The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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Railfreight Grey 20s back on main line

Crewe Works Open Weekend

plus Notable Workings and more!

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23 September 2005

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Editor's comment

Welcome to the latest issue of Railway Herald.

It is pleasing to note that more than 40,000 people visited Crewe Works Open Weekend, at a time when the variety on and internest in our national network is decreasing. Despite the event being in aid of several local charity's it is sad to comment that only one of the railfreight companies could provide locomotives.

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

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FRONT COVER: On 3rd September, the Old Oak Common based Class 52 'Western' No. D1015 Western Champion headed a tour north over the Settle & Carlisle line, returning south via Shap and the WCML. Here the diesel-hydraulic passes Billington with the northbound run. WARREN ARMSTRONG

ABOVE: WCRC operated Class 47/8 No. 47826 Springburn is pictured passing Toton Yard with 'Woodhead' electric No. E27000, Class 45 No. 45041 and Class 31 No. 31108 in tow on 8 September. CRAIG ADAMSON

BELOW: GBRF's Class 73 'Electro-Diesels' are now being a common sight on the Southern Region at the head of engineers workings. On 29th August, Class 73/2 Nos. 73206 Lisa, 73209 Alison and 73204 Janice approach Hoo Junction Yard. PATRICK SEALE

ABOVE: Southern Class 377/4 Electrostars Nos. 377474 and 377472 arrive at Brighton after breaking the record for a non-stop journey from London Bridge on 11 September. INSET: The branding on the sides of the Class 377 units. BOTH: BRIAN MORRISON

Electrostar's set London–Brighton speed record

To celebrate the delivery of the final Class 377/4 'Electrostar' set from Bombardier Transportation at Derby, Southern organised 'The Speed Run - 2005' on 11 September.

The train used Class 377/4 Nos. 377472 and 377474 for the run, which was to attempt the fastest ever journey, by land, from London to Brighton. The train was suitably branded on both the bodysides and the electronic display boards!

The current recording, which was set by a Class 319 EMU in 1994 stands at 37 minutes 54 seconds. The 2005 record run departed from LondonBridge shortly after 11.00 and arrived in Brighton just 36 minutes 56 seconds later, setting a new speed record! The train achieved 100mph on several parts of the journey, including the run through Gatwick Airport station!

Following a lunch reception for invited guests, the train returned to London at a more leisurely pace!

Scotrail opens new visitors centre at Rannoch

First Scotrail opened a new visitor centre at Rannoch station on 15 September, the official opening being performed by Professor David Bellamy.

The opening of the new centre follows the launch of First ScotRail's 'Adopt a Station' scheme, which is designed to invite individuals and community groups to submit plans of how they think their local station could be improved.

The rail operating company hopes that this new centre will be just one of many initiatives geared towards enhancing stations' environments, which will benefit passengers overall journey experience.

The project at Rannoch has provided an opportunity to breathe life back into this unmanned station. Visitors to the centre will discover a wealth of attractive displays depicting the natural history of the stunning scenery within which the station building is situated.

A dedicated display, situated in the signal box, covers the historical legacy of the station itself. A range of maps, nature guides and other publications to support the topics covered by the displays are available for purchase from the station tearoom and gift shop.

To make it even easier for people to submit ideas for the 'Adopt a Station' scheme, First ScotRail has developed a registration form that can be filled out online. New instructions in a downloadable format have been placed on the First ScotRail website, www.firstscotrail.com, to explain how commitments by local communities to help plant and maintain station gardens would be welcomed.

Also on the website is a proforma inviting local community groups to register their interest in using surplus accommodation on stations which might be made available to them on mutually advantageous terms.

One of the key aims of the 'Adopt a Station' project is putting local pride back into the stations which, the company hopes, will have the eventual result of developing confidence in rail travel and creating stations and routes that both residents and visitors the area are proud to use.

Already this summer First ScotRail has worked with Linlithgow Burgh Beautiful and the Dunblane Development Trust to supply and maintain planted half-barrels on station platforms. The company has supplied hanging baskets for Uddingston Pride and supported Scotland in Bloom activities at Pitlochry, North Berwick and Largs.

In addition, the company has procured floral displays from local Councils at Milngavie and Aberdeen, whilst the stunning station garden at Aberdour has been shortlisted for a Community Rail Award.

ABOVE: Class 168 No. 168002 stands outside the new Chiltern Railway depot building at Wembley on 7th September. Adjacent to the new London base is the new look Wembley Statium, which is currently under construction. BRIAN MORRISON

Chiltern Railways opens new depot at Wembley

Chiltern Railways officially opened its new maintenance and train stabling facility near Wembley Stadium station on 7 September.

