

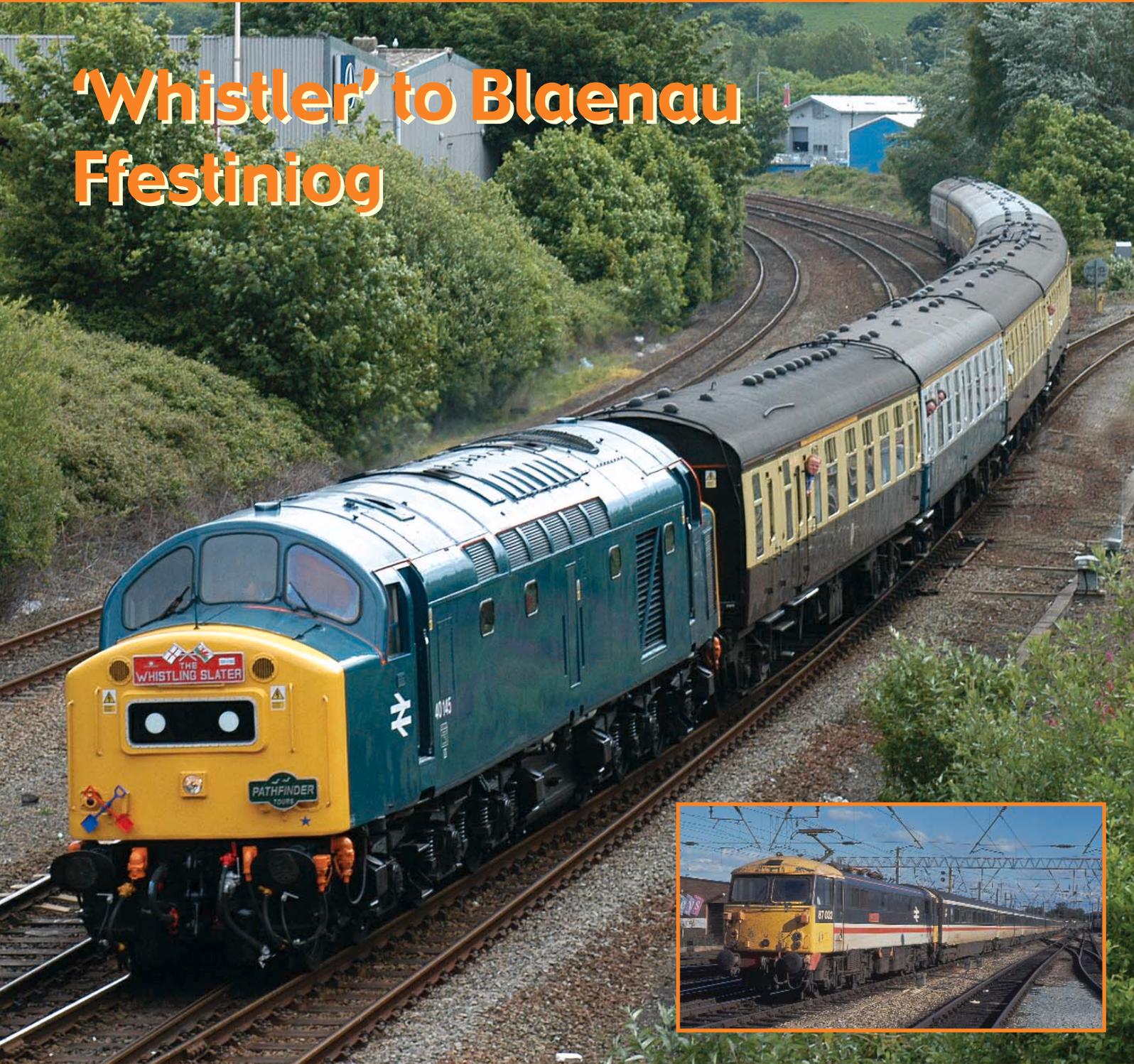
The Railway Herald

10 June 2005

No.11

The complimentary UK railway journal for the railway enthusiast

'Whistler' to Blaenau Ffestiniog



Virgin Cross-Country grinds to a halt
DRS Open Day at Kingmoor
First Class 66/9 to Cornwall

Central Trains Launch Desiro Fleet
Farewell to the Class 87s
plus Notable Workings and more!

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The Railway Herald

Issue 11
10 June 2005

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Editor's comment

Welcome to the eleventh issue of Railway Herald. Readers of previous issues will notice quite a change this week! Following on from our 'opinions' request in the last issue, the main comment was that people saw Railway Herald more as an online magazine than a newsletter - which was the previous style we'd used. Hence we've changed the style of a few pages and given the entire journal a fresh new look.

Hopefully you'll like the outcome and will continue to support Railway Herald and enjoy its content.

We always enjoy hearing from readers on their opinions about the journal as well as the magazine and it is pleasing to note, again, that the number of contributions is rising - which allows us to bring you a fuller round up of news from the enthusiast scene.

The aim with Railway Herald still remains to publish the journal weekly, although there are occasions when pressure of other work doesn't allow this! Apologies for any disappointment that is caused on our 'non-appearance' weeks, but there is only one person on the editorial team - your editor!

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to 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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All the latest news from around the UK network, including the launch of the Central Trains Class 350/1s, the new LNW Integrated Control Centre and 'Whistler' returns to Blaenau Ffestiniog

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Farewell to the Class 87s

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Direct Rail Services, based at Carlisle Kingmoor, opened its doors to staff, family members and a limited number of enthusiasts on Saturday 11th June. **PHOTO REPORT**

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Notable Workings Extra

The operation of the first Class 66/9 No. 66951 occurred in early June. **PHOTO REPORT**

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FRONT COVER: Class 40 No. 40145 arrives at Llandudno Junction on 5th June with the 'Whistling Slater' charter from Bristol Temple Meads. At Llandudno Junction, the locomotive ran-round and headed for Blaenau Ffestiniog. **BRIAN MORRISON**

FRONT COVER (INSET): To commemorate the end of Class 87, we take a look back over the last thirty years. Here Class 87 No. 87032 arrives at Carlisle with the 13.15 Euston-Glasgow on 18 September 1990. **COLIN J. MARSDEN**

BELOW: The recent change around in the Freightliner locomotive pools has seen several locomotives from the Freightliner Network Rail pool moved to Heavy Haul and vice versa. On 2nd June, 'Shanks & McEwan' liveried Class 66/5 No. 66522 passes Mirfield with 6Z21 Doncaster - Crewe engineers service. This locomotive is now part of the Freightliner pool for Network Rail duties. **MARK ALLATT**





Central Trains launches Class 350 EMU

On 9th June, Central Trains and the SRA launched the new look to West Coast commuter traffic - the Class 350 'Desiro' EMU.

