The Railway Herald

26 August 2005 No.17

The complimentary UK railway journal for the railway enthusiast

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Farewell to unrefurbished Mark 4s

Freight returns to Ridham Dock

New look for Cotswold Mark 3s

plus Notable Workings and more!

The Railway Herald

Issue 17
26 August 2005

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A brand new section of Railway Herald, dedicated to news and information on the UK Rolling Stock scene. Included this issue are details of the new look Mark 3 fleet for Cotswold Rail and a pictorial report on the new branding for EWS..

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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 the latest issue of Railway Herald.

Despite best efforts, we've not quite caught up with our Notable Workings column, but we are getting there! Apologies for this. There's no Railway Herald on 2nd September, but a 'bumper' issue will be published on 12th September with a full round-up and pictorial review of what could well be the final Crewe Works Open Weekend.

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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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: With the Class 60 fleet now being increased, the total of the two operational pools currently stands at 44 locomotives, the type are being more noticeable again across the country. Here No. 60053 Nordic Terminal, carrying the revised EWS livery, passes Bradley Junction in West Yorkshire on 8th August with the Preston Docks - Lindsey tanks. MARK ALLATT

BELOW: Freightliner's two Class 66/9 locomotives are now in daily traffic with the Heavy Haul division, their shorter-range fuel tank prohibiting use on some of the longer-distance flows. No. 66951 has seen much use in the Peak District, an area where Freightliner has recently gained several flows. The locomotive is pictured passing Earles Sidings with 6Z36 Cottam Power Station - Dowlow lime working, whilst No. 66551 awaits departure with a cement train for Weaste in the background. CHRIS NEVARD

GNER bids farewell to last unrefurbished Mark 4 set on the ECML

GNER has removed the final unrefurbished Mark 4 set from operational use.

The remainder of the company's Mark 4 fleet has now past through Bombardier Transportation's Horbury Works for refurbishment, costing around £30 million and work on the final nine coaches is now underway.

The Mark 4 fleet has travelled more than a billion miles on the East Coast Main Line and carried over 100 million passengers since first being introduced, in the Intercity Swallow colour scheme, back in 1988.

The final set to emerge from Horbury with the new Project 'Mallard' interior is due in October, just two years after the first set was launched into traffic by HM The Queen. The 'Mallard' project is the biggest of its kind in Britain to undertake a major rebuild and refurbishment project without any disruption to the normal passenger timetable.

ABOVE: The new original 17-year old interior of a Standard Class Mark 4 coach. GNER

The new interiors provide better comfort for passengers with brighter and more spacious interiors, new contoured seating with flip-up arm rests, power sockets, extra legroom, a new café-bar, new carpets and trim, an extra wheelchair space and new toilet facilities.

In addition, ten sets also offer a wireless internet service, allowing passengers with laptop or palmtop computers to browse the internet and send or receive e-mails whilst on the move. The technology is currently being rolled-out across all GNER's trains and should be complete by May 2007.

The Mark 4 refurbishment project however is only one half of the story. The Class 91 locomotives, which are owned by HSBC Rail have been undergoing a re-engineering project to enhance the reliability figures for the class. The result is an improvement from 10,000 miles per casualty (mpc) to 50,000mpc.

The final chapter in the latest ECML upgrade story will be the refurbishment and re-engineering by the end of 2008 of GNER's HST fleet, which itself will cost around £75 million.

ABOVE: The new look standard class on 'Mallard' Mark 4 sets. GNER

North London Line Reopens after closure

The North London Line reopened for passengers in the early hours of 22nd August after a 16 day closure.

The route had been shut to allow major engineering work to be carried out at eight locations between Gospel Oak and Barking, all of which is part of a £3.5 million investment programme by Network Rail.

A combined total of over two miles of new track was laid during the possession, which allows all the temporary speed restrictions, which have littered the route in recent months, to be lifted.

