The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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EWS 37s to Mallaig on final SRPS tour

plus Notable Workings and more!

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17 June 2005

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All the latest news from around the UK network. Including Class 67s on freight trials, the launch of Heathrow Express and One Anglia to refurbish all of its new Mark 3 passenger stock at Derby.

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A special four-page gallery section, looking at some of the more notable workings in a pictorial format and also a special spread of pictures from last week's SRPS charter to Mallaig.

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A review of some of the more notable, newsworthy and rare workings from the past week across the UK rail network.

Editor's comment

Welcome to this weeks issue of Railway Herald. Feedback from readers on our 'new' look has been very positive with almost everyone liking the change and general upgrading of the journal.

We have now, completed a revamp of The Railway Herald website (which can be found at www.railwayherald.co.uk) to follow the new style of the journal. Also all our back-issues are available from the website.

Please do feel free to pass the journal on to any friends or colleagues who you think would be interested.

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 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.

Publication

The **Railway Herald** is due to be published every Friday and is available by e-mail subscription from railway.herald@lwmailcentre.com E-mail address are never given out and should you chose to cease your subscription in the future, pleas e just contact us.

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How you can help...

We are being continually asked how readers can get involved with The Railway Herald. We do welcome readers input, in fact it is vital to be able to produce the journal on a weekly schedule.

Contributions are welcome for all our pages, especially our news and notable workings columns, in both pictorial and written formats.

Contributions should be sent to the editor, by e-mail at: railway.herald@lwmailcentre.com

If you have any questions about submitting, please contact us.

FRONT COVER: The EWS Type 5 Class 60 fleet continues to diminish further each week. Our news pages, this issue carry the details of four more locos stored, bring the total fleet to just 58. One area of the country where they are still popular is North Lincolnshire. Here the type are used on a variety of traffics including, steel, enterprise, coal and petroleum.. One flow from which the 60s are unable to be released at present is the heavy Iron Ore trains to Corus Scunthorpe. The pioneer member of the class, No. 60001 The Railway Observer passes the semaphore signals around Barnetby East box with an Immingham Bulk Terminal to Santon Ore Terminal service on 10th June. MICK ATKIN

BELOW: With Royal Ascot being held at York this year, the past week has seen some interesting livery combinations on strengthened First Trans-Pennine services, thanks to the recent influx of two-car units from Central Trains. On the first day of the race meeting, de-branded Central Liveried Class 158 No. 158791 leads three-car First Trans-Pennine liveried No. 158812 through Colton Junction with the 09.04 Manchester Airport - Newcastle service on 14th June. RICHARD TUPLIN

Heathrow Connect commences service

ABOVE: **One of the four Class 360/2 units built by Siemens Transportation for the Heathrow Connect service, No. 360201, stands at Heathrow on 14 June with the 09.36 service to Paddington. The fifth set is due to be delivered later in the year.** BRIAN MORRISON

The new Heathrow Connect local service commenced operation on 13th June.

The Connect service operates at half-hourly intervals from London Paddington to Terminals 1, 2 and 3 at Heathrow, calling at all stations en-route with the exception of Acton Main Line.

The service is aimed at airport staff living along the route and replaces the previous First Great Western link services between Reading and London Paddington.

On arrival at each terminus, all passenger doors are closed after everyone has alighted and they are not reopened again for the return service until a full security check through the train has been made.

Four Siemens 'Desiros' have been delivered from Germany for the service, numbered 360201 - 360204 to Old Oak Common. All are three car units. The fifth set, No. 360205, is the first four-car set and is expected towards the end of this year.

Following its arrival, the original four units will return to Germany one by one, to have their own fourth car added. The need to re-configured the computers on board the computer and the perform a series of shake-down tests on the Siemens test track at Wildenrath, being the reason why the units need to head back to Germany.

The new connect service does not replace the existing Heathrow Express, it is aimed as a complimentary service. The Express operational, which continues to use the Class 332 EMUs is still the quickest option of the two for travelling to the Airport.