A total of thirty new Class 350/1 four-car EMUs have been built by Siemens Transportation in Germany for use by Central Trains and Silverlink on regional and inter-regional services.

Each unit contains 2+2 seating, giving a total of 235 seats, of which 202 are designated standard class and 24 are first class. There are also a further nine tip up seat.

The Class 350/1s have a top speed of 100mph, are fully air conditioned and include digital information displays, in the form of LED screens and destination indicators. The unit's first class area also features power sockets for each seat.

The trains are due to enter service from Monday on the Birmingham-Crewe-Preston services and on Northampton to Birmingham trains, with two units in traffic. As further trains are accepted into traffic, then more services will go over to the

class. Central are hoping to start using Class 350/1s on the Citylink service between Birmingham and Liverpool from next month, once the gauging issues have been resolved with Network Rail.

The same day, saw Central Trains open a new traincrew facility on platform 12 at Crewe. The traincrew depot here has had £450,000 of funding from the

Strategic Rail Authority and has create 80 new jobs, around half of which have been recruited from outside the rail industry.

The newly trained crews based here will work on the hourly Citylink service for Central Trains from Birmingham to Liverpool as well as on the new evening commuter service between Birmingham and Preston, which will commence shortly.

ABOVE: The Siemens constructed Class 350/1 'Desiro' Nos. 350111 and 350117 arrive at Crewe, prior to the official press run to Wolverhampton.

BELOW: Jim Steer (left) and David Franks open the new traincrew depot on Platform 12 at Crewe Station. **BOTH:** RICHARD TUPLIN



Railtour bikes

Lancashire Railtours has announced that some of their railtour services will feature a special bike hire facility.

Operated in association with Budgie Bikes of Lancaster, some tours will have a limited stock of push-bikes on board, so that passengers can pre-book them to use at the destination!

Each cyclist will be issued with a cycle route map of the area on board the train so they can take time to study and plan their cycle ride.

The bikes will all come with a helmet and cycle repair kit. The cost to hire one of the bikes is just £5.

For more details visit www.budgettransport.co.uk or phone (01524) 389410.

Line shut for two weeks

Network Rail have closed the Castle Cary to Taunton line for a total of ten days, to carry out essential track maintenance work.

The closures took place from Monday to mid-afternoon Friday on 6th-10th June and again this coming week from 13th-17th June.

First Great Western services from London to Plymouth and Penzance were diverted to operate via Bristol, whilst Exeter services only run between Paddington and Castle Cary.

New Integrated Control Centre opened in Birmingham

On 8th June, the Transport Secretary, the Rt. Hon. Alistair Darling MP, officially opened the latest railway integrated control centre.

The new centre, based in the Route Headquarters at the Mailbox, Birmingham, brings together Network Rail operational staff and their counterparts from Central Trains and Virgin Trains, two of the largest train operators on the route.

The London North Western integrated control centre is the seventh to be opened

in the UK as part of a roll-out programme across the railway network.

Figures from the first integrated centre, that was opened at London Waterloo in February 2004 showed that overall delays on the lines out of Waterloo were down by 30% in the first year.

The new centre oversees the operational movement of trains throughout the major conurbation of the West Midlands and on the West Coast Main Line from London to Staffordshire.

Later this year it will extend its main line control to the Scottish border.

Prior to integration, Network Rail and Virgin Trains controllers were in offices two miles apart and talked to each other on the telephone to resolve problems.

Now, both Central and Virgin trains have their own operational desks within the control centre, and work alongside Network Rail route controllers, fault controllers and those from the West Coast Route Modernisation project.



ABOVE: Owned and operated by Hastings Diesels Ltd, No. 1001 has been regularly employed by Southern on the Hastings-Ashford service. Here the unit arrives at Rye on 31st May with the 10.24 Hastings-Ashford International service. CHRIS NEVARD

Sleeper keeps 37/4s

First ScotRail have confirmed to Railway Herald that Class 67s will not take over the Fort William sleeper on 12th June.

The Class 37/4s should have handed over their last Scottish passenger duty, to the Class 67 locomotives from that date, but this has now been delayed indefinitely as no new date has been set.

More work at Stockport

Network Rail is to carry out track replacement work over weekends at Stockport for the third consecutive summer.

The work is needed to bring a new platform, built in 2003, into use.

Works starts on 11th June and continues with weekend closures until 18th September.

It is expected that the platform will be brought into service during the Christmas timetable.

Vale of Glamorgan Line reopens to passenger traffic

Passengers services returned to the Vale of Glamorgan line on for the first time in 40 years.

The Vale of Glamorgan line runs from Cardiff Central to Bridgend, via Barry and new stations have been built at Llantwit Major and Rhoose, together with a new dedicated platform at Bridgend.

The new Arriva Trains Wales service operates hourly service from Monday to Saturday, and two hourly on Sundays, providing a vital link for commuter and leisure travel to Cardiff and Bridgend.

The line will also provide a much needed rail link to Rhoose stationm wgcug us connected directly to Cardiff International Airport via a seven minute shuttle bus service. The shuttle

bus being free to rail ticket holders.

The Welsh Assembly Government Minister for Economic Development and Transport, Andrew Davies, officially opened the line on Friday 10th June at Bridgend, followed by opening ceremonies at Llantwit Major and Rhoose Cardiff International Airport station.

In an excellent demonstration of cross-industry co-operation, Arriva Trains Wales rail tickets and Cardiff Bus tickets from Cardiff International Airport to Cardiff Central are interchangeable and can be used on either service.

The project to return passenger services to the Vale of Glamorgan line (which closed to passenger trains in 1964) cost £17 million and was funded by the Welsh Assembly Government.

Railfest event for Norwich

The first-ever national 'Community Railfest' event is to take place in Norfolk in September.

The Association of Community Rail Partnerships (ACoRP) is working with several organisations on the three day event, which will be held from 23rd-25th September, which will include a gala at Norwich station with stalls, music, entertainment and special attractions.

Locomotive hauled trains will feature highly in the proceedings with a loco-hauled service along the Lowestoft and Yarmouth lines and a special London - Norwich train hauled, hopefully hauled by the LNWR Black liveried Class 87 No. 87019, which is named after the association.

A wide range of community based events along the lines will also take place.

