The Railway Herald

19 August 2005 No.16

The complimentary UK railway journal for the railway enthusiast

In This Issue

EWS Class 37 damaged in runaway

Last loco-hauled Gatwick Express

French Type 5s : Photo Feature

plus Notable Workings and more!

The Railway Herald

Issue 16
19 August 2005

Editor's comment

Welcome to the latest issue of Railway Herald.

Apologies are offered from the editor for the lack of a Railway Herald over the last couple of weeks. Unfortunately there are other projects underway at the moment which has resulted in a less time available for the production of Herald, but I feel confident that we should now be able to return to our weekly schedule.

Please do feel free to pass the journal on to any friends or colleagues who you think would be interested. All of our back-issues are available from the website.

We always enjoy hearing from readers on their opinions about the journal as well as the magazine. 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 *editor@railwayherald.co.uk*

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 subscriptions@railwayherald.co.uk 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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Contents

Newsdesk 3

All the latest news from around the UK network. Including launch of Class 350 'Desiro' EMUs on Silverlink, Hull Trains names second Class 222 unit and Ribblehead Viaduct memorial is refurbished.

French Type 5 action 8

Railway Herald is firmly dedicated to reporting the news and events from the UK railway scene, however a couple of our contributors have, in recent weeks, visited the construction sites in France where UK Class 56s and 58s are working.

Rolling Stock News 11

A brand new section of Railway Herald, dedicated to news and information on the UK Rolling Stock scene. Included this issue are details of Network Rail's new Dynamic Track Stablizer, which is now being commissioned.

Reviews 13

A new 'occasional' column, looking at new products from the railway industry, covering everything from mouse mats to books and DVDs.

Notable Workings 13

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

How you can help...

We are being continually asked how readers can get involved with The Railway Herald. We welcome readers contributions for the journal in both pictorial and written formats.

Contributions are welcome for all our pages, especially our news and notable workings columns and should be sent to the editor, by e-mail at *editor@railwayherald.co.uk*

New address

Please note our new editorial e-mail address. All submissions, both written and pictorial should now be sent to: *editor@railwayherald.co.uk*

FRONT COVER: Problems with Class 220 No. 220001 lead to the set being dragged back to the Bombardier depot at Central Rivers for repair. With motive power supplied by Freightliner's Class 47/0 No. 47197, the ensamble approaches Central Rivers on 1st August. JOHN WHITEHOUSE

BELOW: In conjunction with the tall-ships event at Newcastle, several charter services operated from various locations on 26th/27th July. One of the return trips, powered by FM Rail Class 47/7 No. 47709 is caught by the camera at Durham. The train was 1Z49 17.49 Newcastle - St. Albans on 27th July. KARL SHERMAN

Runaway damages Loch Rannoch

EWS Class 37/4 No. 37408 Loch Rannoch was badley damaged on 1st August when it collided with a set of stock at Rhymney.

The locomotive had arrived at Rhymney with the last of the evening commuter services and had been stabled in the headshunt, after propelling the stock into large logo liveried Class 37/4 No. 37425 in the carriage sidings, as booked.

At some point following this, the brakes released on No. 37408 causing the locomotive to runaway and collide with the stock in the carriage siding.

One Mark 2 (Arriva Trains liveried No. 6124) was badly damaged in the accident along with celebrity Class 37 No. 37425, which has suffered a bent buffer beam. The later locomotive is reportedly to be repaired at Corus Port Talbot and returned to service in the immediate future, but No. 37408 has been withdrawn and placed into the WNTR pool.

The damage sustained to it being to bad to repair, Loch Rannoch was removed from Rhymney by road on 8th August, being taken to Toton for assessment.

In the meantime, with the Rhymney Valley service being a locomotive down, Class 47 No. 47839 was hired in from Riveria Trains. The locomotives first duty was 2R42 17.11 Cardiff Central - Rhymney service on 8th August.

Further problems for loco-hauled services on the Rhymney Valley were encountered overnight on 17th/18th August, when No. 47839 was vandalised whilst at stabled at Rhymeny overnight. The locomotive has since been moved to Canton Sidings at Cardiff.

EWS are attempting to return their ETS fitted Type 3 fleet to the required numbers, with the reintroduction of 37419, which has been in store at Margam in the WNTS pool, to WKCK pool.

The locomotive underwent ultrasonic testing on 8th August and was back in traffic on the 11th August, working 2V07 Rhymney-Radar.

Also returned to service is No. 37421, which had been stored at Motherwell depot in Scotland. The locomotive has undergone a B exam in preparation for its 'apparent' movement to Margam in South Wales.

ABOVE: Standing in as a replacement for the non-availability of Class 37/4 traction, Riveria Trains No. 47839 approaches Pontlottyn, towards the northern end of the branch, with the 2R38 16.50 Cardiff to Rhymney service on 11th August. James Rose

BELOW: The accident damaged Class 37/4 No. 37408 Loch Rannoch stands at Rhymney on 2nd August, awaiting onward movment by road transport to Toton Depot, the damage to the loco being too severe to allow a rail move. Nick Wilcock

Farewell to Class 73s on Gatwick Express

Gatwick Express bid farewell to its Class 73 fleet on 28th July, when Class 73/2 No. 73202 and 73208 powered the final loco-hauled Gatwick Express service.

The Gatwich Express service dates back to 1984, when the Intercity business sector took over the operation. With huge growth in operations at Gatwick Airport, the Southern Region and latterley InterCity were keen to further exploit the market between London and Gatwick, with this in mid the Airport Express operation was set up in the early 1980s, culminating in the total recast of the Victoria-Gatwick operation from May 1984. For this a fleet of specially modified Mk2s were adapted and formed in two and three car Class 488 formations.