Direct Rail Services says 'no' to Class 87s

Direct Rail Services have taken the decision not to extend with the six-month lease of four Class 87 locomotives.

Class 87 Nos. 87006, 87022, 87028 and 87032, the latter being the only member of the pool not to carry DRS colours, are to be returned to the leasing company as a result of several problems, not least the significant increase in track access charges for using electric, rather than diesel traction.

The track access charge for electric locomotives also includes a 'fuel' segment, for the amount of current drawn from the overhead electrification. Sources suggest that the recent increase in electric charges by Network Rail could be as much as 40%.

The other problems for DRS include the remaining requirement to shunt the train using diesel traction at both ends of the journey.

ABOVE: **The only one of four Class 87s leased from Porterbrook not to have been repainted. No. 87032 sits at Carlisle Kingmoor depot on 11th June.** RON COVER

Saturday working to Moorswater

Due to the demand for cement in Cornwall, Saturday 18th June sees the first working weekend of Freightliner Heavy Haul's Earles Sidings - Moorswater service.

The train moves both bagged and powered cement from the Lafarge Cement works at Hope in the Peak District to Moorswater, near Liskeard. The train normally runs Tuesdays and Thursdays only.

Work starts on DLR extension

Work has begun on the latest extension to the Docklands Light Railway.

The extension to Woolwich Arsenal will be 2.5km long and will run under the Thames in two new tunnels.

This latest work will extend the branch to City Airport, by forming an end on connection at King George V station.

ABOVE: The two EWS Class 67 locomotives involved in the trials, Nos. 67022 and 67014 are pictured passing Nottingham on 13th June, with 6E02 09.45 Toton Yard - Boston Docks steel service. RYAN TRANMER

EWS use pairs of 67s on freight

EWS has operated several trial trains using alternative Type 5 motive power on freight services in the East Midlands during the last week.

The trials involved the operation of a pair of Class 67 locomotives, working off Toton depot. The locomotive's first saw use on 6E02 09.45 Toton - Boston Docks service, returning with 6M01 16.43 Boston - Toton on 13th June.

With engineers present from Electro Motive Diesels Incorporated (previously General Motors), Class 67 Nos. 67014 and 67022 had their traction output slightly modified and operated in multiple on the trains, which featured the MGR coal trains from Oxcroft Disposal Point.

For three days from 14th to 16th June the pair of Class 67s were in action on East Midlands coal services, when they worked 6T17 10.50 Toton - Oxcroft, 7A17 15.00 Oxcroft to Ratcliffe and 6D18 18.00 Ratcliffe to Toton.

All three coal services used the older two-axle HAA hoppers.

GNER bans smoking

Great North Eastern Railway is to remove the smoking coaches from its trains later this summer.

Recent research by the operator has shown that more than 90% of its passengers did not smoke and most through that smoking accommodation should be abolished.

The change will take place on GNER from 29th August.

New guides from Eurostar

Eurostar has launched a new series of online guides, covering Paris, Brussels, Lille and Disneyland® Resort Paris.

The guides can be found on eurostar.com and offer information on a wide range of shops, events, bars, restaurants, museums and exhibitions in Eurostar's destinations.

The online guide developed in partnership with Whatsonwhen.

Class 60 fleet down to 58 as another four go...

EWS are continuing to decline the class 60 fleet even further, with just fifty eight examples left in traffic.

The latest batch of withdrawals came on 13th June, when Nos. 60002, 60003, 60040, 60060, 60077 and 60096 were transferred into the WNTS pool. Most of the stored examples are in the WNTS pool at either Toton or Immingham depots.

However, EWS are continuing to name the fleet, with the unveiling of the Bispham Drive Junior School, Toton - EWS Rail Safety Competition Winners 2005 nameplate on No. 60080 on 26th May at Toton TMD.

All of the stored Class 60s are located at Doncaster (2), Immingham (16), Margam (3), Thornaby (8), Toton (12), with the current exception of 60040, which is destined for Toton, but is temporarily situated in the yard at Huntingdon, due to wheel flats.