Kent high speed order placed

The Strategic Rail Authority has signed contracts with Hitachi Europe Ltd for the delivery of twenty-eight brand new high speed 'A' trains to operate domestic services on the Channel Tunnel Rail Link (CTRL) and local lines in Kent as part of the new Integrated Kent Franchise.

The Strategic Rail Authority and HSBC Rail, who are financing the trains, signed the contract, worth £250 million, with Hitachi Europe Ltd on 1st June.

The trains are expected to come into service in 2009 and will be capable of attaining speeds of 140 mph. They will operate high speed

commuter services from Kent, via the CTRL Phase 2 into London St. Pancras and will operate alongside the new Eurostar service.

The operator of the new Integrated Kent Franchise, which will use the new trains, is expected to be announced later this year.

HST failure causes major problems

Saturday 28th May is a date that rail management would rather forget!

All over the country chaos ensued due to the severe lack of the new summer weekend timetables. Incorrect information was being supplied by most of the available journey planners and information lines and travelling was a 'turn up and wait' situation. The train operating company's tried their best to provide amended timetable supplements but these were sparse.

The South West of England was particularly busy with additional 'holiday trains' as well as two charters to Par and Kingswear respectively.

Virgin Trains hired in four HST sets (as previously stated in *Railway Herald* Issue 9)

Past Time rail ran a Hove - Par charter with motive power being supplied by Class 67 No. 67022, while the 'English Riviera Limited' raitour, with Class 52 No. D1015 at the helm, also operated from Paddington to Kingswear and return.

The days proceedings were running well up to the afternoon when Nos. 43080 and 43070 failed at Lostwithiel on the 1M28 15.22 Newquay - Manchester service. This caused



ABOVE: Class 57/6 No. 57604 'Pendennis Castle' rescues the failed HST and is pictured at Plymouth on 28 May, heading for Laira depot. [SAM FELCE](#)

major disruption with First Great Western and Wessex Trains services being delayed by more than two hours.

The train was subsequently cancelled at Lostwithiel and passengers shuffled onto a Great Western HST to Plymouth for Buses and Taxi's all the way back to Manchester.

Assistance for the ECS train was eventually provided in the form of spare FGW Class 57/6

No. 57604 'Pendennis Castle' from Laira.

Ex-GNER power car 43080 was buffer fitted, so the ease of coupling reduced further delay and the set was towed into Lostwithiel up goods loop to clear the line and allow several severely delayed services to pass.

Past time Rail's 'Eden Project excursion' was also caught up behind the failure and made its

way north again, 84 minutes late.

The extraordinary sight of a First Great Western Green liveried Class 57 on an ex-GNER power car on the top of a rake of Midland Mainline RIO stock departed Lostwithiel at 1935. The train continued to Laira Depot and was noted passing Plymouth station at 2040 rather than its booked departure time of 1706!

'Whistler' returns to Blaenau...



ABOVE: The Class 40 Preservation Society's Class 40 No. 40145 passes non-stop through Llandudno Junction on 5th June, destined for Bristol Temple Meads. The train had earlier visited Blaenau Ffestiniog and Holyhead. Along side, LMS Pacific No. 6233 'Duchess of Sutherland' awaits the road to Crewe, with a return charter from Holyhead. [BRIAN MORRISON](#)

Voyager 'incident' brings Cross-Country network to a standstill

Virgin Trains Cross-Country suffered major problems with the Voyager fleet in the week commencing 29th May.

Around 2300 on 29th May, an explosion occurred on board Class 221 No. 221101 at Bristol Barton Hill depot. The problem was traced to a capacitor, which had been giving off fumes. The fumes had built up and caused the explosion.

As a result the entire Voyager fleet of Class 220 and 221s were withdrawn, whilst a modification, to ventilate the area around the capacitor was undertaken.

The knock on effect of this was a severe lack of service on the Cross-Country network the following day, 30th May.

Virgin pressed one of the Summer Saturday HST sets into traffic to work 07.20 departure from Plymouth as far as Birmingham New Street, from where it returned to Plymouth as the 12.13 departure, before heading ECS to Plymouth Laira depot. Also in use was the EWS Class 90 diagra between Manchester Piccadilly and Birmingham New Street.



ABOVE: The Voyager fleet continues to cause embarrassment to Virgin with no less than three major failures in one week. No. 221129 approaches Meadowhall on 9th June. **RICHARD TUPLIN**

Gradually throughout the day, several members of the Voyager fleet were re-introduced to traffic with the timetable starting to operate in some shape or form from mid-afternoon.

Further problems developed the following day when Class 221 No. 221126 forming the 07.03 Birmingham New Street -Edinburgh Waverley service caught fire between Dunbar and Drem on the East Coast Main Line.

The fire started, at the

rear of the unit, due to a fuel leak from the unit, which was eventually dragged to Edinburgh Craiginny by EWS Class 37/4 No. 37427 around 17.00.

Thankfully no injuries occurred and around 150 passengers were evacuated from the train and transferred to Edinburgh by a number of road coaches.

On the 2nd June, a Voyager unit brought the Great Western Main Line to Plymouth to a stand when the 07.25

Plymouth - Glasgow service, being formed by Class 220 No. 220010 was declared a total failure at Wrangaton, north of Plymouth.

Fortunately Virgin Thunderbird Class 57/3 No. 57310 Kyrano was stabled at Laira depot and was dispatched to the scene, to clear the line.

Original plans to drag the failed set to Exeter to allow easier onward connections for passengers were changed when Network

Rail refused to allow the set to continue past Totnes due to severe wheelflats. The train finally moved to Totnes 90 minutes after failing, arriving there with at least one wheelset not turning!

The set was finally stabled in the old refuge siding at Totnes to allow several Wessex, First Great Western and Virgin services to continue their journey north. The Class 57 later returned light engine to Laira depot.

MTU engined power car on test with FGW



ABOVE: Recently released from Brush Traction at Loughborough, Class 43 No. 43009 has been re-engined as part of Angel Train's HST life extension programme. The power car, together with 43004, has been fitted with an MTU 16V4000 engine as part of a project jointly funded by Angel Trains and First. On one of its first loaded test runs, No. 43009 with 43022 on the rear passes Dawlish on 2nd June, bound for Plymouth. **RICHARD TUPLIN**

Bargain ticket from FGW

First Great Western have introduced a new £5 flat-rate fare for travel between Plymouth and Exeter.

