The Railway Herald

8 July 2005 No.14

The complimentary UK railway journal for the railway enthusiast

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Explosions cripple London rail network

SWT unveil refurbished Class 158s

Celebrity Class 87 on mail trains

SPECIAL FEATURE: Back to the good old days of loco-hauled trains!

plus Notable Workings and more!

The Railway Herald

Issue 14
8 July 2005

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Our new weekly column, providing details of the charters which have operated during the period covered by this issue and the motive power.

Editor's comment

It is with much regret that The Railway Herald has to report on the dreadful events in London this past week. Our thoughts and prayers go to the families who have lost friends and relatives in the London Bombings.

Readers will have noted the black cover to this weeks edition, which we thought was only right, as a mark of respect to those who lost there lives in London on Thursday 7th July.

Quite how and if these events will affect the railway enthusiast hobby and our continued ability to freely access and photograph from stations is unknown. All we, as railway press can continue to do is to urge enthusiasts and photographs to act responsibly when on railway property, not to leave their bags and possessions unattended at any time and to report any suspectous persons or activities to the British Transport Police.

As usual please feel free to provide us with feedback on the journal and to pass it on to any friends and colleagues who may enjoy it.

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: Although this picture falls outside our normal photography deadlines, the speed at which First ScotRail are rebranding the ex-Hull Trains Class 170/3 DMUs deems it worth while! This unit now carries First's Purple colour scheme! No. 170395 working 17.10 Edinburgh to Edinburgh via Fife Circle calls at Dalmeny on its return to Edinburgh on 23 June. JAMIE MCEWAN

BELOW: Virgin Trains joined in the Live8 theme to 'Make Poverty History' by adding the slogan to the side of Pendolino No. 390052. The same Pendolino set was used to convey Sir Bob Geldof and charity representatives from London to Edinburgh on 5th July. RAILFOTO

ABOVE: **Following the four bomb blasts, all of the major London terminals were evacuated and closed for most of the day, several reopening for a limited evening commuter service. Passengers wait for news and information outside Fenchurch Street station in East London on 7th July.** PAUL BIGLAND

Bomb blasts cripple London transport network

Just twenty-four hours after the announcement that London would host the 2012 Olympic Games came the moment that people hoped would never happen.

On Thursday 7th July, London's underground, rail and road networks were crippled when four bomb blasts, thought to be the work of terrorist activity, hit the capital, killing more than 50 people and injuring over 700. 25 further people are still missing.

It was originally thought that the explosions had all been detonated between 08.50am and 10am, however Police have now confirmed that the three tube train bombs all exploded within 50 seconds of each other.

Shortly before 9am the first blast occurred on a Circle line tube train 100 meters before Liverpool Street station. A second explosion then occurred on the Piccadilly line between King's Cross and Russell Square, followed by a third bomb then hit a Circle line train at Edgware Road. A fourth blast occurred just before 10am on a bus.

The explosions brought London to a standstill, with the entire Underground network closed and National Rail Network terminal stations shut.

Throughtout Thursday services bound for the capital were terminating short of their destination.

Friday 8th July saw most lines into the capital return to normal in a remarkable attempt to return life to normal as London tried to recover from the events of the previous day.

The only major alterations being at King's Cross where rescue workers were still trying to recover bodies from the wrecked underground train.

As a result most GNER services were terminating at Peterborough with a limited service into London, although Hull Trains were expecting to run a normal timetable.

Virgin Trains from London Euston were operating to a revised timetable, whilst on the London Underground services recommenced with the exception of the Circle and Hammersmith and City lines which were closed and there were also alterations on the Metropolitan, Piccadilly and District lines.

A two minute silence is to be held on Thursday in memory of those who lost their life in Thursday's events.

Class 156 introduced into Anglia

one has completed its upgrade of its local train fleet serving East Anglia.

The company's previous nine Class 150 DMUs have now been transferred to other operators and One Railways have received nine Class 156 units from Central Trains.

The new trains provide eight more seats per train, giving a total of 148 seats in a 2+2 configuration. All of the trains are currently being repainted into One colours. Three units have already been repainted and some interior refurbishment is being completed at the same time.

The two-car Class 156 DMUs are being introduced on the Norwich to Sheringham, Great Yarmouth and Lowestoft routes, together with the Ipswich to Lowestoft, Felixstowe and Cambridge and Marks Tey to Sudbury routes.