Motive power was provided by the Class 73 fleet allocated to Stewarts Lane and a modified 2HAP DMBS, adapted as a GLV, the GLV provided driving controls at the opposite end of the train to the Class 73 and retained its 500hp traction equipment.

ABOVE: With Class 73/2 No. 73202 Dave Berry leading, the 13.50 Gatwick - Victoria sets out from Gatwick Airport on 28th July. PATRICK SEALE INSET: The nameplate now fitted to Class 73/2 No. 73202. COLIN J. MARSDEN

Originally the service was operated by eight train sets formed of a Class 73, 8 class 488 vehicles and a GLV. The Class 73 was drawn from the general pool of Class 73/1s and was not modified for its new use.

After a very short time, serious power problems were identified, resulting in several serious fires on Class 73 bogies, caused by the locos entering third rail 'gaps' while still drawing huge power levels.

To overcome this major modifications were carried out to originally 13 and later 14 locos at Stewarts Lane and Selhurst, resulting in the formation of the Class 73/2 sub-class. These locos were numbered in reverse order to the 73/1 fleet, ie the lowest numbered 73/1 became the highest numbered 73/2. The additional loco for the operation became Class 73/2 No. 73235.

From 1984 the Class 73 and Class 488, 489 sets operated the 15min interval 30min duration service between the Capital and Gatwick Airport from 05.00 until 23.00 daily.

The final week of Class 73s started with the naming of No. 73202 Dave Berry, after one of the longest serving fitters at Stewarts Lane depot, in a private ceremony.

On 28th July, Class 73 Nos. 73202 Dave Berry and 73208 worked the 13.00 Victoria - Gatwick and 13.50 Gatwick - Victoria services, both locomotives being in pristine condition and carrying headboards identical to the one that was carried on the first day.

No. 73202 is to remain in traffic with Gatwick Express as the thunderbird locomotive based at Stewarts Lane.

RIGHT: A look back to the early days. Class 73/1 No. 73123 Gatwick Express, named for the launch of the service, departs from Clapham Junction on 14th May 1984, the first day of operation, with the 12.30 Victoria - Gatwick service. COLIN J. MARSDEN
BELOW: Class 73 No. 73202 approaches Salfords on the return working. CHRIS NEVARD

Wabtec unveils last Class 465/9 set

The final Class 465 EMU to be put through the current refurbishment programme for Angel Trains & South Eastern Trains was rolled out to works staff, invited guests and the railway media on 16th August.

A total of 28 four-car Class 465 EMUs have past through the works, undergoing a full internal refurbishment to a precise set of requirements.

The scope of the refresh encompassed the creation of a new interior colour scheme that reflected South Eastern Trains Class 375 units, together with creation of a first class area in each driving car and the provision of two wheelchair spaces in the TSOL vehicle.

With the final Class 465 units now having been handed back to South Eastern Trains, attension within the works is focusing on the next project, the refurbishment of the Angel Trains Class 317 EMUs, a contract which is worth nearly £10 million to Wabtec Engineering.

A total of xx units will pass through Doncaster, comprising of xx Class 317/3s, xx Class 317/5s and xx Class 317/7s.

ABOVE: The final Class 465 EMU to receive its internal refurbishment at Doncaster Works is seen shortly after breaking through a commemorative paperbanner. All of South Eastern Trains' Class 465/2s have now been refurbished and renumbered in the 465/9 series. RICHARD TUPLIN

Also in progress within the works are the C4 and C6 overhauls of numerous DMU vehicles, including Class 150s, 153s, 156s and 158s for Porterbrook Leasing and Angel Trains.

The company are also handling the refurbishment and repainting of the Mark 3 DVT vehicles and Buffet Cars for one Anglia, in addition to the company's ongoing wagon work.

On area that is being scaled down however, is that of Wabtec's shunter hire fleet as the company believes that its way forward should be in the maintenance and overhaul business rather than in the locomotive hire industry.

BELOW: Having undergone a mechanical overhaul, Central Trains Class 150 No. 150009 stands in the workshops at Wabtec Doncaster on 16th August. As part of the overhaul the unit has been repainted in the latest Central Trains livery and was awaiting the application of branding and logos before being released back to traffic. RICHARD TUPLIN

Cotswold gain HST sets

Cotswold Rail have announced that they are to take over the lease of four HST power cars and two rakes of Mark 3 HST trailers from the end of the summer season.

The power cars involved are Nos. 43070, 43087, 43193 and 43196, all of which are currently in use with Virgin Trains on a Summer Saturday.

All four power cars require overhaul, which is likely to be undertaken at Brush Traction, and will be repainted into silver livery.

All four power cars are to receive traditional railway names.

Two dead in CTRL fire

Two people have been killed after a fire broke out in one of the tunnel sections of the Channel Tunnel Rail Link.

The fire happened around 19.15 on 16th August about 1,300 yards in to the Thames tunnel, currently under construction for the second phase of the Channel Tunnel Rail Link.

Ten appliances, a command support unit, water unit and foam unit fromKent Fire and Rescue Service attended the fire which had broke out onboard a loco near to Swanscombe.

Engineers are now assessing the damage caused to the tunnel by thefire. It is not thought that the fire has caused major damage any of the tunnel walls.

At the time of the blaze, the locomotive was hauling one of the two trains that were in the tunnel, which itself is currently being fitted out with signalling and the associated cabling.

EWS Class 66 runs away at 60mph

Class 66 No. 66057 was involved in an incredible runaway incident on Sunday 7 August whilst engaged on engineering duties at Blake Street near Lichfield.