The remaining 58 members of the class are spread across the UK in their work, with examples being noted in South Wales, the South East around Hoo Junction, the West and East Midlands, North East and Scotland. It remains to be seen how many of the fleet will remain for the 'heavy haulage' duties such as limestone from Peak Forest and Iron ore out of Immingham.

RIGHT: The newly unveiled nameplate on the side of Class 60 No. 60080. EWS

Where are the stored Class 60s now?

The stored members of the class are listed below, with their current location, on 17th June.

60002	Toton	60055	Immingham
60003	Toton	60056	Thornaby
60006	Toton	60057	Thornaby
60007	Immingham	60060	Toton
60008	Toton	60064	Immingham
60009	Immingham	60070	Immingham
60010	Toton	60073	Thornaby
60011	Immingham	60075	Toton
60018	Toton	60077	Thornaby
60019	Immingham	60079	Immingham
60029	Immingham	60081	Toton
60031	Thornaby	60084	Margam
60034	Immingham	60085	Thornaby
60035	Margam	60087	Margam
60038	Thornaby	60089	Doncaster
60039	Immingham	60090	Doncaster
60040	Huntingdon	60092	Toton
60041	Immingham	60095	Toton
60043	Immingham	60096	Thornaby
60045	Immingham	60097	Toton
60051	Immingham	60098	Immingham

first class
first class
first class

SWT staff say 'good-bye' to mainline Slam Door stock

South West Trains ran a special 'farewell to slam-door stock' tour for staff ahead of this weekend's enthusiast farewell.

The train was formed of 3-CIG No. 1498, painted in its historic green colour scheme and celebrity 4-VEP No. 3417 Gordon Pettitt.

The train departed from London Waterloo and ran via Cobham, Havant, Netley and Southampton to Weymouth. The return service operated via Dorchester South, Poole, Bournemouth and then fast to London Waterloo.

TOP RIGHT: BR Green liveried 3-CIG No. 1498 & BR 1960s Blue liveried 4-VEP No. 3417 Gordon Pettitt near Weybridge with 5Z81 Bournemouth Depot to London Waterloo, where the pair would form the staff only 'Seaside Slam' railtour on 11 June 2005. Chris Nevard

RIGHT: Having departed from London Waterloo on the outbound run, the pair approach Effingham. Patrick Seale

BELOW: Arrival back at London Waterloo was booked at 1951. With all passengers having departed from the service, the units, lead by BR Blue liveried No. 3417 prepares to depart London Waterloo empty stock. Patrick Seale

ABOVE: DRS liveried Class 33 Nos.33207 and 33029 are pictured approaching Carnforth with 6C51 12.37 Sellafield to Heysham on 14 June. The train was running about 60 minutes late due to No. 33207 shutting down around Dalton. No. 33029 pushed the train to Morecambe, where it ran round. MARK BEARTON

BELOW: Direct Rail Services have recently gained a contract to operate a Weedkilling train in Scotland. Here DRS Class 20/3 Nos. 20306 and 20309 are caught by the camera in top and tail mode, on the late running 6Z06 18.03 Carstairs-Aberdeen at Magiscroft (near Cumbernauld) in fading light on 16th June. GARY LENNON

SRPS Railtours 'bids farewell' to EWS Class 37/4s

The Scottish Railway Preservation Society took a pair of Royal Scotsman liveried Class 37/4s to Mallaig on 11th June.

The tour could well be the final SRPS charter to use EWS examples, due to an increase in hire charges by EWS.

Future motive power is booked to make use of Carnforth based locomotives from West Coast Railway Company.