The opening, which was under taken by Transport Secretary Alistair Darling, created a new chapter in the Chiltern Railways story and fulfilled one of the company franchise commitments, which was to provide a London base for the stabling and maintenance of stock.

The building comprises light maintenance and refuelling areas, a train washing plant, signalling control room, fuel store and office space. Within its boundry, the depot buildng has two roads, each of can hold a complete four-car length train, together with two sidings for outside stabling.

The requirement for the depot has been brought about due to the reinstatement of two platforms at London Marylebone for the increase in service levels. These two roads having previoulsy been used for DMU stabling.

The £20m depot, which is manned 24 hours a day, will look after Chiltern's Class 165/0, 168/0, 168/1 and 168/2 fleet of DMUs

The new depot is not designed to replace existing facilities elsewhere, but will aid Chiltern Railways in the maintenance of what is, a very intensively used fleet.

Community Rail Festival in Norwich this weekend

In association with several rail operators, most notably One Railways, the Association of Community Rail Partnerships are holding a special rail festival in Norwich this weekend.

The event, which runs mainly on 24th & 25th September, will see the community rail schemes at the fore with displays at Norwich station, plus loco-hauled shuttles through the region.

The weekend is kickstarted by a special charter from London Liverpool Street to Norwich hauled by LNWR Black liveried Class 87 No. 87019 ACoRP. The train will depart from London at 08.25, arriving in Norwich at 10.05. The train will return to London around 17.55, arriving in the capital at approximately 19.35. There will be a buffet service on the train for both journeys.

Locomotive hauled shuttles will operate from Norwich to Great Yarmouth and Lowestoft on both days. On the Saturday, motive power being provided by an FM Rail Class 31 and Class 33 in top 'n' tail formation, whilst on the Sunday, a pair of Harry Needle Railroad Company Class 20s (Nos. 20096 and 20905) will operate the shuttles, again in top 'n' tail formation, but this time with a Cotswold Rail Class 47 locomotive.

Railway Herald understands that the loco-hauled shuttle services are being operated as additionals and therefore normal ticketing applies, as do the Anglia Plus rover tickets, Wherry Lines and Bittern Line Rovers which are also valid on certain bus links and on the North Norfolk Rly and the Bure Valley Rly free of charge.

There will be a number of locomotives on display at Norwich, including Class 45 'Peak' No. 45112, The Royal Army Ordanance Corps, 'Western' No. D1023, 'Deltic' No. 55019, an EWS Class 67, Class 73 No. 73136 and Class 84 No. 84001 and the unique Class 89 No. 89001. Also on show will be Class 47/8 No. 47832 Driver Tom Clarke OBE, showing off the new FM Rail livery.

FMRail are also hoping to display the first of their new rake of Mark 2 coaches, given the name of 'Blue Pullmans'.

The locomotives on display are scheduled to be situated within the Norwich Low Level area of the station, part of which will be fenced off.

Events will also be taking place at Lowestoft, Cantley, Reedham (Riverside), Brundall, Great Yarmouth, Sheringham, Gunton, Hoveton & Wroxham and Cromer.

The Saturday will also see an open day in the privately owned original station building at Gunton and barbecues at a number of pubs located next to railway stations (including the Suffield Arms at Gunton, the Yare at Brundall and the Reedcutters Arms at Cantley).

On the Sunday of the event, a special free bus service will link Lowestoft to the East Anglia Transport Museum.

Shuttle Services

Saturday

09.06 Norwich-Gt. Yarmouth
09.59 Gt. Yarmouth-Norwich
11.03 Norwich-Gt. Yarmouth
12.42 Gt. Yarmouth-Norwich
13.29 Norwich-Lowestoft
14.23 Lowestoft-Norwich
15.16 Norwich-Gt. Yarmouth
16.00 Gt. Yarmouth-Norwich

Sunday

09.36 Norwich-Gt. Yarmouth
10.33 Gt. Yarmouth-Norwich
11.21 Norwich-Lowestoft
12.50 Lowestoft-Norwich
13.45 Norwich-Gt. Yarmouth
14.33 Gt. Yarmouth-Norwich
15.26 Norwich-Lowestoft
16.27 Lowestoft-Norwich

ABOVE: The Railways Minister Derek Twigg officially opened a new Signaller Training Centre at Watford on 14 September. The multi-million pound project, which is similar to another training complex in Leeds, will be used by around 250 new trainee's and existing signallers every year. BRIAN MORRISON