The new Cheap Day Return ticket, is only valid on First Great Western services, but is almost half the cost of coach travel on the same route. Customers must advise the booking office that they wish to purchase the First Great Western £5 Cheap Day Return.

The new ticket is valid on services departing Exeter St. Davids

between 1017 and 2338 and on services leaving Plymouth between 0900 and 1930.

The existing Cheap Day Return ticket, valid on all operators services, remains available, priced £12.20.

The new ticket compares favourably on cost with coach travel and with car travel. The AA estimate that the cost of the same journey by car is around £14.

In the last year over 81,000 journeys were made between Plymouth and Exeter.

Freightliner works ballast trains to Inverness



ABOVE: Freightliner Heavy Haul ran its first ballast north of Central Scotland at the end of May and beginning of June. Previously the only Freightliner Heavy Haul traffic to Inverness has been cement services from Oxwellmains. The first train operated on 31st May, powered by Class 66/6 No. 66622 from Millerhill to Inverness, via the Highland Main Line, with ballast for the Keith area. The train returned as 6Y40 05.10 Huntly to Millerhill on 2nd June. The second service ran on 5th June as 6B72 11.45 Millerhill-Tomatin, via Perth, Aberdeen and Inverness, with motive power supplied by Class 66/6 No. 66607. The second train is pictured near Barry Links on 5th June. **JIM RAMSEY**

GB Railfreight wins scrap movement

GB Railfreight has won a three-year contract to move 'Slam-Door' stock to South Wales for scrapping. The deal follows a successful trial period during which GBRf hauled twenty-two trains on an ad hoc basis. Any asbestos contamination in the vehicles is removed at MoD Shoburyness by Knights Rail Services before they are moved to the Sims Metal facility at Newport Docks for breaking up.

Grants for freight operators

Several freight operators have been awarded Company Neutral Revenue Support (CNRS) by the Strategic Rail Authority. CNRS provides revenue support to rail operators for the movement of intermodal containers in the UK. Those awarded CNRS are Direct Rail Services (Purfleet to Widens), EWS (Mossend-Daventry), Fastline (Felixstowe-Doncaster), Freightliner (Felixstowe to Ditton, Liverpool and Manchester and Seaforth to Cardiff) and finally Stratagem (Felixstowe-Doncaster). The latter company are looking to start daily container services from Felixstowe to Doncaster in mid-2005.

The CNRS offers are expected to result in over 170,000 container movements being transferred from road to rail over the two year period.

Track Access Grants have also been awarded to EWS for three limestone services for British Sugar and for a steel service for Seacon from Northfleet to Wolverhampton.

FM Rail to run freight trains?

Derby based FM Rail has announced that the operating arm of the company, Merlin Rail, has signed a Non-passenger Access Agreement with Network Rail.

The Non-passenger Access Agreement and the Non-passenger Train Operators Licence already granted by the Office of Rail Regulation now allows FM Rail to bid for freight and infrastructure contracts throughout the National Rail network, in addition to their TOC and charter work.

The company say they are already in discussions with a number of potential customers about possible freight contracts.

RAF returns to rail using EWS wagonload

The Royal Air Force used rail to move a significant number of containers during the early part of the year.

EWS transported the containers through its wagonload network, from a

variety of bases, for exercises overseas. This being the first time since 1982 that the Royal Air Force has made significant use of rail.

The containers originated from several bases across the country.

Loadings increase on DRS Purfleet service



ABOVE: Is it flows like this, that are the key to transferring freight from road to rail? Direct Rail Services Class 66/4 No. 66401 heads south through Crewe on 27th May with a reasonably well loaded Widnes - Purfleet intermodal service. The flow has recently been provided with Company Neutral Revenue Support (CNRS) by the Strategic Rail Authority (see separate story) which provides revenue support to the rail operator. **RAILFOTO**

New equipment for Freightliner Intermodal

Freightliner Intermodal are invested £6 million in new box handling equipment at its terminals.

The company has awarded the contract to CVS Ferrari for

twenty-seven new reach-stacker, empty container lift and internal movement vehicles across its network of interchange terminals.

The new supply contract is underwritten by, what the

company describes as "a demanding availability level and replacement parts agreement."

The first of the new machines will be delivered in Summer of 2005.



ABOVE: On 12th May 1980, Class 87 No. 87025 County of Cheshire heads along the final few miles of the West Coast Main Line at Willesden with the 06.00 Carlisle-Euston service. The photograph shows the original crossarm pantograph design which provided a maximum speed of 90mph and later 100mph. COLIN J. MARSDEN

Thirty two years of the Class 87

The Class 87 electric locomotives have been a part of the West Coast Main Line railway scene for more than thirty years.

This week saw the class work its final scheduled passenger services for the current operator of the WCML, Virgin Trains.

In 1959, the London Midland Region of British Railways began using electric power on its newly electrified line from Crewe to Liverpool and Manchester. The motive power employed was the AL1 - AL6 (later to become Class 81 - 86 under the TOPS scheme). The same fleet was used for passenger and freight services when the electrification was extended south to London Euston and the Birmingham and

Northampton branches.

In 1971, British Rail received approval for extending the wires northwards to Carlisle and Glasgow.

Remarkably for the distance, only thirty five extra 25kv overhead

electric locomotives would be required for the new service.

British Rail used the experience gained in the Class 81-86 designs to compile the new design, which became the first electric type to be

introduced with TOPS numbers.

Allocated Class 87, a total of thirty six locos were constructed by British Rail Engineering Limited (BREL) at Crewe Works between 1973 and 1975. With the exception

of the last locomotive, all could produce 5,000hp at 87 mph! The multiple working equipment on the fleet also meant that they could work with the older Class 86 locos.

The first thirty five locomotives were

RIGHT: A rare view of a Class 87! In February 1973, the life of 87004 was just starting as the bodyshell stood at Crewe Works awaiting fitting out. COLIN J. MARSDEN





ABOVE: In more recent times, the sole Thyristor controlled Class 87/1 No. 87101 Stephenson was part of the Railfreight Distribution sector. The locomotive is pictured at Crewe Depot on 14th September 1995, in the company of Class 86/6 No. 86602. COLIN J. MARSDEN

classified as Class 87/0s, with the final member of the class becoming No. 87101. The latter loco was developed as part of a project to test an advance traction control system, called Thyristor control. The whole project was funded by GEC Traction and the locomotive itself could be driven as a normal Class

87 or using the Thyristor control by means of a changeover switch in the engine compartment. Its design and development as a testbed locomotive brought so many changes that it was classified as an 87/1 and became No. 87101.