The locomotive is reported to have reached speeds of up to 60mph as it careered for nearly ten miles before being subject to a controlled derailment just beyond Alrewas Level Crossing Signal Box. The locomotive was re-railed later that day.

The line from Blake Street runs downhill for around three miles to Shenstone, which is followed by a couple of miles of climbing to the outskirts of Lichfield. There is some local surprise that the locomotive was able to get so far, as en route it negotiated a tight curve on the approach to Lichfield City station as well as demolishing two sets of crossing gates protecting minor roads between Lichfield and Alrewas.

Had the locomotive been allowed to proceed any further, it would have reached the main Birmingham to Derby line at Wychnor Junction less than a mile from the derailment site.

Class 322s to Scotland and a 321 for Leeds!

First ScotRail have signed a lease on the five Class 322 EMUs, that were dispatched south earlier in the year.

The lease means that all five units will now go through a C6 overhaul at Kilmarnock and will be in traffic on the Edinburgh - North Berwick services until at lease 2010.

No. 322484 had previously been on lease to Northern Rail and worked services between Leeds and Doncaster. That unit has now been returned to Ilford and will be heading for Scotland shortly. In its place, one of the Class 321/3 units from Great Eastern will supplement the existing three Class 321/9 units.

Direct Rail Services 'Tractors' visit Hull!

ABOVE: **A pair of DRS Class 37/6 locomotives operated a special Carlisle to Hull Docks freight service on 15th August. Class 37/6 Nos. 37609 and 37610 The Malcolm Group are seen the following day at Colton Junction with the empty service heading back to Carlisle.** WARREN ARMSTRONG

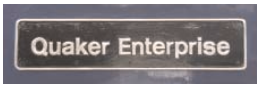
HST named after Quaker movement

First Great Western named HST Power Car No. 43135 Quaker Enterprise on 22nd July.

The naming was in recognition of the contribution made by the Quaker movement to the early developement of the UKs railways.

The power car was named at a ceremony at Bristol Temple Meads station in front of 120 guests including many members of two historic Quaker families, the Clark and Sturge families, who played a significant role in Quaker enterprises in the Bristol region.

BELOW: The nameplate carried unveiled on 43135. CHRIS PERKINS



Chiltern route reopens after Gerrards Cross tunnel collapse

The route through Gerrards Cross is to fully reopen to traffic from 22nd August.

The route has been closed for several weeks after a tunnel, constructed over the line to allow supermarket chain Tesco to construct a stored on top, collapsed onto the railway on 30th June.

In recent weeks, contractors working for Tesco have removed around 25,000 tonnes of earth and a section of the tunnel.

Engineers initial view is that it was the earth loading sequence above the tunnel that the cause of the collapse. The actual cause is still under investigation by the Health & Safety Executive.

The long term viability of the Tesco store however is still in doubt including whether or not the section of the store which has already been constructed will be allowed to remain. Although the tunnel structure has been declared fit for rail traffic to resume, much evaluation work remains to be completed before the remaining questions can be answered.

The route reopened for a partical Chiltern Railways service from 20th August.

West Anglia route blocked

The West Anglia main line is to be closed for eight days for engineering work.

The track renewal work means that the railway between Cambridge and Bishops Stortford will be closed between 22 – 30 October and will affect all trains to or from King's Lynn and Cambridge to London Liverpool Street.

All 'one' train services between Cambridge and London will start or terminate at Bishops Stortford with replacement coach / bus services running between Cambridge and Bishops Stortford and vice-versa.

Intermediate stations between Cambridge and Bishops Stortford will also be served by replacement coach / bus services.

Extra services for Edinburgh Festivals

First ScotRail are running several late night train services during the Edinburgh festivals back to Glasgow from Edinburgh for the benefit of Festival goers.

Departing Edinburgh early on Friday, Saturday and Sunday mornings, the services will operate through to 3rd September. Trains will depart Edinburgh at 00:01 and 00:30 calling at Linlithgow, Polmont, Falkirk High, Croy and Lenzie.

An additional service between Edinburgh and Stirling will also run on 21 and 28 August, departing Edinburgh at 23:20 and calling at all stations except Edinburgh Park. This service will allow passengers to travel further north by connecting into the 00:10 Stirling to Perth service.

Coal traffic starts from Ellesmere Port

Freightliner Heavy Haul have commenced operations out of Ellesmere Port.

The company are moving imported coal to Fiddlers Ferry Power Station at Warrington.

Two trains each day leave the Port bound for Warrington, each being double headed due to the curvature of the line and the grade out of the docks.

EWS are also moving coal to Fidlers Ferry from Portbury Docks near Bristol. Currently two trains a day are operating.

New London Gateway?

On 20th July, the Transport Minister Derek Twigg announced that he was inclinde to approve proposals for a new London Gateway container port at Shellhaven, Thurrock.

The proposals from P&O are for a new container port, with facilities for ro-ro and bulk traffic on the former Shell oil refinary site.

The suggestions also include the provision of a commercial and logistics centre.

ABOVE: The EWS Enterprise service from Eastleigh to Wembey (6M44) has seen increased traffic recently as the train now carries china clay products from the South West. The traffic was previously conveyed on the Mondays Only Tavistock Junction (Plymouth) to Wembley service, which has now been discontinued. EWS Class 66 No. 66168 passes Virginia Water on 25th July with 6M44 bound for Wembley Yard. CHRIS NEVARD

New equipment for Freightliner

Freightliner showed off the first of twenty seven new internal container handling vehicles in Manchester on 19th August.

A fleet of 27 laden reach stackers, empty lifters and internal movement vehicles will replace existing equipment across the whole of Freightliner's network of terminals and each one carry Freightliner's corporate yellow and green colours, instead of the supplier's, CVS Ferrari, more usual red livery.