Prior to this work, Silverlink trains were restricted to 20mph over a one mile stretch between Gospel Oak and Barking, due to the aging condition of track. Brand new track and equipment has now been installed which will allow the train speed to be raised to 45mph.

No less than 4,000 meters of life-expired rail, 7,000 sleepers and 17,000 tonnes of ballast were removed and replaced in the work.

During the closure Silverlink Metro provided alternative bus replacement services for passengers.

Around 400 trains, both passenger and freight use the route each week.

Lime Street Developments

Plans for the transformation of Liverpool's Lime Street Gateway into a distinctive entrance to the city were given the go-ahead on 23rd August.

Permission has been granted for the demolition of the row of shops at the front of the station to reveal its listed Victorian arched gable-end and the creation of new public space at the front of the station, the demolition of the Concourse Tower and the construction of a new landmark 28-storey mixed-use building, which will feature office and residential space plus cafes and retail units at its base.

Work is expected to start on site in autumn 2006. It is anticipated that the public space will be the first phase of the project to be finished, in late 2007.

ABOVE: A computerised graphic of how the new station will look.

Higher passenger figures for Virgin Trains

The latest passenger figures from Virgin Trains suggests the number of people using the West Coast and Cross-Country routes is following the national trend and growing at an incredible rate.

During July, around 130,000 journeys were made between London Euston and the West Midlands, and improvement of over 25,000 on the same period last year. Coventry performing the best with a 35% rise in passenger figures.

But its not just the West Midlands that are showing healthy figures, in the North West traffic is increasing steadily, against competition from the airlines. Around 116,000 journeys were made last month between Manchester and London, compared with 76,000 the year before. One of the company's main selling points at the moment being the better performance on the Manchester - London route than the airlines!

The Cross-Country network is on target to break the 20 million passenger journeys per year mark this year, a first for the network and double the number of journeys which were being made when Virgin took over the routes in 1997.

Virgin say that the performance of the Class 390 Pendolino fleet continues to improve. Over the last six months 84.4% of Virgin's trains between London and the West Midlands arrived on time.

GNER abolishes smoking on trains

GNER has withdrawn smoking accommodation on all of its trains.

The new ruling came into effect from 29th August and follows on from research that showed that more than 90% of passengers do

c2c is best performing rail operator in UK

The latest performance figures from Network Rail show that c2c is Britain's most punctual and reliable operator.

The company has achieved its highest figure ever with an average performance (punctuality and reliability combined) of 93.7% for the year.

Over the past four week period c2c's peak punctuality figures reached 98.3% and its all day performance reached 95.28%.

Wabtec starts 317 work

In the newsdesk pages of our last issue, on page 5, we referred to the refurbishment work on the Angel Trains Class 317 EMUs at Wabtec Engineering, we managed to miss the figures out of the article. The paragraph should have read *"A total of 60 units will pass through Doncaster comprising of 27 Class 317/1s, 24 Class 317/6s and 9 Class 317/7s."* Apologies to readers.

Improvements ahead for Scotrail's Caledonian Sleeper

First ScotRail is to withdraw smoking facilities from its Caledonian Sleeper trains from 9th October.

The withdrawal comes in advance of the company's £1million upgrade and refurbishment of the popular overnight service between Scotland and London, which will see a number of improvements brought in to enhance overall passenger comfort. The investment includes new washbasins and worktops as well as refurbished seated carriages and replaced toilet facilities.

The move to withdraw smoking in the lounge area of the Sleeper has come about as a response to customer feedback. It will also bring the Sleeper in line with all other First ScotRail services which have a no smoking policy and provide a more pleasant environment for passengers.

Customers on the Caledonian Sleeper can also look forward to new complimentary breakfasts in both First and Standard Class.

First Class passengers can enjoy fresh healthy options such as yoghurt or fruit salad as well as the traditional bacon and scrambled egg roll, whilst Standard Class passengers will receive a breakfast box, containing mini croissant, muffin and muesli or yoghurt pot.