The new locomotives emerged from Crewe progressively over the

construction period, entering traffic on the crack expresses between London, Carlisle and Glasgow Central.

It was the introduction of the Class 87s which displaced the English Electric D400 type (later known as the Class 50) at the Western Region.

When originally introduced to traffic the

locomotives were all fitted with a cross-arm pantograph capable of 90mph. With rolling stock at the time being limited to 95mph, this caused few problems. The pans were later modified slightly to allow for 100mph running with newer stock. The wish to increase the line speed to

110mph, the locomotives original design speed, caused a complete redesign of the pantograph head and the Class 87s were gradually fitted with a new single-arm design, which is used on the fleet to this day.

For the first few years, the class ran un-named. The BR policy at the time was one of not naming locomotives. However, this policy was relaxed in 1976 when No. 87001 was named Stephenson at London Euston in January that year to celebrate the 150th anniversary of the Stockton & Darlington Railway. Over the course of the next twelve months all of the class gained names, some carried forward from the LMS steam era, whilst others were connected with places and locations on the route.

The class settled down to regular passenger work and during the 1980s even featured (in pairs) on freight traffic, being used to haul the heavy steel trains over Shap from Ravenscraig to Warrington where diesel power took over for the

BELOW: Following the BR Blue colour scheme, most of the class gained the InterCity colour scheme. Here No. 87032 arrives at Carlisle on 18th September 1990 with the 13.15 Euston-Glasgow. COLIN J. MARSDEN





ABOVE: Pioneer Class 87 No. 87001 Royal Scot passes Blackrigg, north of Carlisle, with the 07.25 London Euston–Glasgow service on 6 June 1979. This locomotive has an historic background. On 14th January 1976, the engine became the first locomotive to carry nameplates, following BR’s ‘no-naming’ policy, when it was named Stephenson at London Euston by Mr A. D. Boston, the Chairman of the Stephenson Locomotive Society. The Stephenson nameplates were transferred to the experimental Class 87/1 No. 87101 and 87001 renamed Royal Scot on 11 July 1977. **COLIN J. MARSDEN**

onward delivery Dee Marsh.

The creation of the BR sectors with assets such as locomotives being spilt, resulted in all thirty five Class 87/0s being handed to Intercity West Coast whilst the experimental Class 87/1 became part of the Railfreight Distribution pool.

The end of the Class 87s on schedule passenger services, brings with it the end of electric, locomotive hauled, daily passenger trains on the West Coast Main Line. In their place are modern nine car EMU style Class 390 ‘Pendolino’ trains, built by Alstom and styled on the Italian tilting trains.

For some members of the class the move will almost certainly spell the end of their working life. Indeed the first two locomotives have already been cut up.

The unique Thyristor controlled Class 87/1 became the first casualty being scrapped by Harry Needle Railroad Company at Barrow Hill in early 2002, whilst 87016 was the first of the mainstream Class 87/0s to be cut in December 2004 at MoD Caerwent.

From the close of operations on 11th June, the remaining locomotives with Virgin Trains are due to be handed back to the leasing company, Porterbrook bring Virgin’s association with the class to an end.

For several members of the class, further work has been found. GBRailfreight are currently employing two Class 87 locomotives, Nos. 87013 and 87014. GBRf are operating the Royal Mail owned Class 325 EMUs on a limited postal service from Willesden in North London to Glasgow. The two Class 87 locomotives are being used as Thunderbird locomotives if the Class 325s fail.

A further ten Class 87s are to be transferred to Cotswold Rail for use on the West Coast Main Line. Cotswold intend to use the locomotives on passenger charter work and hopefully on some ‘pallatised’ freight flows.

Finally, Direct Rail services, based at Carlisle Kingmoor are occasionally operating three members of the class (Nos. 87006, 87022 and 87028) with a further locomotive (No. 87032)

currently stored.

DRS is the only company so far to repaint the locomotives into their corporate colour scheme. The company were originally hoping to use the locomotives, in double-headed mode, on their Coatbridge–Daventry intermodal services which are operated for the Malcolm Group, but this has not yet reached fruition.

Quite what the future holds for the four ‘celebrity’ locomotives, Nos. 87001 Stephenson, 87002 The AC Locomotive Group, 87012 The Olympian and 87019 ACoRP Association of Community Rail Partnerships is unknown.

All four of the celebrity locomotives are strongly rumoured to be visiting the forthcoming open weekend at Crewe Works in September, which could yet prove to be the final opportunity to see them together.

Those names listed in bold type in the list opposite are still carried. Where a locomotive has carried more than one name, they are listed in the order applied.

Names carried by the Class 87s

Number	Name	Current Location
87001	STEPHENSON Royal Scot	Willesden (Stored)
87002	Royal Sovereign The AC Locomotive Group	Virgin Trains
87003	Patriot	Cotswold Rail
87004	Britannia	Virgin Trains
87005	City of London	MoD Caerwent
87006	City of Glasgow	DRS
87007	City of Manchester	Cotswold Rail
87008	City of Liverpool	Cotswold Rail
87009	City of Birmingham	MoD Bicester
87010	King Arthur Driver Tommy Farr	Virgin Trains
87011	The Black Prince	MoD Bicester
87012	Coeur-de-Lion The Royal Bank of Scotland The Olympian	Virgin Trains
87013	John o’ Gaunt	GB Railfreight
87014	Knight of the Thistle	GB Railfreight
87015	Howard of Effingham	MoD Caerwent
87016	Sir Francis Drake Willesden Intercity Depot	Cut Up
87017	Iron Duke	MoD Bicester
87018	Lord Nelson	MoD Bicester
87019	Sir Winston Churchill ACoRP	Virgin Trains
87020	North Briton	MoD Bicester
87021	Robert the Bruce	Cotswold Rail
87022	Cock o’ the North	DRS
87023	Highland Chieftain Velocity	Cotswold Rail
87024	Lord of the Isles	Wembley (Stored)
87025	Borderer County of Cheshire	Cotswold Rail
87026	Redgauntlet Sir Richard Arkwright	Cotswold Rail
87027	Wold of Badenoch	Norwich (Stored)
87028	Lord President	DRS
87029	Earl Marischal	Willesden (Stored)
87030	Black Douglas	Willesden (Stored)
87031	Hal o’ the Wynd Keith Harper	Willesden (Stored)
87032	Kenilworth	DRS (Stored)
87033	Thane of Fife	Cotswold Rail
87034	William Shakespeare	MoD Bicester
87035	Robert Burns	MoD Caerwent
87101	STEPHENSON	Cut Up



The Class 87 – The Final Days



The Class 87 fleet has been on a steady decline with Virgin West Coast for several months now, however, 10th June saw the last 'official' day of operation.

