The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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Patrick Seale turns the clock back to the mid-1980s for a brief look at motive power and traction from around the country.

Editor's comment

Welcome to yet another packed issue. A few issues back we did a short piece on photos from the past. The comment and feedback on this was all good and very welcome. So thanks to one of our regular contributors, we've taken another look back to the past in this issue.

Can I remind readers that we are continually looking for high quality, up to date digital photos to illustrated the current day railway scene, simply drop us an email.

Also, we now have two subscription lists, one is as normal, with the PDF file attached to the e-mail, the other provides readers with a link to download it in your own time. If you would like to change between the two, please just let us know!

We always enjoy hearing from readers on their opinions about the journal. 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.

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: EWS Class 66 No. 66002 Lafarge Quorn is seen with the 6O26 Hinksey VQ - Eastleigh departmental service passing Worting Junction on 4 October. Included in the consist is the Balfour Beatty Kirow crane. CHRIS NEVARD

BELOW: The sight of a Class 33 in West Yorkshire is not a common occurrance! On 5th October, Class 33/1 No. 33103 skirts past Healey Mills Yard in autumnal weather with 2Z01 07.57 Derby - Crewe. MARK ALLATT

Railway crane knocks down footbridge

A footbridge has collapsed in Shropshire after it was hit by a rail mounted crane.

The crane had been in use on the line, which serves Ironbridge Power Station, to clear scrap metal which had been left on the trackside following recent engineering works. The driver of the crane, which was moving at the time of the collision had not lowered the arm, which hit the footbridge completely demolishing it.

The bridge, which was located in Coalbrookdale was completely demolished in the accident on 29th September.

New customer centre for ScotRail

First Scotrail has opened a new Customer Contact Centre in the Scottish Highlands.

The centre, which has created 50 jobs in Fort William will handle more than 300,000 enquiries a year about First Scotrail's services.

The centre was officially opened by Tavish Scott, Transport Minister who unveiled a plaque during the event.

The Fort William centre itself is operated by FirstInfo, another part of First Group, and will deal with a wide array of enquiries such as general travel information, ticket sales, customer relations and assistance for disabled customers - all under one roof.

The centre which will operate 363 days a year (not Christmas Day or New Years Day) from 7am to 10pm delivers part of the promise that First ScotRail made to open a contact centre in Scotland during the first year of its franchise.

The centre began operating at the end of August and has seen a gradual transfer of services from other suppliers.

Paddington lounge refurbished

The First Class lounch at London Paddington is to under go a £60,000 facelift.

The refurbishment by rail operator First Great Western will include new carpets, leather Chesterfield armchairs, bespoke yew furniture, a new servery area and redecorated toilets.

Additional tasteful touches such as Tiffany lamps and traditional pictures add to the reading room ambience and ensure that the scheme remains true to its Victorian past.

A 37-inch long model of the steam locomotive King George VI, on loan from the STEAM Museum at Swindon, will also be on display.

The lounge will close for a week from 12th October while the work takes place.

New Customer Service Academy for one Railways

'one' Railways have announced that they are to open a new £2 million Customer Service Academy.

The announcement comes during National Customer Service Week and fulfills one of the Company's key franchise commitments to invest in a Training Centre of Customer Service Excellence, supporting the train operator's 3,100 employees through a modern, fully equipped training environment.

The 'one' Customer Service Academy will be located in Stratford, East London and is one of the first new commercial developments planned in the heart of the future Olympic Village.

The Centre is being developed in partnership with the London Development Agency and the Learning & Skills Council London East who are providing funding support to bring this exciting initiative to life.

The Customer Service Academy will offer 'one's employees:

- An advanced training and development facility including a range of classrooms
- Two full train driving cab simulators
- Mock ups of a train carriage and ticket sales point
- A wide range of skills training including: retailing, train driving, safety, IT, interpersonal skills, customer service excellence and management / leadership development

The Customer Service Academy will also be the base for recruitment activities, with the creation of a dedicated assessment centre facility for future employees.

'one' has already opened a Satellite Customer Service Academy in Norwich and another is planned in Cambridge to support and complement the work of the main Academy.

Work has recently started on the centre, which is expected to open in February 2006.

ABOVE: **The EWS Type 3 Class 37 fleet continue to soilder on on the West Highland sleeper service. Here Class 37/4 No. 37427 complete with unofficial Bont y Bermo name prepares to depart from Edinburgh Waverley on 3rd October, with 1Y11 04.50 Edinburgh Waverley - Fort William overnight sleeper service.** ALASDAIR MULHERN

New facilities at Cheltenham

Wessex Trains has made two key improvements to Cheltenham Spa Station.

On Platform 2, customers now have access to hot and cold refreshments through the newly installed Ritazza coffee bar, which is open Monday to Friday.