More trains for skiers

For the 2005/2006 season, Eurostar has added six extra trains during the busy February half-term holiday providing an extra 4,500 seats. Tickets for the trains went on sale on 5th July.

The night services operate from London & Ashford on Friday nights and serve Moutiers, Aime la Plagne and Bourg St Maurice, with an early arrival on Saturday morning.

The day service leaves the UK early on Saturday morning with arrival at the French stations in the late afternoon.

South West Trains launch refurbished Class 158s

South West Trains has long held a wish to operate a service from Bristol Temple Meads to London Waterloo via Salisbury.

A change in requirements for the Class 158 fleet has seen SWT acquire two members of the class, from Central Trains. Both have now been refurbished in a contract involving South West Trains, AEA Technology and Angel Trains.

Both sets have been finished in full South West Trains livery, using vynal branding and decals and will be employed exclusively on the Waterloo-Bristol service. Both trains are required to be in traffic six days a week.

ABOVE: Class 158 No. 158786, freshly repainted in South West Trains colour scheme, stands at Bristol Temple Meads on 6th July, with the 08.52 South West Trains service to London Waterloo. COLIN J. MARSDEN

The interiors of Nos. 158786 and 158789 have been fully refitted including the addition of a new first class area. The latter featuring 13 new high backed design seats in a 2+1 arrangement each one having its own LED reading lights. All of this work was carried out at Fratton depot by contractor staff.

In the 'B' coach, the toilet compartment has been completely rebuilt with new flooring and a new hygiene unit incorporating a wash basin, hand dryer and automated soap dispenser.

Despite the amount of refurbishment work undertaken the two trains have not been structurally altered with the exception of one opening window which has been repositioned due to electrical equipment.

The two Class 158 sets are allocated to Salisbury depot together with SWTs Class 159 and 170 units.

South West Trains would like to increase services on the Bristol route, but extra rolling stock and depot facilities at Salisbury are required for which funding is not currently available.

BELOW: The newly introduced First Class area in South West Train's recently acquired Class 158 units. BRIAN MORRISON

BELOW: The refurbished Standard class accomodation onboard Class 158 No. 158786. BRIAN MORRISON

SRA publishes its Gauging Policy

The Strategic Rail Authority has published its gauging policy, following three months of consultation with cross-industry study groups and the rail industry.

Remarkably most improvements suggested can be realised through great certainty and planning.

The policy aims to provide a reduced number of passenger vehicle gauges, much simplified gauging approvals procedures and a defined 'core' network for gauge-sensitive freight traffic.

It is expected that the Gauging Policy will allow the fullest possible, safe use of the railway's exisiting infrastructure and rolling stock in the medium to long term.

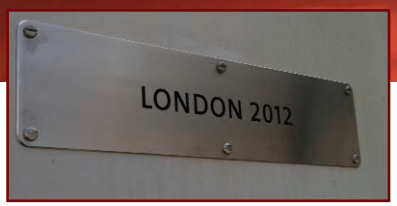
First for the future naming

First Great Western named its second power car, No. 43009, to be fitted with an MTU engine, First for the Future in a ceremony on 6th July.

The naming was carried out by Sian Lloyd from ITV weather at Cardiff Central.

The power car was dual named, with English First for the Future nameplates on one site and Welsh language nameplates (First ar gyfer y Dyfodol) on the other.

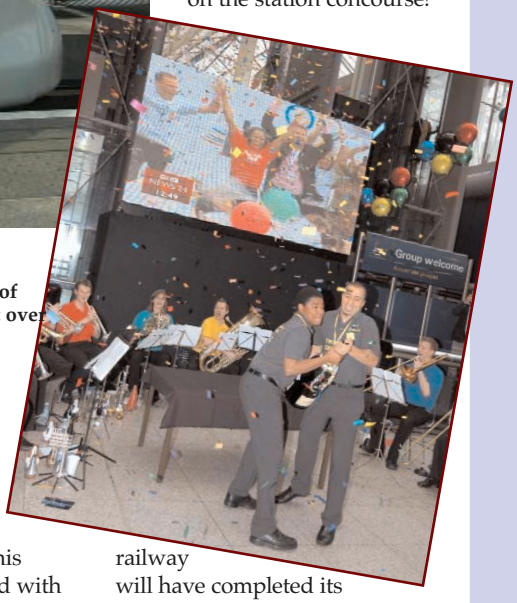
Eurostar name Class 373 as London wins Olympics



It was, what must surely be one of the quickest namings after an event announcement in UK railway history.

