refurbishment. The Carlisle to Eastleigh Enterprise (6O12) the same evening produced EWS Class 90 No. 90020!

The first of two newly refurbished Angel Trains HST power cars, see last issue, began

ABOVE: Class 86s still occasionally hold sway on the Anglia Main Line. Class 86 No. 86235 departs from Stratford on the rear of the 13.30 Liverpool Street - Norwich on 24th May. MICHAEL J ALDERDICE

BELOW: The East Somerset Railway has an ongoing arrangement with FM Rail to provide facilities for routine examinations and inspections of the Class 31 locomotives and rolling stock in use in the Westbury area. This happened for the second time on 24th May when Nos. 31459 Cerberus and 31601 The Mayor of Castorbridge, together with a rake of Wessex Trains liveried Mark 2 coaches visited the ESR's Cranmore depot. Here No. 31601 in the Wessex Trains corporate colours is seen on the rear of the train. ROGER COOKE

testing in Devon on the 26th May. No. 43009 worked from Bristol SPM to Plymouth and back with No. 43027 and a single Mark 3 trailer (No. 44027).

Following its Cornish Holiday (see seperate story), No. 37425 left Cornwall in the consist of 6C99 to Exeter, before running light engine to Newport ADJ. Also on the 26th, Cotswold Rail's Anglia liveried Class 47 No. 47714 worked a scrap train from Bordersley to Kingsbury conveying stored STVA carflats for cutting.

The same day, the final South West Trains slam door working operated when Nos. 1396, 3536 and 1398 powered the 11.35 Waterloo - Bournemouth, whilst Riveria's No. 47839 was employed moving Continential Airlines liveried Class 465 No. 465237 from Slade Green to Wimbledon following tyre turning.

CORRECTION

Further information has now been received concerning the events of the Royal Scotsman on 15th May. The train was running as 1H96 08.05 Spean Bridge-Taynuilt via Mallaig. Problems were experienced with sticking brakes on No. 31190. During a booked stop at Dalmally to allow passengers to leave the train, the crew were able to resolve the problem before heading for the overnight stop at Taynuilt.

TOP RIGHT: The yellow Network Rail liveried Class 31s continue to attract attention. Here Nos. 31233 and 31105 depart from Healey Mills on 24th May with 4Z08 18.10 Healey Mills - Neville Hill test train. MARK ALLATT

MIDDLE RIGHT: SECO Rail has taken delivery of a new 31-meter long Matisa B41UE tamping machine, one of the most advanced in Britain. The unit, No. 75406 is seen at Cranmore on the East Somerset Railway on 20th May, where it has been undergoing testing. No. 75406, designed specifically for switch and crossing work, features sophisticated track geometry and control equipment allowing it to move the track laterall and vertically as well as being able to alter the cant. JIM COBB

BOTTOM RIGHT: On 25th May 2005, DRS Class 37 Nos. 37602, 37609 and 37059 (dead in tow) headed 6K73 15.38 Sellafield - Crewe, comprising of four flasks. The train is pictured passing Warrington Bank Quay. RAILFOTO