The new handling equipment brings additional benefits. Their yellow livery represents Freightliner's commitment to operating machinery safety by making the machines very visible. The 'green' aspects are reflected within the environmental benefits gained over the company's existing equipment. All the engines across the range are a lean burn type, which means their fuel consumption is reduced and they produce extremely clean exhaust emissions. They are also less noisy because they do not require a high engine speed in order to achieve a heavy lift.

Alloa line back on track

Tavish Scott MSP announced on 18th August, that the Scottish Executive would fund the extra £27.6m required to complete the Stirling-Alloa-Kincardine rail link.

The route allow coal trains to Longannet Power Station, near Kincardine, to be diverted away from the Forth Rail Bridge.

Work will recommence in September and the line should open in Spring 2007.

LEFT: A lack of motive power on 19 August found a pair of Class 67s employed on Midland Region coal traffic. Nos. 67007 and 67013 worked 4T17 07.40 Toton Yard - Daw Mill, before returning with 6A17 13.10 Daw Mill - Ratcliffe service, with 20 HTA hoppers in tow. The train, weighing in excess of 2,000 tonnes is seen approaching Toton Junction bound for Ratcliffe Power Station. CRAIG ADAMSON

The French Type 5s!

Deep in Northern France, several Class 56 and Class 58 locomotives are being used on the construction of the new high speed TGV Est line, which will link Paris with Strasbourg when open. We take a photographic look at the locos in action.

The French Type 5s!

Currently there are 23 Class 56 locomotives and 19 Class 58s involved in the construction of TGV Est line, for either Fertis, TSO or SECO, all of which received attention at UK workshops before being shipped via the Channel Tunnel to their new temporary home in France.

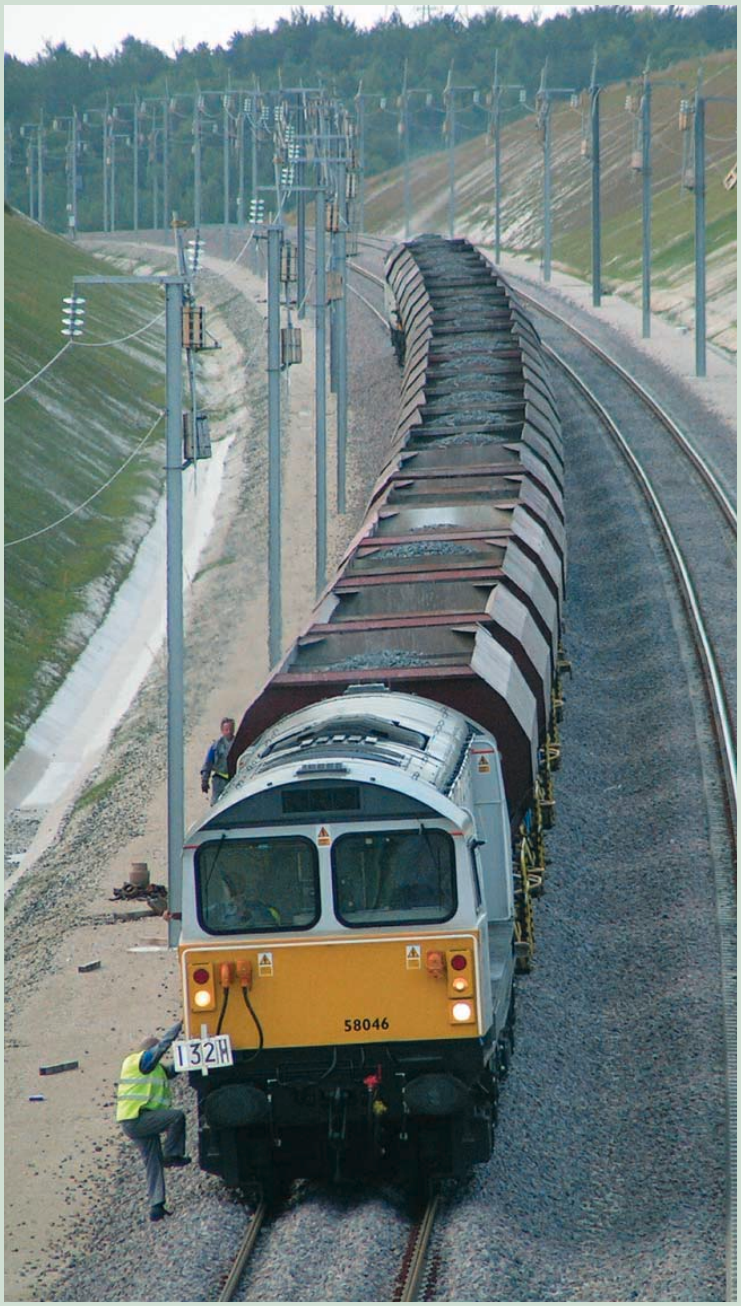
All locomotives have been reliveried, mainly into the silver colours of Fertis, but four Class 58s do carry the yellow colours of TSO, whilst a further four 58s have been painted in the orange colours of SECO.