To commemorate the event, Virgin Trains liveried Class 87 No. 87010 Driver Tommy Farr piloted

Porterbrook purple No. 87002 The AC Locomotive Group throughout, on 1H80 09.38 London Euston - Manchester Piccadilly service.

With both locomotives and the Driving Van Trailer sporting gold buffers, the train was waved off from London Euston by enthusiast and pop producer Peter Waterman.

A fast run along the WCML ensued via Northampton and Crewe with an almost on time arrival at Manchester Piccadilly



at 12.52. Following a short pause for photographs from the assembled press and enthusiasts, the class 87s, now with the DVT leading departed for Manchester Longsight depot, bringing the curtain down on 32 years of operation.

ABOVE TOP: The end of the run the 09.38 Euston - Manchester is seen at its destination. Note that both pantographs are raised.

MIDDLE LEFT: Pete Waterman flagged the train away from London Euston.

MIDDLE RIGHT: Also bedecked in its own special livery style was Mark 3 DVT No. 82101 101 Squadron, pictured at Manchester following its arrival. **ALL: RICHARD TUPLIN**

LEFT: 1H80 09.38 London Euston - Manchester approaches Litchfield Trent Valley on 10th June, with 87010 and 87002 at the helm. **JOHN WHITEHOUSE**



ABOVE: The last Class 87 hauled passenger train for Virgin West Coast, 1H80 09.38 London Euston - Manchester Piccadilly calls at Tamworth Low Level on 10th June, with 87010 at the helm. 87002 was dragged dead to Stockport, from where the pair powered the final few miles to Manchester. [STEVE THOMPSON](#)

BELOW: The following day, both Class 87s returned to Willesden Depot in North London. Having run ECS with the Mark 3 stock from the previous days train, the pair were then detached and ran light engine to London. 87002 leads 87010 through Coventry on 11th June, on the very final Class 87 working for Virgin Trains on the West Coast Main Line. [RAILFOTO](#)

The Class 87 The Final Days



DRS opens its doors at Carlisle Kingmoor



**A Railway Herald News Special
Direct Rail Services, Carlisle Kingmoor Open Day
Photographs by Ron Cover**

The depot at Kingmoor, near Carlisle, is today operated by Direct Rail Services and normally out of bounds to enthusiasts and members of the public.

On 11th June, however, the company opened its doors to staff and their families and railway enthusiasts.

ABOVE: 20306, 33030, 66403 and 47298 line up at the south end of the shed.

LEFT: DRS liveried Class 87 No. 87028 poses for pictures with two container wagons.



On display during the day were:

- 20306, 20309, 20312,
- 20901, 20903, 20904,
- 33025, 33030, 37059,
- 37069, 37087, 37229,
- 37609, 47298, 47501,
- 66403, 66406, 66407,
- 66409, 66410, 87028
- and 87032.



DRS opens its doors at Carlisle Kingmoor

ABOVE: Class 47 No. 47298 stands beside one of the latest DRS acquisitions - Class 66/4 No. 66403 at the south end of the depot. The Type 4 is one of only four serviceable Class 47s in the DRS fleet, the fifth being No. 47484, previously named Isambard Kingdom Brunel, which is stored at Glasgow Works.

RIGHT: Carlisle Kingmoor is the maintenance base for most of the DRS fleet today. Taking up two roads in the shed were split headcode box Class 37 No. 37087 and Class 47/4 No. 47501, both of which were ungoing maintenance.

BELOW: The weather for the day was glorious, with plenty of sun and as can be seen here, plenty of people enjoying the event. Class 37/6 No. 37609, originally converted from Heavyweight Class 37/5 No. 37514 for European Passenger Services and later sold to DRS, looks on, as does shedmate Class 87 No. 87028.





ABOVE: EPS Class 37/6 Nos. 37603 and 37604 drag 'Entante Cordiale' liveried Eurostar, Nos. 373313 and 373314 through Wandsworth Road on 26th May, bound for Dollands Moor. **JON BRADLEY**

The first Summer Saturday of 2005 got off to a good start (see separate story) when GNER 'buffered' power car No. 43080 lead a rake of Midland Mainline stock and No. 43070 from Leeds Neville Hill to Manchester Piccadilly.

The final EWS Class 37/4 hauled charter for SRPS to Kyle of Lochalsh ran on 28th May with 37416 and 37417 at the helm, future tours will be handled by WCRC motive power. Another railtour out the same day was the Diesel Traction Group's No. D1015 Western Champion, which worked a tour for Past Time Rail from London Paddington to Paignton and then via the Paignton & Dartmouth Steam Railway to Kingswear. The other diesel hauled charter service employed Cotswold Rail Class 47 Nos. 47714 and 47810 on a Wolverhampton to Swansea charter, brining an Anglia liveried Class 47 to Swansea!

Passengers on the 08.55 Cardiff to Paignton did not have the best of comfort when 143619 was allocated to 1C40 throughout! The same morning saw EWS Class 67 No. 67022 work an 'Edenex' from Hove to

Par and FM Rail Class 31 Nos. 31601 and 31459 were in use in a top and tail formation, working for Wessex Trains between Weymouth and Bristol. Also on the 28th, 4009 Ripple Lane - Southampton Maritime in the hands of Class 66/5 No. 66534 and Class 47/3 No. 47303 and GBRailfreight's Class 66/7 No. 66715 Valour worked south from Aberdeen (as 0L59), while

in Anglia, Class 86/2 No. 86232 worked the 09.00 Liverpool Street - Norwich and return.

On the West Highland Line, FM Rail's Class 31 Nos. 31190 and 31602 had charge of the Royal Scotsman from Edinburgh Waverley to Spean Bridge and the same company's Class 47 No. 47145 Merddin Emrys was helping out Network Rail's New

Measurement Train. The NMT having problems again saw the Type 4 drag Nos. 43104 and 43154 from Derby RTC to Craigentenny for repairs, although a stop was made at Newcastle Heaton for fuel. Heading south at the same time was 67023 which was dragging Class 91 No. 91101 and a full Mark 4 set south.