BELOW: The Class 40 Preservation Society's 'Whistling Scotsman' charter brought the sound of a Class 40 back to West Yorkshire, Scotland and the Highlands over the weekend of 26th-28th August. The train originated at Birmingham behind Class 50 No. 50031Hood, which worked the train via Crewe and Manchester Victoria to Bradford Interchange, from where No. 40145 took over for the run to Aberdeen. The following day saw the train head to Inverness via Keith and Kyle of Lochalsh. The final day found the Class 40 in charge for the southbound working from Inverness to York from where No. 50031 took charge back to Birmingham. Here No. 40145 passes Ducketts Crossing near New Pudsey on 26th August, bound for the East Coast Main Line and Aberdeen. WARREN ARMSTRONG

ABOVE: With Class 66 No. 66151 at the helm the first freight service for three years into Ridham Dock is pictured shortly after arrival. EWS

Railfreight returns to Ridham Docks

The first railfreight service into Ridham Dock, near Swale in Kent for several years operated on 23rd August 2005.

The train, loaded with building materials, originated from Germany and was moved through the Channel Tunnel on one of EWS's International services.

The new contract means that five services a week will operate from Germany to Ridham Dock, potentially removing 1,200 lorry movements over the next six months on this long distance freight corridor.

The track and infrastructure at Ridham Docks has been upgraded to allow the new service to operate directly into the warehouse.

The line was closed to rail freight services in July 2002 and the trackwork has been refurbished in just two-weeks.

EWS believes there is the potential for other traffic to move from here. In previous years, Ridham Dock has been used to transport a variety of goods by rail including timber, scrap metal, steel billet and re-enforcing bars.

Tesco Container trial finishes

The trial flow of container traffic for Tesco Supermarkets to Inverness has now ceased.

The flow, which has been described by EWS as being highly successful, commenced back in May as an extended trial for the supermarket chain.

Active discussions are now on-going between Tesco and EWS with a view to developing the next stage of the project.

Tesco was the second chain to make use of rail transport to Inverness, the first being Safeway who were subsequently taken over by Bradford based Morrisons.

As part of the competition enquiry however, Morrisons were required to sell all stores north of Inverness and as a result the container traffic over the Highland Main Line for that company has finished, but has been replaced by a new flow for Morrisons from Mossend to Daventry.

Scottish parcels train ceases

The daily loaded EWS Express Parcels service from Aberdeen to Walsall in the West Midlands has now ceased operating.

Instead the empty stock now runs ECS to Mossend (as 5D03 08.55 Aberdeen-Mossend) as it did before the loaded service commenced.

RIGHT: Freightliner are now using their recently acquired JGA bogie hopper wagons for aggregate contracts. All of the JGA wagons have been repainted and now carry Freightliner green with branding and the company web address. Here JGA No. FLHH 17323 forms part of a southbound working at Doncaster. ROD SANDERS

ABOVE: The first coach to appear in Cotswold Rail livery, Mark 3 buffet No. 10235 stands at Wolverhampton Oxley depot on 25th August having just been removed from the paintshop. The livery offers a slight departure from the standard Cotswold Rail loco colours, in having a deep blue band which runs the length of the windows. All passenger doors, together with the roof are painted in the same blue. GLEN FLURRY

EWS applies branding to locomotives

EWS appears to have embarked on a major branding exercise.

Any locomotives not in the current red EWS livery appear to be gaining large 'beasty' logos on a yellow background across the bodyside.

So far it is understood that three Class 92s and a Class 60 have gained the new branding.