ABOVE: Pathfinder Tours operated a pair of Class 50's from Banbury to Penzance on 24th September. Class 50 No. 50049 Defiance and 50031 Hood pass the seawall at Dawlish on the outward run. RICHARD TUPLIN

BELOW: For Crewe Works Open Weekend, Arriva Trains Wales operated a special train on 10th & 11th September from Cardiff to Crewe, using celebrity Class 37/4 No. 37425. On the Saturday the train continued from Crewe to Blaenau Ffestiniog. Class 37/4 No. 37425 passes Hargrave with the 1Z38 09.53 "Y Ddraig Goch" Crewe - Blaenua Ffestiniog additional service. RICHARD W. JONES

Hull Trains name final two Pioneers

Hull Trains named its final two Class 222 'Pioneer' DMUs in seperate ceremony's at London Kings Cross and Hull on 8th & 13th September respectively.

Class 222 No. 222004 was named Sir Terry Farrell at London Kings Cross after the architect of one of Hull's most striking new buildings the Deep.

The final unit to be named, No. 222003 became Dr. John Godber, named, again by the man himself, at Hull Paragon station. Mr Godber became artistic director of Hull Truck in 1984 and is a world renowned playwright.

GNER helps ITV celebrate 50 years

In a brief event at Leeds City station on 22 September, actresses Tricia Penrose, from ITV's 1960s drama Heartbeat and Elizabeth Estensen from the award winning soap, Emmerdale helped ITV celebrate its 50th birthday and toasted GNER's newly named 'White Rose' Class 373 on its way.

The power car of Class 373 No. 373301 being named ITV Yorkshire. In a strange move however, the name is only applied to one side of the powercar!

ABOVE: ITV stars Elizabeth Estensen (left) and Tricia Penrose (right) join with a member of GNER station staff to celebrate ITVs 50th Birthday. Behind them is Class 373 No. 373301 ITV Yorkshire. RICHARD TUPLIN

West Midlands Vandalism

Services around Marston Green, between Birmingham New Street and International stations were thrown into chaos on 8th September after a control box was vandalised overnight, causing a total signal failure.

Birmingham- Euston trains were diverted all day via Nuneaton, and some local trains were allowed to run under hand signalling and caution with much reduced speed over the line.

ABOVE: The final 4CEP 'Slam-Door' EMU to be moved from Ramsgate to Immingham for cutting, 4CEP No. 1698 headed north on 20th September behind 'Royal' Class 67 No. 67005 Queen's Messenger. The train is pictured passing Petts Wood Junc., near Chislehurst. PATRICK SEALE

Merseytravel names refurbished Class 507

Merseytravel named one of its Class 507s after the former Deputy Chair of Merseytravel, Councillor George Howard, in a ceremony at Southport.

Mr Howard's widow unveiled the name *Cllr George Howard* on a board adjacent to Class 507 No. 507033. The unit was the last of the Merseytravel fleet to be refurbished by Alstom at Eastleigh Works.

EWS Trial Class 92 on WCML Coal Trains

EWS have been trialing Class 92 traction on coal services from Scotland to the North West via the West Coast Main Line.

The trial, which has in the main used EWS liveried Class 92 No. 92001, has seen electric traction at the helm of a set of HTA bogie coal hoppers bound for Fidlers Ferry Power Station at Warrington. The train concerned being 6M04 08.55 Hunterston-Fiddlers Ferry.

Due to the HTA wagons being fitted with autocouplers, a Class 66 locomotive has been used as a 'coupling' converter, to allow the Class 92 to haul the train.

LEFT: The Central Trains/Silverlink Class 350/1 'Desiro' EMUs have now been past for working into Liverpool Lime Street. The Siemens Desiros, have now taken over a lot of the Central trains services, along the WCML with services as diverse as all station stoppers, Wolverhampton to Coventry, and distance runs of Northampton to Preston. It is expected that full implementation of Liverpool and other services will come with the winter timetable. Here 350109 forms an all station stopping train during morning rush hour from Wolverhampton to Birmingham. RAILFOTO

BELOW: In a scene reminiscent of the North West in the late 1980s, Harry Needle Railroad Company Class 20 Nos. 20905 and 20096 are pictured at Lafarge Cement's Hope Works, drawing a train of HAA coal hoppers through the discharge shed on 16th September during a photographic charter event. Both locomotives are now mainline registered and are expected to work trains between Norwich, Great Yarmouth and Lowestoft this weekend. SCOTT BORTHWICK

Crewe Works opens its doors

Crewe Works opened its doors on the weekend of 10th/11th September, celebrating the best of the works past and present.