Sunday 29th started badly as well with the 08.24 Exeter St. Davids - Birmingham being cancelled throughout. One of the few remaining Class 87s No. 87004 was provided for 1G09 11.40 Milton Keynes Central - Wolverhampton, before returning with 1B43 14.28 to Euston, whilst LNWR Black liveried No. 87019 worked 1G11 11.35 Euston - Wolverhampton. That evening saw the ScotRail sleepers diverted via the East Coast Main Line and diesel hauled by Nos. 67001 and 67006 on 1S25 and 1M16 and 1S26 and 1M11 respectively between Doncaster and York, due to being further diverted via Knottingley and Milford.

Bank Holiday Monday, 30th May found FM Rail green liveried Class 47 No. 47832 working an Acton Bridge - Minehead charter whilst Newport and South Wales continued its Loco-Hauled gala weekend, with Nos. 67022 and 67030 worked 1Z67 08.15 Stratford (East London) to Cardiff and the Fifty Fund's Class 50s Nos. 50031 and 50049 worked 1Z59 09.15 Stratford - Cardiff. On the Marches route, No. 67012 was provided for 1Z63 08.24 Preston - Cardiff service, whilst 47847 and 47853

BELOW: On the 8th June, DRS Class 37/6 No. 37605 operated a weedkilling service from York NRM to Carlisle Kingmoor. Here the train approaches Carlisle on the Tyne Valley line. **BOB LUMLEY**



(in top and tail formation) worked 1V75 08.34 Manchester - Cardiff. Also out on a Manchester - Cardiff diagram were 47815 and 47843. In the Rhymney Valley, traction for the Arriva Trains Wales service was provided by EWS liveried No. 37408, BR Green liveried No. 37411 and Large Logo Blue liveried No. 37425. A lack of motive power for EWS led to Freightliner's Class 66/5 No. 66514 being hired to work 6J35 06.42 Warrington Arpley - Chirk and 6F71 return!

The same morning saw the first of five special services run for workers from the ex-Rover Plant at Longbridge to Paignton. The trains, which operated Monday - Friday across the week, were powered by Class 67 No. 67019 each day!

Pathfinder's May Bank Holiday charter from the South East saw motive power provided by Class 59/2 No. 59206 (to Bescot Yard), Class 92 No. 92010 (to Crewe), Class 66/6 No. 66608 (to Heysham Harbour) and Class 66/9 No. 66951, the latter making its railtour debut. Also in traffic on charter duties were West Coast Railway Company operated Class 47/8 No. 47826 and 47851, which were employed on a Scarborough - Holyhead charter. The same two locomotives worked the ECS from Scarborough to Carnforth the following day.

The following day saw the Silver Class 67 No. 67029 drag 'Slam-Door' unit Nos. 1395 and 3811 as 5Z41 09.10 Wimbledon Park to Immingham, while Freightliner's Class 47/3 No. 47303, which should have worked 4M58 11.00 Southampton Maritime to Manchester Trafford Park Intermodal service was failed before departure. The continuing lack of Voyager sets found Class 90 No. 90031 and the DVT set in traffic on 1G52 10.24 Manchester Piccadilly - Birmingham NS service. As part of the recommissioning of Eurostar set Nos. 373313 and 373314, the set was dragged from North Pole depot to Dollands Moor (5X01) by EPS Class 37/6 Nos. 37603 and 37604 during the morning of the 31st May, returning in the early afternoon as 5X02.

The Arriva Trains liveried Class 150 No. 150284 continuous to warrant attention,

BELOW: Class 508 No. 508208 has been released to traffic wearing South Eastern colours. The unit is seen here on 27th May working 13.03 London Bridge-Tunbridge Wells. Its first day in traffic was 23rd May. **COLIN PRICE**



ABOVE: Class 52 'Western' No. D1015 Western Champion worked a London Paddington to Kingswear charter on 28th May. Here No. D1015 storms northwards near Worle Junction with the return working in beautiful summer evening sunshine. **HAYDEN JAMES**

BELOW: FM Rail's Class 47 No. 47709 powered an observation car around Lincolnshire on 8th June. Here the train passes the semaphore signals at Barnetby on the return. **RICHARD TUPLIN**



working a Pembroke Docks - Exeter St. Davids service that afternoon. Also on the run was Class 67 No. 67012 with 5X61 Birkenhead - Eastleigh unit move, conveying No. 507024 to Eastleigh for refurbishment. With their latest run on the Royal Scotsman at an end, Maroon liveried Class 47/8 No. 47854 book over from Nos. 31190 and 31602 for 1H82 Edinburgh - Keith. In preparation for the following

day's trip to Kyle of Lochalsh, WCRC Class 37 No. 37261 departed from Carnforth following repairs bound for Scotland. GB Railfreight's Class 66/7 No. 66705 was noted passing Peterborough the same afternoon on 4O20 West Burton Power Station - Mountfield gypsum service.

The evening of the 31st found replacement traction on the overnight parcels service. 1M07 Aberdeen - Walsall is usually Class 67 worked to Mossend, however for unknown reasons, Class 66 No. 66022 substituted. In the South East and South West Train's original Thunderbird No. 73109 was released from its repaint at Wimbledon Park the same evening.

Network Rail Yellow liveried Class 31/1 No. 31285 worked 5Z20 Derby - Craigentiny the same day, moving a Mark 2 coach (No. DB977868) to Scotland. The following morning saw No. 47145 leading 31285, then coach No. DB977868 and finally power car No. 43014 heading to Derby. The power car continued its travels on 2nd June, heading to Devon on-board a HGV.

On 1st June, FM Rail's Class 33/1 No. 33103 worked 2Z01 09.30 York - Carlisle via the Knaresborough Loop and the Tyne Valley, before working 5Z01 from Carlisle - Crewe via the WCML. The Eurostar 'drag' was repeated on the first day of June, but with EPS Class 37/6 Nos. 37601 and 37603



ABOVE: On the 28th May, EWS Class 37/4 Nos. 37416 and 37417 headed and SRPS tour to Kyle of Lochalsh, where the two Type 3s are seen shortly after arrival. The next SRPS charter to Mallaig on 11th June saw what is scheduled to be the last use of EWS Class 37/4s on SRPS trains. **JAMIE MCEWAN**

at the helm. In Anglia, Class 66 No. 66089 was employed to move the Hitachi V Train from Ilford to Shoeburyness, whilst the same afternoon, Class 90 No. 90007 failed on the 17.00 London Liverpool Street - Norwich service and was rescued by Class 47/8 No. 47818. On the Great Western Main Line, Class 47/0 No. 47150 hauled unit Nos. 1831, 1858 and 1865 from Stewarts Lane to Caerwent (5Z45).