RIGHT: Still carrying Trainload Grey livery, Class 60 No. 60086 is pictured displaying the new branding. PT
BELOW: Also suitably adorned with the new 'yellow' EWS stick-on branding is Class 92 No. 92037, pictured at Calthwaite on 15th August. IAN HARDY

ABOVE: Freightliner Intermodal's Class 57 fleet continue to carry out their mundane work, rarely hitting the headlines. Here Class 57/0 No. 57001 Freightliner Pioneer is pictured on the Felixstowe branch on the 18th August. KARL SHERMAN

July 25th found DRS Class 20 No. 20305 and Class 37 No. 37259 working 6E44 07.47 Carlisle - Seaton flask train, while Nos. 20306 and 20315 were provided for the flask train to Sizewell. GBRf Class 66/7 No. 66708 was in charge of 4M52 West Burton - New biggin gypsum service, No. 66710 headed for Aberdeen with a train of tanks from Harwich (6S60) and both Nos. 66704 and 66706 were bound for Mountsorrel with civil engineers trains from Whitemoor and Peterborough Virtual Quarry respectively.

In preparation for their forthcoming move to Shoeburyness, 'Slam-Door' Nos. 3912, 3489 and 3909 worked 5Z69 10.05 Newhaven Marine - Stewarts Lane the same day. On the same afternoon the limestone train from Redcar - Hardendale encountered problems when one of the wagons set off a HABD (Hot Axlebox Detector) near Durham.

Also on the 25th, Class 37/4 No. 37418 was moved south to Toton (on 6E93 to Doncaster, 6D67 to Rotherham and 0F54 with 66188 to Toton) to donate its bogies to classmate No. 37416. Class 37/4 Nos. 37401 and 37417 were provided to work 6K16 21.50 Millerhill - Wemyss Bay Junction ballast working, returning to Millerhill the following morning. On 26th July, Nos. 67004 and 67012 were in charge of 1Z52 06.26 Gloucester - Newcastle charter and Nos. 67006 & 67016 worked 1Z50 Peterborough - Worcester Shrub Hill, while Cotswold Rail Class 47 Nos. 47200, 47316, 47714 and 47828 moved in convoy from Wolverhampton Oxley to Willesden Traincare.

Freightliner Heavy Haul Class 66/6 Nos. 66610 & 66612 were employed on the Ellesmere Port to Fidlers Ferry coal circuit.

DRS Class 47/0 No. 47298 became the first member of the DRS Type 4 fleet to visit Dungerness on 26th July, when it assisted Nos. 37612 and 20308 on 6M95 Dungerness - Willesden flasks.

GNER Class 91 No. 91111 was declared a failure at Durham, whilst working 1N03 08.30 King's Cross - Newcastle. Thunderbird Class 67 No. 67023 was dispatched from Newcastle to assist. On arrival at Newcastle the train was turned around to form 1A36 14.56 Newcastle - King's Cross, powered throughout by No. 67023! Doncaster Thunderbird, No. 67019 moving light engine to Newcastle as a replacement.

The two Class 66/9s continue to provide a bit of variety to the railfreight scene. On the 26th, No. 66952 was working out of Immingham on coal duties, bound for Ferrybridge. FM Rail's yellow liveried Class 31 fleet continue to see active service on the Serco test trains, Nos. 31285 and 31602 working 1Z06 Derby RTC - Derby RTC via Wakefield & Barnsley the same afternoon.

ETS fitted Nos. 37401 and 37417 were back on the civil engineers trains for the second night running on the 26th, working 6K17 21.10 Millerhill - Kilwinning.

Class 47.7 No. 47709 was used to work 1Z54 06.17 St. Albans - Newcastle charter on 27th July. Class 67 No. 67017 was utilised to move 'Slam-Door' EMU Nos. 1697, 1699 and 1401 from Ramsgate to Immingham the same day and classmate No. 67014 was employed on a VSOE charter from Victoria - Bath Spa (1V80). The other VSOE train, the Northern Belle, was also inaction on the 27th July, with Nos. 67006 and 67016 in charge, in top 'n' tail formation from Ipswich to Peterborough. The train ran outbound via Ely and returned via Ipswich. Problems occurred with 'Royal' No. 67006 however, when the locomotive was declared a failure and spent the day being piloted by Class 66 No. 66071.