ABOVE LEFT: Four Class 56s on the same train! Nos. 56106 and 56090 lead a ballast train through Lucy le Bocage on 21st July, with Nos. 56117 and 56118 on the rear end of the train. CRAIG ADAMSON

LEFT: SECO Rail liveried Class 58 No. 58007 is pictured in charge of a track train at Bouy on 20th July. CRAIG ADAMSON

ABOVE: With track laying on the route now well advanced, one of the main types of trains in use are the ballast services. The difference in UK and European loading gauges between the locomotive and the wagons is not particularly evident in this view of Class 56 Nos. 56058 and 56051, as they descend the 'bank' into Ocquerre base. IAN HARDY

RIGHT: The steepness of the gradents on TGV lines is demonstrated in this view of Fertis liveried Class 58 No. 58046 at Les Petites Loges with another ballast train on 20th July. CRAIG ADAMSON



EWS Locomotives on French TGV Est Construction

Class 56

56007	56049	56069	56090	56104
56018	56051	56071	56091	56105
56031	56058	56074	56094	56106
56032	56059	56078	56095	56115
56037	56060	56081	56096	56117
56038	56065	56087	56103	56118

Class 58

58004	58011	58021	58034	58047
58007	58015	58027	58035	58049
58009	58016	58032	58040	58050
58010	58018	58033	58046	

The French Type 5s!

ABOVE: Bringing up the rear of one of the numerous ballast trains is Fertis liveried Class 56 No. 56060, seen here at Bouy on 20 July. CRAIG ADAMSON

LEFT: A line up of Class 58 motive power on depot at St. Hilaire. From left to right are 58047 (in TSO yellow), 58046 and 58004. IAN HARDY

1960s technology to the aid of 21st Century DMU!

ABOVE: Virgin's Class 220 No. 220001 suffered damage to a bogie in late July which required it to be hauled at low speed back to Central Rivers for repair. Freightliner supplied grey liveried No. 47197 for the move, which is seen near Saltley on the 1st August. In the background is Freightliner's Lawley Street contianer terminal and the new 'modern-style' signalling centre for the West Coast Main Line. NEVILLE LEE

Class 60s return as pool increases to 38!

After several weeks of gradual run-down, the number of Class 60s in traffic with EWS has started to increase.

At its worst, the two live Class 60 pools, WCAN and WCBN (the latter denoting locomotives with a higher capacity fuel tank) contained a combined total of just 24 locomotives!

At the time of going to press however, work on the stored locomotives is underway and fourteen Class 60s have now been returned to traffic. The active members of the fleet, as of 21st August (in both pools) 60001, 60003, 60005, 60010, 60012, 60013, 60017, 60018, 60020, 60022, 60028, 60030, 60031, 60033, 60036, 60046, 60047, 60049, 60053, 60056, 60059, 60061, 60063, 60065, 60067, 60072, 60074, 60075, 60079, 60080, 60082, 60083, 60086, 60089, 60094, 60099.

86101 Preserved

Class 86/1 No. 86101 Sir William A Stanier FRS has been preserved by the AC Locomotive Group.

The locomotive is currently stored at MoD Ashchurch, but the group hope to return it to main line service.

Pool Changes

Freightliner have introduced three new locomotive pools for their Class 66 fleet.

The reasoning behind the move is to easily identify which locomotives have been modified to allow them to change onto a new system of engine examiniation. The modification surrounds the lubrication of cylinders, to prevent the engine from sezing.

Currently all locos must undergo a 48 hour exam, whether they move or not.

The new pools are DFHG (Heavy Haul), DFIM (Intermodal) and DFNR (Network Rail Infrastructure)

First Class 87 locomotive in Cotswold Silver colours

ABOVE: Class 87 No. 87007 is pictured at Rugby, whilst working 0Z87 Oxley to Norwich via Willesden, the day after release from Wolverhampton Oxley following its repaint. RAILFOTO

ABOVE: Cotswold's Class 47/8 No. 47818 is pictured passing Harrow & Whealdstone on 17th August with 5N80 10.30 Derby Litchurch Lane - Norwich Crown Point. The train was conveying overhauled and refurbished Mark 3 stock from Bombardier Transportattion at Derby. JON BRADLEY

Clear out at Wigan CRDC begins

The clear out of EWS's Component Recovery and Distribution Centre at Wigan Springs Branch depot has commenced in earnest.

Following the initial tender document no less than 37 locomotives have been sold, the majority for scrap.

It is understood that C F Booths have purchased 24 locos, with the remaining 13 going to Harry Needle Railroad Company (8), TJ Thompson (2) and to private owners (3).

The first locomotives have already left the site at Wigan. The most interesting departure, being that of 56029, which has moved to Brush Traction at Loughborough.

The respective owners of the locomotives, several of which have been heavily strippped during their time in store at Wigan, are believed to be as follows, *with thanks to Ian Furness:*

C F Booth 37040 37071 37074 37162 37185 37298 37370 37376 37686 37697 47146 47217 47241 47328 47536 47566 47576 47624 47725 47762 56004 56036 56121 56132

HNRC 37010 37131 37170 47764 47768 47779 56029 56034

Private Sales 37711 37715 47765

TJ Thomson 47474 47519

Accident power car scrapped

HST power car No. 43019, which was badly damaged in the Ufton Nervet accident has been cut up at Simms Metals, Beeston.

The power car which had previously been at Crewe Works, was move to Beeston near Nottingham during July.

Class 37s for sale on ebay!

In recent months, the online internet auction site, eBay has sold a wide variety of items.

Currently however, two Class 37 locomotives, in 1:1 scale are for sale!

The locomotives concerned are 37198 and 37275, currrently based at Leeming Bar on the Wensley dale Railway. The Both locomotives havea starting bid of around £20,000.

37198 is in full working order!