Eurostar named power car Nos. 373013 and 373014 'London 2012' just 150 minutes after the announcement was made live on television screens around the world from Singapore!

At London Waterloo International, the festive mood errupted started with a band and champagne in full flow on the station concourse!



RIGHT: As the announcement is made in Singapore, the celebrations commence at Waterloo International!
ABOVE & INSET: The newly unveiled name on the power car of Class 373 Nos. 373014 at London Waterloo on 6th July, just over two hours after the announcement! ALL: BRIAN MORRISON

An advanced railway transport system for the Olympic Village

The announcement that London will host the 2012 Olympic games will bring with it a new look to the East End's transport system.

The Olympic Village will be based around the new Stratford International Station, which itself will be situated on Phase two of the Channel Tunnel Rail Link and the whole area will be served by ten railway lines.

A brand new 'Olympic Javlin' service will operate for 28 days from both London St. Pancras (International platforms) and Ebbsfleet station in Kent to Stratford transporting competitors and spectators alike into the games. Travelling time on the 'Olympic Javlin' via the CTRL2 will be just seven minutes.

Traction for the new service is coming from the 30 new high-speed commuter trains, which are being constructed by Hitachi following the placing of an order a few weeks ago by the Government. The new trains are due to enter service well before the Olympic and Paralympic games commence in 2007.

What isn't clear at present is how Eurostar services to Paris and Brussells will dovetail with the Olympic Javlin service on what will be a highly crowded section of railway from St. Pancras to Stratford.

The organisers of the games say that throughout its duration, the transport system will operate until 02.30am each morning and twenty four hours a day during the opening and closing ceremonys.

During that time a train will arrive at one of the three stations serving the Olympic Village every 15 seconds, giving the ability to transport over 240,000 passengers each hour. This figure will also be achived with improved services on the Jubilee and Central underground lines.

Travel on all of London's transport network will be free to event ticket holders.

A key part of the Transport network in the East end will be the Docklands Light Railway system, by which point the railway will have completed its extensions to London City Airport and to Woolwich Arsenal.

Other modes of transport will also be used for moving spectators and competitors alike around the Olympic Village and into Central London, including dedicated road links.

LEFT: As previously reported in The Railway Herald, the build up to the voting and annoucement of the Olympic decision has seen several trains branded with the 'London 2012 : Candidate City' logo. On 6th July, suitably adorned Class 313 No. 313120 arrives at Kensington Olympia with a Willesden Junction to Clapham Junction shuttle service. CHRIS NEVARD

Gerrards Cross News

Following the collapse of the Tesco tunnel at Gerrards Cross, work to reopen the railway has commenced in earnest.

All the soil and rubble which fell through the tunnel on to the tracks, around 10,000 tonnes in total has now been removed by road and a full investigation and analyst of the remaining tunnel sections is now taking place.

Network Rail stress that only when that is complete can they look to give a decision on the long-term future of the remaining tunnel and indeed an indication of how long the railway will remain closed.

The timescale for the return of trains through Gerrards Cross however remains at weeks.

Once work on the tunnel is complete, much work needs to take place on the track. All the track, sleepers and ballast previously laid in the tunnel were destroyed in the collapse and will need to be totally renewed.

From 4th July Chiltern Railways has provided 400 free parking spaces at the Denham Aerodrome and regular buses are shuttling passengers from the car park to Denham Station, where there is athirty minute interval service to London Marylebone.

Chiltern Railways season tickets remain valid on Central, Virgin West Coast, Virgin Cross Country, Silverlink and London Underground services

EWS wins award

EWS has won the Award for Innovation at the International Freighting Weekly awards with a new design of parcel cage for the company's daily high speed parcels services between Walsall - Aberdeen/Inverness.

Nine-car Meridian's enter traffic

ABOVE: As reported in our last issue, the first of the Bombardier built nine-car Class 222 'Meridian' sets officially entered traffic with Midland Mainline on Monday 4th July, replacing one of the TOCs HST sets. On the first day of operation, No. 222007 arrives at London St. Pancras with 06.23 Nottingham - St. Pancras service. Brian Morrison

EWS and Danish Railways form CapitalTrains bid

CapitalTrains has been created as a partnership between Danish State Railways (DSB) and EWS to bid for, win and professionally manage the new Thameslink/ Great Northern franchise.