The same evening found another Class 37, No. 37427 being transferred out of Scotland, dead in train, this time on 6M76 Mossend - Bescot Enterprise service. The loco moving forward to London on 6A42 15.15 Bescot - Wembley Yard, hauled by Class 92 No. 92010. The movements were intended to get the locomotive to London in preparation for a railtour to the Cambrian Coast at the weekend.

The second locomotive for the charter was Class 37/4 No. 37401, which moved from Scotland via 6M76 21.34 Mossend - Bescot Enterprise service, powered by Class 92 No. 92043.

Following several weeks in Scotland, the two yellow liveried Class 86/9 locos Nos. 86901 and 86902 were moved from Mossend to Basford Hall (0Z30) on the 28th by Class 66 Nos. 66510 and 66518, the latter

This Notable Workings column has been extended to cover the period from 25th July to 26th August following our break in publishing.

two in top 'n' tail formation.

Freightliner's Class 57/0 No. 57004 failed at Bury St. Edmunds on the morning, whilst working 4R98 Tilbury - Felixstowe service, Class 47/3 No. 47303 being dispatched as 1Z99 from Ipswich to rescue the train.

GBRailfreight's Class 66/7 No. 66712 was employed on route learning duties around Yorkshire on the 28th, working 0D07 Skipton - Doncaster and returning with 0D08 Doncaster - Skipton.

The same day saw the final loco-hauled Gatwick Express service operate, with Class 73/2 Nos. 73202 and 73208 at the helm, as reported in the news pages of our last issue.

The Great Western Main Line was brought to a standstill that afternoon, while Police carried out a controlled explosion on a road vehicle at Hayes & Harlington. A further stock movement train of redundant 'Slam-Door' EMUs operated the same day from Stewarts Lane to Immingham, conveying Nos. 3903 and 3912.

Corus liveried Class 60 No. 60033 encountered problems on the 28th when it sustained a broken windscreen between Cardiff and Newport, whilst working 6E30 17.36 Margam - Tees Yard steel working. As a result the locomotive was replaced at Newport ADJ Yard by Class 66 No. 66249 and No. 60033 returned to Margam piloting Class 66 No. 66235 on 7B06 19.45 Machen to Waterston service.

On the 28th July, Cotswold Rail Class 47 Nos. 47200 worked from Norwich to Doncaster, conveying a Mark 3 buffet coach for refurbishment, before working 6Z47, with No. 47828 from Doncaster to Gloucester via Peterborough and Acton, the following day. The train conveyed 17 JXA box wagons, which were destined for scrapping at Carnforth.

The same morning, Class 31 No. 31105 worked 5Z20 07.48 Derby RTC - Craigentinny (with Mark 2 No. 977337 and NMT Power Car No. 43013) to collect NMT Power Car No. 43014, which had just returned to the network following technical work at Devonport, Plymouth! The ensemble returning south the following day as 5Z20 06.53 Criagentinny - Derby RTC.

Class 66/7 No. 66713 worked 6V91 10.40 Shoeburyness to Newport Docks 'Slam-Door' stock move, conveying Nos. 3473, 3423 and 3581. On the ECML, No. 66710 was supplied for 6L59 Aberdeen - Harwick Carless tanks service.

The final run of 5X47 Eastleigh - Birkenhead, which conveys refurbished Class 508 units, operated on 29th July, conveying No. 507033 and powered by Class 67 No. 67017. Class 37 No. 37402 was moved from Bescot to Toton during the afternoon, in the consist of 6D44 12.47 Bescot - Toton, powered by Class 66 No. 66068. Also in action was Freightliner operated Class 47/8 No. 47841 on 5X66 15.30 Chart Leacon - Ferme Park ECS move conveying a Class 365 EMU.

Loadhaul liveried Class 60 No. 60059 continued to perform sterling work on 29th July, when it worked 6D43 13.57 Jarrow - Lindsey oil tanks. Meanwhile, classmates Nos. 60031 and 60073 were attached to 6D84 Tyne Yard - Immingham at Tees Yard and transferred, dead in train, to Immingham TMD for Ultrasonic Axle Testing, before being returned to traffic.