ABOVE: Royal Scotsman liveried Class 37/4 No. 37401 Mary Queen of Scots leads the train away from Glenfinnan on the outward run to Mallaig, with No. 37416 on the rear.
JAMES COVELL

RIGHT: With 37416 now leading, the pair head for Kilmarnoch and home, through Glen Falloch in beautiful sunlight.
JAMES COVELL

ABOVE: Having departed from Mallaig on the return run, Class 37 No. 37416 leads the train across Loch Nan Uamh viaduct. JAMES COVELL

BELOW: On the outbound journal, Class 37 No. 37401 Mary Queen of Scots leads No. 37416 across the moorland at Achnabobane with 1Z18 Kilmarnoch to Mallaig. IAN HARDY

The week started quite well, with Freightliner's No. 47841 being used to power 6Z03 06.00 Dagenham Dock-Grain stone working. The locomotive returned with 6Z04 13.00 Grain to Dagenham Dock.

EWS Class 59/2 No. 59202 was used on Hertfordshire Railtour's trip to Cranmore on 11th June. The same day also saw a number of Cross-Country services diverted over the Settle & Carlisle line, due to engineering work. Those units seen over the day included 220008, 220011, 220030 and 221132.

The 12th June saw the operation of several special workings over the Vale of Glamorgan railway, to celebrate its reopening to passenger traffic. BR Green No. 37411 and Large logo liveried Class 37 No. 37425 provided the motive power for the trains. The first scheduled passenger service, 2E00 08.40 Cardiff Central - Bridgend was worked by Class 143 No. 143606 and 143625.

Class 66 No. 66207 and Class 60 No. 60040 were working an engineers service the same morning, when the latter locomotive, suffered a seized wheelset at Huntingdon.

The early hours of 13th June, proved to be unlucky for Class 90 No. 90040 which failed whilst working the Caledonian Sleeper. Classmate No. 90027 pilotted the train forward from Willesden.

ABOVE: The overnight sleeper service from Edinburgh to London Euston was diverted on 12th June. The change of route required diesel haulage over the initial stretch. Class 67 No. 67011 was provided for the honour, departing Edinburgh Waverley on time at 21.44 and running via Gartcosh and Carmyle with 16 sleeping coaches and a Class 90 in the consist! Here Class 67 No. 67011 leads Class 90 No. 90018 through Haymarket with the ECS for 1M11 21.44 Edinburgh-Euston Ewan Tait

Freightliner's Class 47 No. 47150 was used to move Class 20 Nos. 20066 and 20905 plus 'Deltic' No. 55019 Royal Highland Fusilier from Totnes to Barrow Hill on the 13th, following the South Devon Railway's diesel gala.

Following on from our news story last week, regarding the introduction of Class 350 'Desiro' EMUs on to the West Coast Main Line, one of the first public workings of the class was 1P54 16.51 Birmingham New Street to Preston, on 13th June with Class 350 No. 350112 in charge.

The same evening saw 6O12 17.33 Carlisle - Eastleigh enterprise powered by Class 92 No. 92036, with Class 90 No. 90040 being dragged within the consist. Also departing Carlisle on that evening was DRS Class 20 Nos. 20306 and 20309 with 6Z07 18.30 Carlisle Kingmoor to Berwick-Upon-Tweed weedkilling train, a new contract which DRS has recently gained.

The 14th June saw the first day of Royal Ascot at York, as a result several addition services were operated by GNER, using Class 91 and HST sets, plus an out and back Eurostar working in the evening.

GNER utilised the Porterbrook spot hire HST set (comprised of power car Nos. 43196 and 43070) from 14th to 17th June on 09.10 London Kings Cross - Leeds and 12.05 return service.

The majority of the week, just saw two charters each day - one from London Kings Cross and the other, the VSOE from London Victoria. These were worked by Nos. 67015 and 67017 respectively on 14th June.

The same day, saw the Serco test train pay a visit to the North East and Carlisle, powered by Class 66 No. 66162 and 66168 in top and tail mode.

Class 67 No. 67020 headed south to Eastleigh with Merseyrail unit No. Doncaster Thunderbird, No. 67021 was called upon the same afternoon to rescue Class 60 No. 60074 which had failed at Skelton Junction near York on 6V36 Lackenby - Margam steel service. The GM assisted the train to Holgate Sidings before returning to Doncaster.