Customers can also purchase their tickets using the new ticket booth which has been installed at the top of the stairs and ramp to platform 2, and is open from 0730 to 1030, Monday to Friday.

The improvements are as a direct response to customer requests.

ABOVE: **DRS Class 20/3 Nos. 20305 & 20301 are pictured at Welshpool on 4th October with 1Z96 12.24 Crewe Gresty Lane to Machynlleth railhead treatment train.** RICHARD W. JONES

Norwich–Cambridge carries 600,000 passengers

The Norwich - Cambridge rail service is continuing to gain popularity as it enters its fourth year of operation.

The service carried almost 600,000 passengers last year, a growth of almost 20% over the first year's figures. The rail link, which now offers 16 trains each way on on a weekday, was launched following a £9.2 million grant from the Strategic Rail Authority, using brand new Bombardier built Class 170 Turbostar DMUs.

Scottish Executive investment in Aberdeen line

The Scottish Executive has announced that it is to make a major investment into one of the key routes in Scotland to aid the movement of railfreight traffic.

The funding will be used to allow up to 1.3 million tonnes of extra freight traffic to be carried a year by carrying out gauge enhancement work between Mossend and Elgin.

The work will allow 9ft 6in containers to be transported to and from Aberdeen. Currently these containers are prohibited from the line due to the height restriction on fifty plus bridges plus clearance at some platforms along the route.

Work on developing the case for loading gauge enhancement has been led by the North East Scotland Rail Freight Development Group (NESRFDG) - a partnership between the NESTRANS, HITRANS, Aberdeenshire, Aberdeen City and Moray councils, businesses and the rail industry.

Production of costings and technical specifications for the necessary alterations to the track has been funded by the Scottish Executive and was undertaken in conjunction with the Strategic Rail Authority and Network Rail.

Total costs and timescales for delivery cannot be confirmed until early 2006. However costs negotiations are ongoing and are expected to be in the region of £4 million, with a completion date estimated at summer 2007.

EWS has told ***Railway Herald*** that they are developing plans to launch a range of new intermodal container services to and from Aberdeen once the work to widen the route has been completed in 2007.

It is thought that Direct Rail Services Aberdeen train, which is currently run for The Malcolm Group could also be expanded to carry additional traffic.

EWS say they expect to see major shipping lines, retailers and freight forwarders switching to rail as a result of the improvement work.

Type 4 motive power for Royal Scotsman working

BELOW: **Due to operational requirements, the Royal Scotsman 'Western' tour on 8th October utilised Class 47 Nos. 47851 and 47854 from Edinburgh to Spean Bridge and from Spean Bridge to Mallaig and Crianlarich the following day. With WCRC two Class 37s having worked the SRPS charter from Carlisle to Oban on the 8th, the two Type 3s ran light engine from Carlisle to Crianlarich on 9th October to take over the Royal Scotsman, as Class 47s are currently banned from the Oban line and the train was due to stable at Taynuilt! The class 47s returned south light engine from Crianlarich. Here the Type 4s, with heritage liveried No. 47851 pass Ardmore between Cardross and Craigendoran Junction just before joining the West Highland Line.** KEVIN MCCORMICK.

No smoking on Sleeper

First Scotrail has withdrawn smoking accomodation on the Caledonian Sleeper

The change, which comes into effect on 9th October is park of a £1 million upgrade of the overnight service.

The seated coaches and the lounge cars are to be fully refurbished.

RIGHT: **After suffering boiler problems during its season on the Jacobite trains out of Fort William, WCRC operated Class 47 No. 47851 Traction Magazine was used to return the locomotive south on 4th October. The train, running as 5Z23 08.15 Fort William Yard - Carnforth is pictured passing Coatbridge Central.** GARY LENNON

South Eastern Trains says goodbye to 'Slam-Door' trains

On 7th October, South Eastern Trains operated its very final service to be worked by 'Slam-Door' stock.

The train, formed of Class 423/1 Nos. 3565, 3545 an d 3568, all built at Eastleigh between 1967 and 1974, worked the 18.04 London Canon Street - Ashford International service.

The train, complete with an appropriate headboard, was well loaded with enthusiasts.

With South West Trains and now South Eastern Trains having removed 'Slam-Door' stock, Southern are now the only operators with a part 'Slam-Door' fleet.

Southern currently have eight 4-car sets (4VEP) in use on an as required basis, but all have to be withdrawn by the end of November when th eunits are taken off lease. The existance is due to some electrical upgrades that need to be made to a small number of the Class 377 Bombardier Derby built EMUs that have been introduced to replace the 'Slam-Door' trains.

BELOW: **The driver of No. 3565 prepares to board the unit before departing on the very final SET Slam Door working.** BRIAN MORRISON

First Group moves power cars from WSR

On 7th October, Freightliner Heavy Haul moved two of the First Group stored HST power cars from the West Somerset Railway at Minehead to Swansea Landore depot, presumably for overhaul.