Cotswold Rail operated Class 47 Nos. 47316 and 47714 were used in top 'n' tail mode on Norwich - Lowestoft shuttles for the Lowestoft Air Show on both the 28th and 29th July.

Class 37/4 Nos. 37401 and 37427 worked from Old Oak Common to Bristol overnight with stock for a charter from Bristol Temple Meads to the Cambrian Coast on the 30th July.

In Scotland, the Royal Scotsman continues to perform its trips around the Highlands. On 30th July, the train returned to Edinburgh with both WCRC Type 3s in charge, No. 37197 on the from and 37261 on the rear.

The same day, delays were encountered in Cornwall, when 'Voyager' Nos. 220001 and 220004 had braking problems at Liskeard, whilst working 1S78 11.37 Penzance - Glasgow Central. The train went forward to Plymouth, 51 minutes late, where it was turned on the triangle.

The empty coaching stock for the following days steam special to Kingswear was moved from Old Oak Common to Bristol (5Z15) during the afternoon by Class 67 No. 67015, while classmate No. 67022 was employed on engineers duties that evening

BELOW: Eight-car Class 158/159 formations are not a regular occurance on South West Trains, however on 27th August, Class 159 Nos. 159017 and 159010 lead newly acquired Class 158 No. 158789 towards London. PATRICK SEALE

around the West Midlands.

Following the failure of Class 220 No. 220011 as reported in our last issue (see Rolling Stock News, Issue 16), Freightliner's Class 47/0 No. 47197 moved as 0Z47 19.30 Crewe - Bristol Temple Meads, to work the 'Voyager' back to Central Rivers the following day, as 5Z11 departing at 13.01. Due to the damage sustained to the Class 220, the entire move had a 40MPH maximum speed limit.

On 31st July, First Great Western's Class 57/6 No. 57603 was used to move an HST Mark 3 set and power car No. 43033 from Laira to Bristol St. Philips Marsh during the afternoon. The same afternoon GW 'King' No. 6024 King Edward I ran into problems between Newton Abbot and Teignmouth on the return run of its charter from Bristol - Kingswear, after a air brake valve failed on the locomotive. A Class 57/6 from Laira was summond to assist the failed train, but this itself ran into problems at Newton Abbot when a full stations prevent the Thunderbird locomotive actually reaching the failed train! With single line working in place, between Newton Abbot and Teignmouth, Class 57 N o. 57603 was attached to the steam charter and dragged the train back to Newton Abbot, where No. 6024 was detached. The train eventually departed for Bristol, behind Class 66 No. 66182 at 22.02, over four hours late!

The first day of August found WCRC operated Class 47/8 Nos. 47851 and 47826 on an Oxford to Carlisle charter. Class 67 No. 67028 was used to move Class 66 No. 66218 and a loaded HTA vehicle from Portbury to Avonmouth Docks during the morning.

ABOVE: On 18th August, FM Rail's heritage liveried Class 47/0 No. 47145 Merddin Emrys was used to power an observation saloon on 2Z01 Sheffield - Derby via Shireoaks, Mansfield, Beeston and Leicester! The saloon is pictured passing Trent Junction. CRAIG ADAMSON

The East Coast Main Line encountered delays on the 1st August, when Loadhaul liveried Class 60 No. 60059 working Lindsey - Jarrow petroleum service was stopped near Thirsk with dragging brakes. The same afternoon, an EWS Class 66 in charge of the Penyffordd to Immingham coal empties failed at Bradley Wood Junction, near to Healey Mills. Class 67 No. 67017 was deployed to rescue to the train and drag it forward to Healey Mills Yard.

Direct Rail Services Class 37 No. 37059 was employed on 4Z47 from Carlisle Kingmoor to Stoke Marcroft during the morning and GBRf's Class 87 No. 87019 ACoRP worked 1M44 Shieldmuir to Warrington RMT throughout, dragging Class 325 No. 325005.