The partnership says it will bring a "fresh approach to the UK rail franchising scene" and aims to see life from the passengers' perspective!

The franchise links services on one of the main cross London routes, Brighton-Bedford and Sutton and Moorgates to Bedford (currently Thameslink) with the commuter routes of Peterborough and King's Lynn to Stevenage and London King's Cross, currently operated by WAGN.

Bids for the Thameslink/Great Northern franchise from all interested parties are due to be submitted to the Government during September 2005.

CapitalTrains has launched its own website, available on the internet by visiting www.capitaltrains.co.uk.

Steam special over S&C to raise fund for Charity

West Coast Railway Company are operating a special charter train, hauled by GW 'Hall' No. 5972 Olton Hall on 30 July to raise funds for Animals Asia Foundation, a charity set up to fight to end 'bear farming' in China.

The train will depart from Crewe, calling at Warrington (Bank Quay), Wigan (North Western) and Preston (outward only)/ Leyland (return only) and also Blackburn, Hellifield, Appleby and Carlisle.

Tickets range from £55 Standard Class (children £30), to £85 First Class, (children £45) and £125 Premier Dining (£105 Children).

A raffle will be held on board the special, one of the prizes being the headboard from the train, which is carried on the day!

All profits from the train will go to the charity. For bookings and further information on the special contact West Coast Railway Company on 01524 732100.

Franchise bid website

First Great Western and First Great Western link have together launched a new website, dedicated to the Greater Western franchise.

The new franchise is to be created next year by the merger of First Great Western, First Great Western Link and Wessex Trains franchises. The parent company of the first two franchises, First Group, has been shortlisted as a bidder for the new franchise.

The website provides details of the plans that First has for the region and how rail users on the routes covered will be affected.

The new website can be viewed online at: www.firstgreatwestern.co.uk/franchise

Passport to Freedom ticket

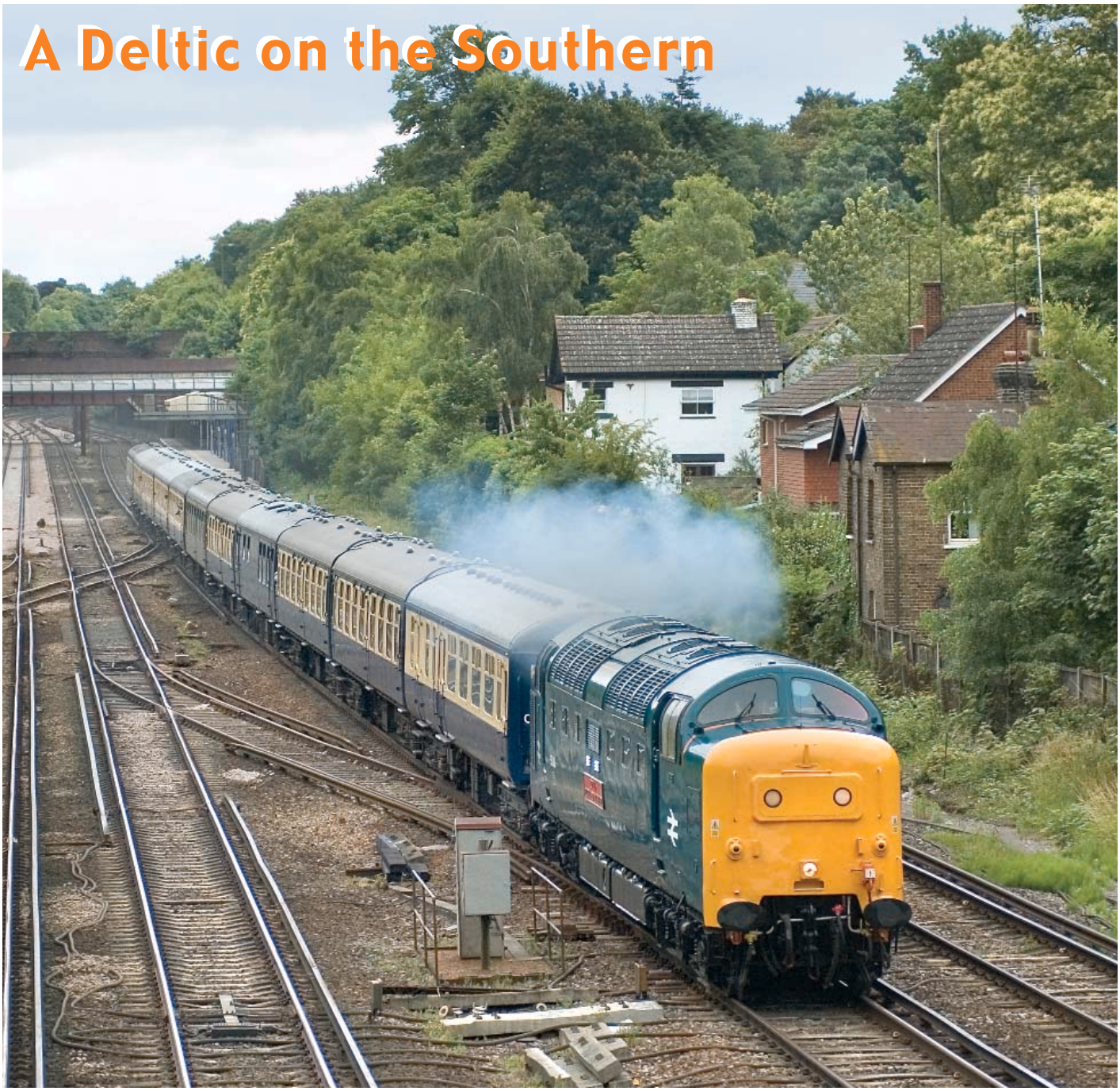
Wessex Trains have launched a new rover ticket to Cornwall, called Passport to Freedom.