The event, marketed as 'The Great Gathering' brought together a wide variety of motive power, including locomotives that have been built or maintained at Crewe or that have featured in the landscape, working through Crewe.

Several locomotives were present that had no link with the town, but provided added variety for the massive number of people who passed through the gates in just two days. Its thought that over 50,000 people visited the open weekend.

A number of star attractions were present, including LNER A3 No. 4472 Flying Scotsman from the National Railway Museum at York, the unique Co-Bo from Bury and GW 'Hall' No. 4953 Pitchford Hall, which was making its first public appearance since its restoration to working order was completed.

During the weekend, three namings took place, with Class 86/4 No. 86401, recently repainted into Network SouthEast colours, being named Northampton Town on the 10th, while the 11th found BR Green liveried Class 47/8 No. 47815 named Great Western, the plates being in the original Western Region style.

The final naming formed part of the official launch of the new look for FM Rail. Class 47/8 No. 47832 has been repainted into all over black and given a new style logo, which bears a remarkable resemblance to the old Trainload Freight sector decals carried in the late 1980s and early 1990s!

While the modern traction line up was impressive, to many its was the steam

ABOVE: One of the main attractions of the Open Weekend, the Stanier Pacific line up! From left to right, No. 6233 Duchess of Sutherlnad, No. 46229 Duchess of Hamilton, No. 46201 Princess Margaret Rose and No. 6201 Princess Elizabeth.
BELOW & RIGHT: FM Rail's Class 47/8 No. 47832 was displayed in its new livery during the weekend, together with the new FM Rail logo. On the Sunday, the locomotive was named Driver Tom Clarke OBE. ALL: RICHARD TUPLIN

Crewe Works opens its doors

ABOVE: One of the star attractions from the diesel era was the sole surviving Co-Bo No. D5705, normally based at Bury on the East Lancashire Railway. During the weekend, the locomotive was on display in one of the shops, providing a rare opportunity for photography of this unique machine.

BELOW & RIGHT: Still carrying its BR 1960s Green livery, Class 47/8 No. 47815 is now operated by Crewe based Riveria Trains. The opporunity was taken during the open weekend to name the locomotive Great Western. The nameplates, which follow the original Western Region style and positioning were unveiled by Simon Kohler, Marketing Manager for Hornby, who were one of the sponsors of the event.
ALL: RICHARD TUPLIN

engines that stole the show, with an amazing line up of no less than four LMS pacifics taking pride of place by the traverser.

The event also provided a wide array of trading and information stands for enthusiasts and visitors a like. The two-foot gauge Welsh Highland Railway bringing with them one of the oldest working steam locomotives in the country, Palmerston (from the Ffestiniog Railway) and the next

Garratt locomotive to work on the line, the historic K1.

Unfortunately some exhibits did not make the event for a variety of reasons, the National Railway Museum's recently restored LNWR 'Super D' 0-8-0 No. 49395 being one of them.

It is dissappointing to note however, that out of all of the rail freight operators, only Freightliner were able to provide locomotives for display at, what was a charity event.

Overall, the event was a great success, despite the non-availability of some locomotives and much confusion during the photographers evening on 9th November, during which several of the exhibits were not on site.

ABOVE: Several of the visiting locomotives portrayed the electric era of the West Coast Main Line, from the Class 81s and 82s (originall AL1s and AL2s) up to the Class 87s, which have recently been withdrawn from front-line passenger service. Class 87 No. 87035 was officially handed over by Porterbrook to The Railway Age, Crewe, where the locomotive will be preserved. Also on display was the 'might-have-been' traction for the ECML, the GNER owned Class 89. In its early days, No. 89001 spent much time testing on the West Coast Main Line. Joining No. 82008 were Class 83 No. E3035, Class 84 No. 84001 and Class 85 No. 85101.

LEFT: A late arrival during the afternoon of 10th September, was Class 91 No. 91118 Bradford Film Festival. Due to its late arrival, the locomotive was displayed on the back of a low-loader for the weekend.

BELOW: Showing two generations of West Coast Electric Locomotives, on the left No. 86213 Lancashire Witch, now owned by the AC Locomotive Group and currently based at Willesden TMD, stands beside heritage liveried Class 87 No. 87001 Stephenson which is destined for the National Railway Museum. Also present was Porterbrook liveried Class 87 No. 87002. ALL: RICHARD TUPLIN