During the evening, Class 67 No. 67007 worked 6D83 Montrose - Mossend, conveying KFA wagons, loaded with army landrovers.

On 2nd August, DRS Class 37 Nos. 37602 and 37608 worked from Aberdeen to Aberdeen via Elgin, having arriving the Granite City the previous day, with a Serco test train, while EWS Class 37/4 No. 37417 was provided to work the Edinburgh Binliner the same morning.

Following its failure on 31st July, GW 'King' No. 6024 which had spent the intermediate time at Exeter Riverside Yard, was dragged back to Bristol by Class 66 No. 66008 on 2nd.

Class 92 No. 92014 was provided to work 6M19 Wembley - Bescot Enterprise service, which conveyed Royal Scotsman liveried Class 37/4 No. 37401 Mary Queen of Scots in the consist. The Type 3 was later conveyed to Carlisle, before working 6Z51 Carlisle Yard - Irvine Paper Mill.

DRS Class 66/4 No. 66410 was declared a failure with a TPWS fault at Tamworth the same evening. Classmate No. 66406 was dispatched from Crewe to rescue.

Class 66/6 No. 66614 was used by Freightliner to move another batch of redundant 'Slam-Door' EMU stock (Nos. 3448, 3497 and 3491) from Ramsgate to Shoeburyness on 3rd August. Yellow liveried Class 31 No. 31285 was used by

LEFT: First Great Western's Class 08 shunting fleet receives very little publicity, mainly due to the fact that the locomotives are usually confined away in depots! On 2nd August, Class 08 No. 08410 stands at Long Rock Carriage Sidings near Penzance, between duties. STACEY THAW

ABOVE: Green liveried Class 47/8 No. 47816 is pictured near St. Mary Cray on 5th August with Porterbrook barrier coaches Nos. 6379 and 6378 having delivered a Class 365 EMU to Chart Leacon. PATRICK SEALE

Serco drivers for route-learning the same day, working 0Z30 from Derby RTC to Derby RTC via Birmingham, Swindon and Newport!

Following its repaint into Cotswold Rail silver livery, Class 87 No. 87007 made its first run on the 3rd, working light engine from Wolverhampton Oxley to Willesden.

That afternoon found a rare combination on the Avonmouth - Wembley enterprise, with Nos. 66008 and 67030 both in charge.

The following day found European Passenger Services Class 37/6 No. 37601 working 0Z37 09.57 North Pole - Derby RTC for a repaint at FMRail's workshops. In Scotland, Class 66/9 No. 66952 paid a visit to Hunterston, working from Eggborough Power Station in West Yorkshire and returning to Drax Power Station.

Also on the 4th August, Class 87 No. 87007 worked from Willesden to Norwich with Mark 3 DVT Nos. 82105 and 82136 in tow. Staying in East Anglia and Class 67 Nos. 67013 and 67020 were employed on Serco test train duties the same day around Cambridge and Ipswich.

Early evening saw Class 57/3 No. 57311 dispatched from Carstairs to rescue 4S62 12.12 Daventry - Mossend Enterprise service, being worked by Class 92 No. 92007, which had failed whilst climbing Beattock.

6M13 17.48 Falkland Yard - Crewe South Yard, EWS coal service departed from Ayr with Class 66 No. 66147 in charge. However the locomotive ran into problems around Plumpton requiring assistance

BELOW: Now operated by GBRailfreight, LNWR Black liveried Class 87 No. 87019 ACoRP Association of Community Rail Partnerships is caught by the camera in charge of 1M44 Shieldmuir – Warrington Royal Mail service at Lockerbie, with 325012 + 325005 in tow, on 25th July. MICHAEL J. ALDERDICE

ABOVE: With West Coast Railway Company now providing the motive power for the SRPS Railtour trains, Type 3 traction has given way to Type 4. On 6th August, the SRPS took WCRC operated Class 47 Nos. 47826 and 47854 to Mallaig, in the process becoming the first railtour operator to take a Class 47 along the Mallaig extension. Here WCRC Maroon liveried No. 47854 rounds the curve past Fort William Junction signal box with the return run from Mallaig to Dundee. Intercity liveried Class 47 No. 47826 Springburn was on the rear of the train and would lead from Fort William to Dundee. GARY LENNON

from Class 92 No. 92043, which took the train through to Crewe.