The ticket is available for travel on any 3 in 7 day period and is valid on both rail and bus services in Cornwall.

Similar to other rover tickets across the country, the Passport to Freedom in Cornwall is valid from 09.00 on weekdays and anytime on weekends.

Also providing discounts to the holder at many tourist destinations, the ticket is available from any staffed railway station in Cornwall, plus selected bus sales offices and Wessex Trains Telesales Centre and costs £40 per person.

A Deltic on the Southern



ABOVE: **On 2nd July the Deltic Preservation Society's Class 55 No. 55019 Royal Highland Fusiler powered a DPS Railtour from Preston to Havant, from where the train operated a mini-tour to Yeovil. The train is pictured powering through Weybridge having just opened up for the downhill stretch to Woking. In contrast to the problems with the locomotive on its previous charter to Edinburgh, all went well during the day with no problems reported.** CHRIS NEVARD

First Communitry Rail Routes announced by SRA

The Strategic Rail Authority has announced the first three official Community Rail routes.

The Comunity Rail Developement strategy aims to promote and secure the future of the country's local rail lines. The first three such routes have been named as The Esk Valley Line (Middlesborough - Whitby), St. Ives Bay Line (St. Ives - St. Erth) and the Abbey Line (Watford - St. Albands).

Now that these lines have officially become Community Rail Routes, the emphasis is to ensure that the lines are managed to meet local requirements at an affordable price. It also provides increased powers to local partnerships, bringing together stakeholders in support of their lines.

In addition to the designations, four new Community Rail Partnerships (CRPs) have also recently been created, increasing the number of CRPs nationally to 60; North Staffordshire, Skegness to Grantham, Isle of Wight and the Abbey Line. Work is also underway to establish a partnership on the Barton Line (Cleethorpes - Barton on Humber) in North East Lincolnshire and a further route in West Wales.

On the St Ives branch, many of the initiatives are already in place for this Summer, including a more frequent, regular interval service, increased station capacity and a simplified fares structure.

On the St Albans line a new Community Rail Partnership will play a key step in plans to provide a crossing loop and increase service frequency.

The Esk Valley Line is expected to facilitate the provision of better links with the North York Moors Railway and work is underway on assessment of the market potential for further development of the line.

Now the focus is on the remaining pilot schemes, with the designation consultation process recently completed on Grantham - Skegness and started on the Penistone line (Huddersfield to Barnsley) and Tamar Valley/Looe Valley Lines in Cornwall.

The programme will then turn to the remaining routes identified as suitable for Community Rail designation, with the overall development scheme scheduled for completion in two years.

Back to the good old days of loco-hauled trains!

Most of today's long-distance passenger workings are formed of multiple unit stock. But in days gone by, the long-distance services were firmly in the hands of locomotives and coaching stock. In this special feature, we turn the clock back to the early to mid 1980s and look through the camera lenses of Colin J. Marsden and Bob Lumley.