BELOW: Like the Class 450 'Desiro' EMUs now in traffic with South West Trains, the Class 350 overhead versions, destined for operation with Central Trains and Silverlink County have been moved from the Wildenrath Test Track in Germany to the UK via the Channel Tunnel. EWS Class 92 No. 92006 hauls Class 350 No. 350116 as part of a northbound Enterprise service past Sevington on 19th July. PATRICK SEALE

ABOVE: Direct Rail Services provided two Class 37 locomotives for Pathfinder Tours 'Celtic Freighter' charter. The Type 3s powered the train (with top 'n' tail assistance from a Class 66 in Scotland) from York to Glasgow Central and then on to Carlisle. Here Class 37/0 Nos. 37029 and 37229 descend Barrhead Bank near Glasgow. BOB AVERY

The Avonmouth – Wembley Enterprise service was powered by Class 67 Nos. 67015 and 67017 on 15th July, whilst in London, Freightliner's Class 47/8 No. 47830 was provided to drag Class 365 No. 365512 from Ferme Park to Chart Leacon depot (5X65) for tyre turning. Class 67 No. 67028 was employed on 5X47 moving Class 508 No. 507015 from Eastleigh Works to Birkenhead Depot the same day, whilst on the East Coast, classmate No. 67003 was used to drag an entire HST set (with power car Nos. 43039 & 43118) from Ferme Park to Edinburgh Craigentinny (5G54). Class 66 No. 66120 was used to power the final loaded Furzebrook – Hallen Marsh LPG tanks on 15th July, whilst in Scotland DRS Class 66 No. 66408 was utilised on the Grangemouth – Elderslie container working.

On the Southern Region, a 8-Car VEP set stood in for a pair of Class 375 EMUs on one diagram that included 2W96 19.58 Ramsgate – Charing Cross service. That evening, EWS Class 66 No. 66036 was provided to work 5Z66 15.52 Old Oak Common CS – Birmingham International empty stock move in preparation for working Pathfinder Tour's 'Celtic Freighter' charter to York and Network SouthEast liveried Class 87 No. 87012 The Olympian was provided to power two Class 325 units on 1S92 20.28 Warrington – Willesden Railnet GBRf postal service.

Overnight on the 15th/16th July Class 67 No. 67030 was used to move the empty coaching stock for Past Time Rail's tour to Pwllheli from Old Oak Common to Bristol. On arrival at Temple Meads, Class 37 Nos. 37406 and 37416 took over as motive power. Problems during the day however, saw 37406 return to Bristol on its own, with 37416 remaining at Machynlleth and finally moving to Bescot on 19th. During the early hours of 16th July, the 'Celtic Freighter' charter changed motive power at York, with DRS Class 37 Nos. 37229 and 37029 taking over for the run to Glasgow and eventually Carlisle. From here EWS Class 92 No. 92027 took the train forward to Crewe, where Class 66 No. 66232 took over for the return run to Birmingham.

In North Wales, DRS Class 47 No. 47501 was provided to power Virgin Train's 1D25 19.46 Crewe – Holyhead service, departing from Crewe around 60 minutes late. The Summer Saturday HST services continued with Nos. 43059 and 43060 working 1V29 07.00 Manchester Piccadilly – Newquay service, which due to engineering works was diverted via Warrington Bank Quay on the 16th July. GNER supplied Nos. 43038 and 43113 for the

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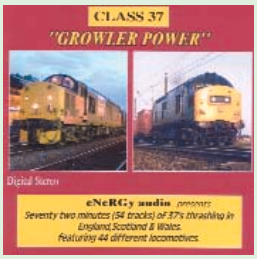

Class 37 'Growler Power'

Audio CD : 70 minutes

Produced By: Energy Audio, 43 Fairfax Avenue, Newark, Nottinghamshire. NG24 4PQ

Price: £8 including postage.

This Audio CD follows the Class 37 locomotives in action on a wide variety of duties between June 1999 and July 2005.

Unlike a video or DVD programme, an audio CD only has one feature with which to entertain its listeners, sound.

This product excells in that. Your reviewer was entertained throughout the full 66 minute running time of the disc. All tracks have been digitally recorded using digital stereo audio equipment.

All of the different Class 37 sub-classes are featured on trains such as weedkiller and sandite services, providing assistance and rescue, on general freight and on regular and charter passenger services.

The types of recording vary as well from lineside sound to on-board the train and even a couple of tracks with a microphone in the cab! Overall a very entertaining product and well worth £8!

ABOVE: Class 92 No. 92034 passes Carpenders Park, North London on 29th July with 6A42 Bescot - Wembley Yard. Dead in tow within the consist are Class 92 No. 92008 and Class 37 No. 37401 Mary Queen of Scots. JOHN PATSTON

RIGHT: Class 47/8 Nos. 47853 and 47812 are seen at Winwick Junction, north of Warrington on 14th July with 1Z40 London Euston - Wigan 'Footex' Charter.

10.32 Paignton – Newcastle service meanwhile Wessex Trains supplied Class 150 No. 150234 and Class 143 No. 143619 for a Cardiff to Paignton service! The Hertfordshire tour of the 16th, utilising all GBRf traction for a run around London and the West Midlands, used Class 66/7 No. 66715 from London Victoria to Stafford where No. 87012 took over to Mitre Bridge, with Class 73 Nos. 73204 and 73207 covering the final leg back to London Victoria. Class 67 No. 67020 was provided to drag Class 377 Nos. 377118 and 377136 as 5X15 Derby to Selhurst depot the same morning while No. 67018 found employment on an evening Manchester – Manchester Northern Belle evening diner train. Class 60 No. 60046 was utilised on infrequently operated 6G66 12.40 Redcar – Rylstone Tilcon aggregate service.

On 17th July, DRS Class 47/4 No. 47501 was provided to work 16.09 Holyhead – Euston as far as Crewe. Following the several days of operating special services for the golf at St. Andrews, FM Rail worked its Class 47s and Mark 2 stock back to Derby from Bo'ness on 17th July. The formation, running as 5Z60 12.00 Bo'ness – Barrow Hill, was Class 47 Nos. 47832 and 47712 and Class 31 No. 31452, then twelve Mark 2 coaches, followed by Class 47 Nos. 47703 and 47709!