One locomotive that appears to be have been out of the news since its transfer to the infrastructure pool is Shanks & McEwan liveried Class 66/5 No. 66522. The locomotive worked from Southampton to Westbury overnight on the 4th/5th August to work 6O36 Westbury - Southampton departmental service.

Still carrying First Great Western green livery, but with Freightliner branding, No. 47816 was used on the Ferme Park to Chart Leacon EMU stock move train on the 5th August. FM Rail Class 47 Nos. 47709 and 47832 were used to work 5Z50 Oxley - Norwich via Leicester and Peterborough the same morning, with coaching stock for the following day's NENTA TrainTours charter from Norwich to Shrewsbury.

Class 67 Nos. 67013 and 67020 continued the Serco tour of the Anglia Region the same day. With the train due to visit Felixstowe however and Class 67s not past for the route, Cotswold Class 47 Nos. 47316 and 47813 were to be provided to top 'n' tail the train from Ipswich Yard to Felixstowe Town and back, which itself resulted in the cancellation of a one Anglia service to allow the train to run!

WCRC Type 4 Nos. 47854 and 47826 headed north from Carnforth on the 5th to Bo'ness to collect the stock for the following day's charter from Dundee to Fort William and Mallaig - the first visit of a Class 47 to the Scottish port. Also heading north was Class 67 No. 67028 on 1Z60 06.12 London Victoria - Leuchars Northern Belle service. The train later returned to Edinburgh ECS in preparation for the following days trip to Kyle of Lochalsh.

Heading in the opposite direction during the late afternoon was Class 37/6 No. 37604, returning from Derby RTC to North Pole depot following its repaint.

One Anglia services hit problems during the early evening of 5th August when Class 90 No. 90015 failed at Shenfield whilst working 17.00 Norwich - Liverpool Street service. The train was assisted into Shenfield station by the Ipswich Thunderbird, No. 47818, following which the train was cancelled and its return working, 19.30 Liverpool Street - Norwich started from Shenfield with the Class 47 providing the motive power. The same evening saw DRS Class 20 Nos. 20312 and 20313 at Rugby to work weedkiller duties around Northampton. A change of plan however found the pair heading for Crewe via Coventry and Bescot.

DRS provided Class 47/8 No. 47802 to Virgin Trains for use as the Carnforth Thunderbird on 6th August.

The railtour scene showed an array of activity on the 6th August. As well as the previously mentioned NENTA Tour and the SRPS Dundee - Mallaig trip, the latter passing the Royal Scotsman (worked by WCRC Nos. 37197 & 37261) on the West Highland line on its return, Nos. 67015 and 67030 were provided for Hertfordshire's Pride of the Nation trip from Letchworth to Bath & Bristol, whilst classmate No. 67018 worked an 'Edenex' trip to Par from Milton Keynes. The requirement for a Thunderbird locomotive at Newton Abbot the following day resulted in No. 67018 being swapped at Plymouth on the return trip for Nos. 67016 and 67024, which had worked light engine from Bristol.

Loadhaul liveried Class 60 No. 60059 failed at Lincoln on the 6th August,.whilst working the Lindsey - Kingsbury tanks. Rescue came in the form of Class 60 No. 60053 which piloted the train throughout to Kingsbury and return to Immingham!

The Norwich-Yarmouth loco-hauled shuttle service continued with Class 47 Nos. 47714 and 47813 in charge. Problems with 47714 however resulted in No. 47316 being added to the front of the train for the 13.06 Norwich - Yarmouth and 13.45 return.