ABOVE: Not quite a passenger train, but still a loco-hauled service with passenger stock! BR Blue liveried Class 56 No. 56034 approaches Northam Junction (Southampton) with driver training special working on 12 April 1984. The train was formed of three withdrawn 4SUB units Nos. 4670, 4680 and 4742, operated from Eastleigh Middle Yard to Eastleigh Middle Yard via Southampton, Laverstock loop, Andover and Basingstoke for a run round. Passing on the up line is Class 33 No. 33002 on the 08.50 Cardiff-Portsmouth Harbour. COLIN J. MARSDEN

LEFT: 33117 approaches Surbiton on 16 April 1984 with the 10.10 London Waterloo-Salisbury service. COLIN J. MARSDEN

ABOVE: Recalling the era when York had through lines and the East Coast Main Line provided the transport link for overnight sleeper services to Scotland. Class 55 'Deltic' No. 55008 The Black Watch stands on the middle road at York 1S70 London King's Cross - Aberdeen sleeper on 7th October 1981. Today these services operated from London Euston via the West Coast Main Line. Bob Lumley

BELOW: On 20th June 1980, Class 55 No. 55022 heads past Tyne Yard with the 16.16 Newcastle - London King's Cross service. This locomotive is now preserved as No. D9000 Royal Scots Grey. Bob Lumley

86101 saved

Class 86 No. 86101 previously named Sir William A Stanier FRS has been saved for preservation.

The locomotive moved from MoD Longtown to MoD Ashchurch on 6th July.

ScotRail names 158

First ScotRail commemorated the 150th Anniversary of the Aberdeen to Nairn Railway at Inverness on 9th July.

Class 158 No. 158720 was named Inverness & Nairn Railway - 150 years during the event.

RSN In Brief

Another Class 377 unit was delivered to Southern from Derby works on 8th July. No. 377471 was delivered to Brighton by EWS Class 67 No. 67017.

GBRailfreight are to hand back Class 87 No. 87013 and 87014 to Porterbrook, due to the condition of the locomotives. In their place the company gain two of the Celebrity members - Class 87 No. 87012 The Olympian and 87019 ACoRP.

fGW Technology coach enters traffic

ABOVE: Mark 3 TSO No. 42076 has re-entered traffic with First Great Western having now been modified as an experimental technology coach. Passengers onboard the vehicle are able to watch films and real time television, as well as keeping up to date with the news, surfing the internet, sending e-mails or playing computer games. The conversion is part of the pilot of an innovative new on-board train entertainment system, devised by Volo. The system works with the use of the latest broadband and computer storage technology. The coach is seen in service in early July. COLIN J. MARSDEN

Rundown of Class 60s continues

The storage of further members of the class has taken place within the past week.

A complete list of those locomotives now stored appears opposite but sources within the freight operator suggest that many of the class, upwards of 60 locos could well return to traffic by Christmas.

Class 60s in store as of 9th July

60002	60019	60041	60064	60088
60003	60021	60042	60068	60089
60004	60023	60043	60070	60090
60006	60026	60045	60073	60092
60007	60029	60048	60075	60093
60008	60031	60050	60076	60095
60009	60032	60051	60077	60096
60010	60034	60055	60079	60097
60011	60035	60056	60081	60098
60014	60038	60057	60084	
60015	60039	60058	60085	
60018	60040	60060	60087	

Buxton Festival Train unveiled

Northern Rail have reliveried one of their units into a special livery to celebrate the Buxton Festival.

The festival, which includes music, drama and literature, runs from 8th – 24th July.

The train itself features images from the famous festival, including the Buxton Opera House and performances from the festival.

Northern changes fleet allocation

It has been reported that Northern Rail has reallocated several of its DMU classes.

It appears that Class 150 fleet is to be based entired at Newton Health depot in Manchester, while the Class 158s will be maintaned at Neville Hill, Leeds.

Several Class 150 units, still carrying unbranded First North Western blue colours, have recently been observed in West and South Yorkshire.