EWS Class 90 No. 90023 was provided to work 1B42 11.06 Wolverhampton – Euston service on the 18th, whilst Class 67 Nos. 67027 and 67019 were in use on a Serco Railtest duty around Yorkshire & Humberside. Classmate No. 67030 was employed on the Avonmouth – Wembley enterprise service, which also conveyed Fertis liveried Class 56 No. 56094, bound for France via Wembley and Dollands Moor. Freightliner's Class 47/3 No. 47303 was used to work 4Z84

BELOW: Summer Saturdays have seen a Midland Mainline HST set on hire to Virgin Cross-Country working a Manchester - Newquay diagram. On 16th July, power car Nos. 43060and 43059 cross Goss Moor (between Roche and St. Columb Road) with 1M28 15.22 Newquay - Manchester Piccadilly service. STACEY THEW

Crewe to Tilbury container service the same day. Staying with the first generation diesel traction and Class 31 No. 31128 was used to move Network Rail Mark 2 test coach No. 977337 from Derby to Edinburgh Craigentinny on the 18th July. The train ran north as 5Z20 07.45 from Derby RTC.

The GBRf operated North Walsham to Harwich Parkeston Quay service was in the hands of Medite black liveried Class 66/7 No. 66709 that afternoon, whilst Class 66/9 No. 66951 was used to pilot Class 66/6 No. 66608 throughout on 4L36 Garston – Dagenham automotive service. In South Wales, large logo Class 37/4 No. 37425 was provided as motive power for a series of additional passenger services over 18th-20th July from Cardiff to Llandrindod Wells for the Royal Welsh Show.

On the Southern Region, Nos. 3903, 3912 and 3489 were all withdrawn from service on the 18th July, moving to Newhaven Marine that afternoon for storage. Freightliner Class 66/5 No. 66561 was employed on the Marches line the same evening, working 6Z56 Moreton-on-Lugg to Dagenham Docks stone train. Network Rail's yellow liveried NMT HST set arrived at Derby during the evening of the 18th, with Nos. 43154 and 43067 at the helm. Also in the consist was the new pantograph vehicle, No. 977993.

The early hours of 19th July, found DRS Class 37 Nos. 37602 and 37608 in Taunton! The pair were employed on 4Z08 test train from Bristol St. Philips Marsh to Gloucester, via Taunton. The same day saw historic traction on Freightliner Intermodals services, when Cotswold Rail Class 47/7 No. 47714 and Freightliner's No. 47303 worked 4Z43 10.00 Tilbury – Birmingham Lawley Street container service!

Also in action instead of the booked traction, Class 90 No. 90040 worked the loco-hauled replacement diagram between Birmingham New Street and Manchester Piccadilly all day. Network Rail liveried Class 31 No. 31128 returned to Derby from Edinburgh Craigentinny with a Mark 2 coach and HST Power Car No. 43062 in tow.

Class 66 No. 66243 was provided to work 6Z18 13.27 Avonmouth – Stoke (Marcroft) service, conveying the redundant LPG tanks that were previously used on services to Furzebrook.

DRS Class 33s continue to see action on the Folly Lane chemicals service, Nos. 33025 and 33030 being used on the 19th. A pair of EWS Class 66 locomotives were used the same day on 1Z14 Doncaster – Doncaster Serco service, running via York, Scarborough, Bridlington and Hull Hedon Road.

Class 322 No. 322484 (see Newsdesk) moved north from Ilford to Neville Hill on the 19th via Stratford and Finsbury Park. Staying with multiple units and Hastings DEMU No. 1001 was pressed into action the same day due to Southern's Class 171 No. 171727 being out of service. Freightliner's 4M26 Dagenham – Garston automotive service was in the hands of Class 66/6 No. 66607, with Class 47 No. 47830 and Class 66/9 No. 66952 dead in tow, while EWS Class 60 No. 60017 found employment on the daily Drax – New Biggin gypsum train.

GBRailfreight operated Class 87 No. 87019 Association of Community Rail Partnerships was used on the 19th to power 1S96 Willesden – Sheildmuir postal service. Class 67 No. 67012 was used to move two rail cranes from Toton to Nottingham Eastcroft depot the same afternoon while classmate No. 67027 was used for 6D65 Doncaster – Immingham morning Enterprise service, returning with 6D66 back to Doncaster Belmont Yard.

In Scotland Freightliner operated a cement service from

ABOVE: Network Rail's New Measurement Train has now had its additional coach, the Development Coach, inserted into the formation. The train is pictured, with No. 43067, bringing up the rear at Harpenden on the Midland Main Line on 11th August. The Development Coach can be easily recognised by the pantograph mounted on the roof, seen here as the third coach from the rear. TIM EASTER

BELOW: In late July, Arriva Trains Wales operated an extra loco-hauled service, over several days, from Cardiff to Llandrindod Wells, providing extra capacity for the Royal Welsh Show. Motive power on all days was 'celebrity' Large Logo Class 37 No. 37425. Here the Type 3 stands at Llandrindod Wells on 21st July. JOHN WADDINGTON

ABOVE: On 18th August, EWS Class 66 No. 66191 arrives at Willesden with 6M44 Eastleigh - Wembley Enterprise service. Include within the consist is the latest Class 58 for Fertis, No. 58018. The locomotive would later to be transferred to France, via Dollands Moor and the Channel Tunnel. TIM EASTER

Oxwellmains to Ayr Harbour, using Class 66/6 No. 66615. This particular service running only as and when required, in contrast to the timetable workings to Aberdeen and Inverness.