It is through that the remaining two power cars will also move in the next week, followed by the intermediate trailers, which are to go to Reading depot for refurbishment.

ABOVE: **66620 heads a stock move from Minehead to Swansea Landore of ex-Virgin HST Power Cars Nos. 43094 and 43123 past Patchway, Bristol on Friday 7th October 2005.** CHRIS PERKINS

Data recorders for 40145

Data recorders are to be fitted to the Class 40 Preservation Society's No. 40145 later this year prior to the 31st December deadline.

The work is likely to take place after the loco's final booked railtour working of the year on 5th November from Liverpool Lime Street to London Euston.

On arrival, passengers have the option of a mini tour around South London travelling behind two GB Railfreight class 73 Electro-Diesels.

EWS livery for more Mark 2s

A further three Mark 2 coaches have received EWS maroon livery.

The vehicles, Nos. 5922, 5924 and 6110 have been repainted at Toton TMD and have been moved south to Old Oak Common.

BELOW: **The ranks of the Loadhaul liveried Class 60s has declined with the repainting of Class 60 No. 60008. Previously Gypsum Queen II, the locomotive has been denamed and painted into EWS colours. Here No. 60008 passes Eaglescliffe on 6th October with 6D85 14.17 Tees Yard - Aldwarke service.** IAN HARDY

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The Spirit of Train Simulation

Back to the Blue era

Patrick Seale takes a pictorial look at the traction variety on British Rail in the mid-1980s

PREVIOUS PAGE TOP: Class 33/1 No. 33105 passes Southampton Millbrook on the Up Main on 8th May 1989 with the Bournemouth - Clapham empty newspaper vans, formed of four Southern Region BGs. The stock would have worked down as the 02.15 London Waterloo - Bournemouth/Poole Newspaper train that morning. The newspaper contract finished a few months later.

PREVIOUS PAGE BOTTOM: Class 31/4 No. 31455 approaches Mexborough station on 26th July 1985 with the 09.41 Manchester Picc - Hull service. Today this service runs via Huddersfield and Leeds. The locomotive started life as No. D5674, becoming 31246 on TOPS renumbering. The fitting of ETH equipment saw the loco join the Class 31/4 sub class. It was withdrawn as No. 31455 (having spent a period in Departmental use as 31555) just over eleven years later in August 1996 and was cut up at Wigan Springs Branch depot in early 2000.

ABOVE RIGHT: As part of an advertising campaign Class 118, Set No. P460 was hand painted by Plymouth Laira depot into this striking yellow British Telecoms livery in February 1985. Originally a three car DMU, it carried the livery for several years during which time it was transferred to Bristol and operated, for a period, as a two-car set. Here Nos. 51302 and 51317 (now B460 set) depart from Bristol Temple Meads on 1st July 1986.

ABOVE MIDDLE: Class 501 No. 501168 (comprising M75168, M71168 and M60168) departs from London Euston on 31st May 1985 working the 15.57 to Watford Junction. The units were built at Eastleigh on 57ft frames for the Euston-Watford and Richmond-Broad Street third rail DC routes. Originally carrying green livery, the sets gained rail blue colours from the late 1960s and then blue/grey livery in the early 1980s when a modernisation programme was undertaken. All were withdrawn from Croxley Green depot in mid-1985.

RIGHT: 4TC No. 438410 leads the 17.45 Waterloo - Bournemouth through Totton on 3rd July 1984. The train is comprised of two 4TCs and a 4REP set.

ALL: PATRICK SEALE COLLECTION

ABOVE: The 'Crompton' Class 33/1s were fitted with buckeye couplings and SR multiple working equipment for use with Southern EMU stock. However, like most locomotives they were also deployed on numerous other duties. Here Class 33/1 No. 33108 arrives at Westbury on 27th June 1985 with the 08.05 Cardiff Central - Portsmouth service. The locomotive survives today and having spent some time with Fragonset Railways is now based on the Swanage Railway.

BELOW: This photograph has to be your editor's favourite as it encompases so much atmosphere and almost everything within it has now past into history! The first generation DMU has been withdrawn, as has the 'Peak' hiding on the middle road, although the Type 3 survives and has lead an interesting life! Class 37/0 No. 37173 is pictured at Liverpool Lime St in May 1984 being coupled to a test train. The locomotive was built as No. D6873 by English Electric at Vulcan Foundry, Newton-le-Willows and became No. 37173 following the TOPS renumbering scheme. Within three years of this photograph the locomotive was to recieve works attention, emerging as a 'Heavyweight' Class 37/7 No. 37801. After several years service, the locomotive was stored, but resurrected and overhauled. Today No. 37801 is better known as L29 and is employed in Spain working high speed line construction trains for GIF. ALL: PATRICK SEALE COLLECTION