LEFT: As reported elsewhere in this issue of The Railway Herald, one Anglia has recently exchanged its fleet of Class 150 DMUs for Class 156 units. Some of the displaced sets have been taken over by Central Trains whilst others have moved to Wessex Trains. Whilst several of the unis now in traffic with Wessex continue to operate in unbranded Anglia colours, Central have started to establish their company identity on the trains, with the original Anglia turquiose colours remaining as a base and Central Trains swishes and branding being added on top. On 3rd July, Class 150/2 No. 150213 arrives at Crewe. MARK BARBER

ABOVE: Class 87 No. 87012 The Olympian, in heavy rain, speeds through Rugeley Trent Valley with 1S96 Wembley to Shieldmuir GBRf postal service on 5th July, with Class 325 Nos. 325012, 325001 and 325002, just two days before the decision on the 2012 Olympics was announced. RAILFOTO

The hired in HST sets on the Cross-Country once again worked with 43120 and 43116 on the GNER diagram, 43059 and 43060 on the MML diagram and finally 43193 and 43157 and 43070 and 43196 on the remaining two diagrams.

Loco-hauled action was also on offer with FM Rail Class 31/4 No. 31454 and Class 31/6 No. 31601 working for Wessex Trains and EWS Class 90 No. 90020 providing the power, at least as far as Crewe, on 08.45 London Euston - Holyhead service.

In Scotland the following day DRS Class 47/0 No. 47298 was provided for Thunderbird duties at Carstairs.

The 4th July failed to be Independance Day for Class 60 No. 60015, which was used to power 6D44 12.47 Bescot - Toton before running light onto the depot and being placed in store. The same morning found Class 90 No. 90022 in charge of 08.45 London Euston - Wolverhampton service, whilst on the Southern Region, Class 67 No. 67014 and 67024 provided the motive power for 1Z14 Hither Green - Bournemouth Serco Test Train. Also on the Southern Region, Class 66 Nos. 66189, 66025 and 66206 were at the helm of 7Y39 Hoo Junction - Eastleigh Yard engineers service.

Very notable for the day was the appearance of a pair of DRS Class 20/3 locomotives in Devon the same afternoon! Nos. 20311 and 20315 worked 0Z20 12.00 Crewe - Plymouth route learner, heading back north the following day. Their southbound journey was not without problems however, when a lightening strike removed the power for all points and signalling in the Bristol Parkway area.

First Great Western Class 57/6 No. 57605 operated a stock move from Bristol St. Philips Marsh to Plymouth Laira on the 4th July, conveying power car Nos. 43124 and 43189. Another stock move occurred the same day in the North West, when Class 31 Nos. 31452 and 31190 were dispatched from WCRC at Carnforth to Edinburgh Craigentinny (0Z31) to work the following day's Royal Scotsman service.

On 4th July, FM Rail Class 47/7 No. 47712 moved EPS operated Class 37/6 No. 37604 from North Pole depot to Derby for maintenance, FM Rail having recently won the contract to maintain the EPS locomotives. Unfortunately all did not go well as the Class 47 was declaired a failure at

ABOVE: FM Rail Class 47/7 No. 47712 was used to move EPS operated Class 37/6 No. 37604 from North Pole to Derby on 4th July. The pair are seen approaching Swindon. ANDY HARKNESS

ABOVE: Following several days of action on the Royal Scotsman services in Scotland, West Coast Railway Company Class 37 No. 37261 Loch Arkaig and FM Rail Class 31/1 No. 31190 are pictured at Carlisle while enroute to Carnforth on 1st July. MICHAEL J ALDERDICE

Gloucester, where the pair were stabled overnight, before being collected by Class 31 No. 31128 the following morning.

The 5th July found Royal Scotsman liveried Class 37/4 No. 37401 in charge of 6B41 Powderderhall - Oxwellmains binliner service.

The evening of 5th July saw 'Back the Bid' liveried Class 87 No. 87012 The Olympian back in traffic on the West Coast Main Line, heading north, with three Class 325 units in tow, on 1S96 16.26 Willesden PRDC - Shieldmuir service.The locomotive returned south from Warrington (with No. 87013 also in the consist) on 1A97 20.28 Warrington RMT - Willesden PRDC.

Overnight Class 37/4 No. 37416 and Class 66 No. 66148 worked 6W53 19.33 Westbury - Eggesford departmental service, in connection with engineering work on the Barnstaple branch.

The following day, GBRailfreight Class 66/7 No. 66708 moved 'Slam-door' units Nos. 3434, 3520 and 3456 from Shoeburyness to Newport Docks (6V91), while Freightliner Heavy Haul's Class 47 No. 47150 moved Nos. 3591, 3499 and 3574 from Ramsgate to Caerwent for cutting.