The early hours of 15th June, saw Class 37 No. 37417 work the Aberdeen portion of the Caledonian Sleeper, standing in for Class 67 No. 67008, which was declared a failure before departure. The Type 3 returned south with 4D83 15.45 Aberdeen Guild Street - Mossend Enterprise service.

The evening of 15th June, saw major problems for First ScotRail's Caledonian Sleeper service. Class 90 No. 90038, freshley off exam at Crewe failed at Watford Junction,

BELOW: Problems occurred at Mossend on 11th June, when a blockage in the yard, prevented a Freightliner locomotive from leaving to work a Network Rail train. Due to the nature of the blockage, EWS allowed Freightliner to use Class 66/0 No. 66237, which then obtained silver buffers! The locomotive is pictured, back on EWS duties, working 7G68 11.35 Hunterston - Longannet coal service past Bargeddie on 13th June. Gary Lennon

ABOVE: Despite the initial suggestion that the GBRf operated Harwich-Aberdeen flow would operate at infrequent intervals, the service has become a regular sight on the East Coast Main Line. Here Class 66/7 No. 66716 heads south through Durham with the return empties, from Aberdeen destined for Harwich on 16th June. KARL SHERMAN

causing delay to the service. The train was rescued by classmate No. 90040, arriving in Edinburgh at 06.25.

Class 37/4 No. 37416 then took over the Fort William portion, departing Edinburgh just after 7am. Unfortunately the locomotive failed at Ardlui just before 1025. Following attention by the driver, the train was restarted, but failed several more times, before arriving at Fort William around seven hours late. The locomotive was transferred to Motherwell TMD for attention on the southbound sleeper on 16th June, with Class 37/4 No. 37417 providing the power!

The 16th June found Class 37/4 No. 37406 in action on 7E20 14.22 Toton Yard - Doncaster departmental service, in preparation for its charter work this weekend to Pwhelli. The locomotive was subsequently transferred to the London area, on 6M97 22.05 Doncaster - Wembley enterprise that evening, hauled by Class 92 No. 92028, in preparation for working the charter ECS to Toton and Sheffield.

The same day saw Class 66 No. 66050 working from Stewarts Lane to Caerwent with another 'batch' of redundant Mark 1 slam-door units - Nos. 3523, 3483 and 3479. Also heading for South Wales was GBRf Class 66/7 No. 66705, hauling unit Nos. 1315, 3481 and 1319 from Shoeburyness to Newport Docks for cutting.

FM Rail Class 47s Nos. 47145 and 47709 were in action the same day on 6Z48 14.50 Derby - Bedford - Derby test train. An overnight departmental trip, 6W63 21.52 Newport ADJ - Newport ADJ via Hereford utilised Class 37/4 No. 37405.

The following day found FM Rail Class 47 Nos. 47703 and 47832 head north from Wolverhampton Oxley to Barrow In Furness, ready to work the following day's Compass Tours charter to Lincoln and Cleethorpes.

EWS utilised Class 67 No. 67020 on 17th June to move Class 507 No. 507013 from Eastleigh to Birkenhead. Another unit move the same day, saw Class 47/8 No. 47830 hauling Class 365 No. 365504 (5X65) from Ferme Park to Chart Leacon.

Another Brush Type 4 in traffic on the 17th, this time making its debut appearance on ONE passenger services, was Class 47/8 No. 47810, which worked the 06.22 Great Yarmouth - Norwich service.

South Wales continued to be an attraction for redundant rolling stock, when Class 66 No. 66144 worked a rake of Mark 2 vehicles, previously used by One Anglia, from Norwich to Newport.

BELOW: The West Coast Main Line began to return to some kind of normality at weekends on 11th June with a limited number of Virgin (West Coast) services being routed over the mainline between Crewe and Preston. Here an unidentified Class 390 'Pendolino' races south through Winwick Junction with a London Euston bound service. EDDIE BELLASS