On 2nd June, the Royal liveried Class 67 No. 67005 made an appearance on the overnight Express Parcels service from Walsall to Aberdeen. Classmate No. 67030 was employed on the movement of 'Slam-Door' units Nos. 1396, 1397 and 1398 from Wimbledon to Immingham the same day, whilst 5Z05 11.05 Old Oak Common - Toton empty coaching stock move was in the hands of No. 67012. A lack of DMUs saw 47818 work the 17.05 Norwich - Great Yarmouth that evening.

Anglia liveried Class 86 No. 86232 saw action on the 14.00 Liverpool Street - Norwich working as part of its diagram for the day on 3rd June. The electric was paired with one of the ex-Virgin Trains Mark 3 sets. Class 377 No. 377116 was delivered from Derby to Lovers Walk depot the same day by Class 67 No. 67025.

The same day saw a shortage of Voyagers on Cross-Country (see newsdesk pages) which resulted in a complete Midland Mainline HST (Nos. 43043 & 43054) being hired to work 1V29 07.05 Leeds - Plymouth and 1E42 16.25 Plymouth - York services. Hertfordshire Railtour's 'Orcadian' charter from King's Cross to the Scottish Highlands departed from the capital behind No. 67024, arriving in Stirling around 15.20. From here Royal Scotsman liveried Class 37/4 Nos. 37401 and 37416 took over for the trip to Inverness. Another Class 67 was in the Scottish Highlands during the day at Fort William. No. 67011 was employed on 0Z67 12.16 Mossend - Fort William and was being moved north to train ScotRail drivers in preparation for the future change over from Class 37s. Class 47/8 No. 47811 was used the same afternoon to move a Class

318 EMU from Glasgow Works to Shields depot. Further south and FM Rail Class 31 Nos. 31454 and 31459 were in use, in a top and tail formation on the Weymouth - Bristol route on the 3rd June. Class 40 No. 40145 worked light engine from Barrow Hill to Bristol Barton Hill in preparation for its charter the following day.

The 4th June saw the second Summer Saturday of the year and its associated HST workings for Virgin Cross-Country. Nos. 43178 and 43049 worked from Manchester Piccadilly to Newquay and return, whilst GNER provided Nos. 43078 and 43108. Class 67 No. 67017 worked a Cheltenham to St. Austel 'Edenex' charter the same day. Staying in the South and Great Western 'King' No. 6024 King Edward I was banked out of London Victoria on the 4th June by No. 31128. The locomotive then remained on the train to Yeovil, rather than detaching as planned. No. 31128 then took the train to Weymouth. Classmate No. 31190 joined

BELOW: The New Measurement Train is now running over the Edinburgh - Glasgow route every fortnight. On 30th May, the spare power car No. 43154 (note the lack of nose end camera's) stands in Platform 7 at Glasgow Queen Street, awaiting departure to Edinburgh. **ALASDAIR MULHERN**



with Class 37 No. 37261 on the Royal Scotsman the same day from Edinburgh Waverley to Spean Bridge. The NENTA charter on the 4th June from Norwich-Carlisle was worked top and tail by Nos. 47832 and 47703.

The following day, 5th June, No. 67013 was used to move a dead Class 91 (No. 91129) and Mark 4 set to Bounds Green. On 6th June, the next Class 170/4 to leave Ilford Depot, No. 170412, journey north, as 5Z70 to Haymarket. Problems on the Western Region on 5th June saw 1A85 13.30 Plymouth - Paddington come to a stand, shortly after departure at Laira Junction. The train was rescued by a FGW Class 57/6 and dragged back into Plymouth station.

That evening's Northampton Cobbler services were worked by Class 87 Nos. 87012 The Olympian (on the 17.24 departure) and 87002 The AC Locomotive Group (on the 17.40 departure).

The 7th June saw the penultimate Class 376 No. 376036 delivered from Derby to Gillingham depot by Class 67 No. 67018. The locomotive had previously headed north with Class 377 No. 377135, which was being returned to Derby for modifications. The same day, a lack of voyagers resulted in the EWS Class 90 No. 90030 working the 'Voyager replacement diagram' and LNWR Black Class 87 No. 87019 ACoRP being used on a Birmingham-Manchester diagram as well. The next First ScotRail Class 170 for refurbishment also headed south on 7th June. The same afternoon found Class 67 Nos. 67025, 67015 and 59103 at the helm of 6V18 Hither Green - Whatley empty Hanson hoppers. The final 6X57 Felixstowe - Selby service operated the same afternoon, with 66176 at the helm.

On the 10th June, Freightliner used Class 47 No. 47150 to move Class 20 Nos. 20066 and 20905 and Class 55 'Deltic' No. 55019 from Barrow Hill to the South Devon Railway for their gala weekend.



First Freightliner Class 66/9 into Cornwall

The first of the Class 66/9 locomotives became the first of the class to venture into Cornwall on 3rd June.

The subclass, which had only gained its safety case for working on the national network a few days earlier, has undergone some major modifications to allow the locomotives to work on the network.

The main modification being to the cooler group. Previously this

had been enlarged to deal with the Tier 2 emissions, which prevented drivers walking through the engine room and resulted in the fifth-door. This has now been modified to allow a through walkway between cabs and hence removing the need for the fifth door.

Both Nos. 66951 and 66952 have now gained their safety case and are operating on various flows for Heavy Haul. Indeed No. 66951 made its passenger debut on the 28th May, when it worked a Pathfinder charter around Morecambe.

On 2nd June, No. 66951 was entrusted

with a loaded stone working from Jersey Marine, in Swansea to Newton Abbot Hackney Yard, going forward to Burngullow the following morning.

The Class 66/9s are owned by Electro Motive Division (previously part of General Motors) and have smaller fuel tanks

than the rest of the Class 66 fleet, which restricts their sphere of operation.

The modifications mean that any future Class 66s ordered can now be supplied in a normal four-door bodysell with an engine that meets the stringent Tier 2 emissions regulations.

ABOVE: Class 66/9 No. 66951 is pictured shunting its train at Burngullow, near St. Austell in Cornwall. This was the first ever visit to Cornwall for the sub class. Of note are the two pairs of three towers, within the China Clay works here, which are due for demolition shortly. Also noteworthy is the original Great Western shunters cabin, to the left of the locomotive.

RICHARD TUPLIN

RIGHT: With its fifth door clearly visible, No. 66951 crosses the classic Devon location of Cockwood Harbour with the return empties from Burngullow to Taunton Fairwater Yard.

KEVIN WILLS