GBRf No. 87012 worked northwards again on the 6th July with 16.26 Willesden PRDC to Shieldmuir RMT as far as Warrington. The same evening found Freightliner Class 66 Nos. 66617, 66622 and 66518 at the helm of 4Z26 Dagenham Docks - Garston car train.

DRS Class 20/3 Nos. 20306 and 20309 continued their tour with the Weedkilling Train, departing Carnforth and heading for Kirkby Stephen via Helifield.

Rail operations in Cornwall were not helped on the morning of the 6th with First Great Western's 09.04 Penzance - Paddington service was declaired a complete failure on arrival at Par.

In a remarkable move, Cotswold Rail Class 47/0 No. 47200 spent the early part of the

BELOW: The privately-owned 'Hastings' DEMU No. 1001 made a special timing run from Hastings to Eastbourne on 3rd July. The train is pictured approaching Pevensey & Westham. DON BENN

Charter Workings

2nd July

47854 & 31452	1Z50 06.12 Leeds - Edinburgh
	1Z25 17.50 Edinburgh - Leeds
47826 & 47145	1Z51 06.48 Leeds - Edinburgh
	1Z26 18.54 Edinburgh - Leeds
67005	1Z62 05.50 Bristol - Carlisle (Steam from Preston)
	1Z63 15.30 Carlisle – Bristol (Steam to Preston)
55019	1Z55 05.20 Preston - Salisbury via Havant
	1Z95 15.53 Salisbury - Preston via Havant
67025	1Z71 06.32 Liverpool LS - Kensington Olympia
	1Z84 19.30 Kensington Olympia - Liverpool LS

3rd July

67030	1Z55 11.05 Edinburgh - Birmingham New Street
67015	1Z56 12.10 Edinburgh – Crewe

4th July

31602 & 47851	St. Austell - Saltburn

5th July

31190 & 31462	1H82 14.24 Edinburgh - Keith (RS)
67030	1Z27 Bath Spa - Bath Spa (NB)

6th July

31190 & 31462	1H83 08.00 Keith - Kyle of Lochalsh (RS)

7th July

31190 & 31462	1H84 09.45 Kyle of Lochalsh - Carrbridge (RS)
67025	1Z82 06.30 Manchester – Kensington Olympia (NB)
	1Z83 Kensington Olympia – Manchester (NB)

8th July

31190 & 31462	1H86 13.10 Aviemore - Stirling (RS)
57311	1Z98 13.00 Stirling - Euston

Notes:

(NB) Northern Belle (RB) Royal Scotsman

week outbased at Polmadie depot in Scotland. On 6th July, the locomotive worked 1Z95 Shieldmuir RMT - Aberdeen postal trip, with 325005. The pair returned from Aberdeen on the 7th July as 1Z96 11.30 Aberdeen - Shieldmuir RMT.

On 7th July, EWS Class 37/4 No. 37417 worked 6N71 12.25 Linkswood - Mossend tanks, whilst the same afternoon found WCRC Class 37/1 No. 37197 Loch Laidon heading north from Carnforth to Craigentinny.

The evening of 7th June DRS Class 37/6 No. 37602 and 37608 were utilised to work 4Z10 18.06 Derby RTC-Derby RTC via Birmingham.NS. The same evening saw Class 90 No. 90021 head north on the West Coast Main Line with 5Z98 Preston - Polmadie. The train formed 1Z98 13.00 Stirling - Euston the following day, powered by Class 57/3 No. 57311.

CORRECTION

We inadvertantly managed to miss the key off last week's Charter Workings table, apologies for this. The * workings related to those run for the Three Peaks Special.

ABOVE: While 'Edenex' trains to Par to allow passengers to visit the Eden Project remain popular, the weekend of 1st-4th July saw West Coast Railway Company operate a weekend charter from Saltbury-by-the-Sea. The train headed south on the 1st July, returning north on the 4th. Here WCRC Class 47/8 No. 47851 Traction Magazine leads the train back north on 4th July over Hemerdon Bank. Attached to the rear was FM Rail Class 31/6 No. 31602. The train was serviced at Plymouth during its weekend stay in the west. C. Wall

BELOW: Photographs of freight services on the Midland Mainline are not all that common. Here Class 60 No. 60026, still wearing the original EW&S colour scheme, approaches Luton Airport Parkway on 4th July with a southbound aggregates working. Richard Tuplin