The morning of 19th, saw GBRf Class 66/7 No. 66717 operate 6V91 Shoeburyness – Newport Docks conveying scrap EMUs Nos. 76643, 62273, 70998 and 76644 (from No. 3508), 71082 and 71091 (from No. 1884), 62403 and 71083 (from No. 1882), 62413 and 71093 (from No. 1890) and 62412 and 71092 (from No. 1889), whilst the following day, EWS provided Royal Class 67 No. 67005 Queen's Messenger as the motive power for hauling Nos. 1861, 1862 and 1863 from 5Z23 08.42 Stewarts Lane to Caerwent, whilst 67006 worked 6X46 Dagenham – Wembley car service and 67028 was used on an 'Edenex' charter to Penzance on the 20th. EWS's Class 67 fleet obviously had spare capacity it in on the 20th as Nos. 67012 and 67029 were provided for 6E02 09.45 Toton – Boston Docks steel service, the pair returned with 6M01 16.43 Boston Docks – Toton.

In Scotland, Class 67 No. 67004 was provided for the ECS movement of sleeper stock from Edinburgh Waverley to Polmadie depot. Unfortunately the locomotive was declaired a failure at Torphin, rescue being dispatched in the form of Class 37/4 No. 37425.

Cotswold's Class 47 No. 47200 The Fosse Way was used to move two Mark 3 coaches from Wolverhampton Oxley depot to MoD Longtown. Following the problems it encountered on the Cambrian railtour, No. 37416 was dragged from Bescot – Toton for repairs during the afternoon of 20th by Class 66 No. 66232. The evening of 20th found Class 92 No. 92025 working 6E93 Mossend – Doncaster Belmont enterprise service, with Class 37/4 No. 37417 dead in tow, and Class 67 No. 67027 made a rare apperance for the class on 6M31 Doncaster – Warrington enterprise service.

The morning of 21st July, found First Great Western Class 43 No. 43135 and barrier Mark 2 No. 6348 working 5Z74 07.00 Plymouth Laira – Bristol St. Philips Marsh. Meanwhile in Yorkshire, No. 37417 worked 8N08 Doncaster Up Decoy – York Engineering Yard conveying departmental stock, before returning to Doncaster light engine. In what can only be termed as a farcical move, the locomotive then returned to Scotland the same day in the consist of 6S62 21.00 Doncaster – Mossend Enterprise!

Class 47 No. 47200 having returned to Oxley after its outing

BELOW: As mentioned in the column above, Royal Class 67 No. 67005 was used to move three withdrawn 'Slam-Door' EMUs from Stewarts Lane to Caerwent on 20th August. The train is seen rounding the cuve at Magor. ROGER COLEMAN

ABOVE: Freightliner Heavy Haul's Class 66/6 No. 66614 leadas 4VEP units Nos. 3491, 3497 & 3448 through Faversham station on 3rd August 2005, whilst working 5Z52 09.49 Ramsgate – Shoeburyness. KENDAL MAY

the previous day, headed to Derby Litchurch Lane (as 5Z47) with ECS for Bombardier's refurbishment centre.

Class 37 No. 37406 worked 5Z37 09.59 Canton Sidings – Crewe Carriage Sidings via Abergavenny on the 22nd conveying four Mark 2 coaches. The locomotive then headed north as 0P69 17.06 Crewe CS – Carlisle Yard. On the Western region, Class 57/6 No. 57604 was employed on a crew training run for First Great Western from Old Oak Common to Bristol Parkway and return. The next Merseyrail EMU also returned the same day with No. 67025 working 5X47 08.42 Eastleigh RC – Birkenhead North service. Early afternoon found Super Voyager No. 221118 in trouble. The set was dragged to Longsight depot by Class 57 No. 57314.

Freightliner's Class 47/3 No. 47303 continues to see mainline work. On the evening of the 22nd July, the locomotive worked 4L43 19.35 Birmingham Lawley Street to Tilbury, returning with 4M43 00.55 Tilbury – Lawley Street during the early hours of the 23rd July.

Another charter, this time heading from London Paddington to Penzance was worked by the Diesel Traction Group's Class 52 No. D1015 Western Champion, while Fragonset Class 47/8 No. 47832 was incharge of 1Z55 06.20 Accrington – Cardiff and Cotswold Rail Class 47 Nos. 47714 and 47828 took a Compass Tours charter north from Wolverhampton to Edinburgh Waverley. Wessex Trains employed Class 31 Nos. 31601 and 31454 from Fragonset again on the 23rd to work a series of trains to Weymouth, the first being the 08.54 Westbury – Weymouth.

In the North West on 24th July, Class 90 No. 90040 plus a Mark 3 DVT set operated 1G89 16.30 Manchester Piccadilly – Birmingham NS, returning with 1H06 18.48 Birmingham NS – Manchester Piccadilly. A further Class 67 pairing was observed on the West Coast Main Line, when Nos. 67016 and 67018 powered 4C73 Crewe South Yard – Carlisle Kingmoor Yard during the afternoon, the two locos returning south with 4F64 17.55 Carlisle – Warrington Arpley timber service. The same afternoon, fGW Class 57/6 No. 57602 was called upon to drag 16.05 Paddington – Plymouth forward from Exeter due to power car problems.

BELOW: Royal Scotsman liveried Class 37/4 No. 37401 Mary Queen of Scots climbs past Friog with the 1Z38 16.30 Pwllheli - Bristol Temple Meads, Pathfinder Tours 'Snowdonian II' railtour on 30th July. RICHARD W. JONES

The Notable Workings column in our next issue will be extended to cover the period from 25th July to 26th August.