The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

In This Issue

First Trans-Pennine Class 185s
Snow causes problems in Cornwall
Wi-Fi fitment to Voyagers for 2006
Seawall Engineering Trains

The Railway Herald

Issue 23
25 November 2005

Editor's comment

Welcome to the slightly delayed Issue 22 of Railway Herald. Unfortunately pressure of other work in recent weeks has had a knock-on effect to Railway Herald but, as ever, we are now trying to get back on an even footing!

Can I remind readers that we are continually looking for high quality, up to date digital photos to illustrate 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 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*

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to 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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Contents

Newsdesk 3

The future of Trans-Pennine rail travel arrives, snow hits rail services in Scotland and Cornwall and Truro school commuters gain a railway bus service!

Rolling Stock News 8

EWS tests new Mark 2 charter set, reliability of Virgin West Coast's Class 390 'Pendolino' trains increases and Riveria Trains locomotives are fitted with green-spot jumper connections.

Notable Workings Gallery 10

A pictorial look at recent engineers workings on the Devon Sea-Wall as part of a major trackwork renewal programme and some views of the seasonal Rail-Head Treatment Trains.

FRONT COVER: **The new look for Trans-Pennine routes! Class 185 No. 185103 is previewed to the railway press at the Siemens test centre in Wegberg-Wildenrath on 24th November.** RICHARD TUPLIN

BELOW: **Having attached to the 08.57 Pendolino from Euston to Holyhead at Crewe, Class 57/3 Thunderbird No 57305 John Tracy failed completely on the North Wales Coast Main Line between Bodorgan and Ty Croes on 24 November, having sustained a broken crankshaft and had to be assisted into Holyhead by Freightliner Class 66/6 No. 66607. While still in good order, the 57/3 had passed Freightliner Class 66/6 No 66607 at Llandudno Junction, which was, at the time, at the helm of the 05.38 Crewe Basford Hall - Penmaenmawr ballast working. Here, not knowing that what was to transpire, the two locomotives stand side by side in the pouring rain at Llandudno Junction.** BRIAN MORRISON

BELOW: **One working that isn't featured very often in the railway press is 5D03 09.07 Aberdeen - Mossend empty vans. The train, which runs Tuesday to Saturday, conveys the four vans off the previous nights northbound working from Walsall that conveys parcels for DHL. Here EWS Class 67 No. 67007 heads south from Arbroath on 19 November.** JIM RAMSEY

Bad weather brings rail problems to Cornwall

The UK rail network suffered its first covering of snow of the 2005/2006 winter period.

Cornwall was the worst hit, with heavy snow closing several branch lines throughout the region including the Looe, Newquay and Falmouth branches, although the St. Ives branch in Southern Cornwall remained open to traffic. The mainline through the county remained open to traffic the only problems being fallen tree's and locations where falling snow had blocked points. Precautions have been put in place to attempt to keep the railway open during heavy snow.

Although they were later cancelled, it was intended at one point that the two Harry Needle RailRoad Company Class 20s Nos. 20096 and 20905 would be moved to Cornwall for snow clearance duties.

Across the country, several locomotives were placed on standby for snow clearance duties.

In Scotland, the 06.48 Inverness to Edinburgh Waverley, First ScotRail service derailed after hitting a landslide at Moy in the Highlands. A total of 94 people were on board the Class 170 'Turbostar' at the time, which thankfully remained up right. Nine people were airlifted by the RAF to the Raigmore Hospital in Inverness, including the driver.

It is thought that the thawing of snow caused the bank sides to move creating the landslide and closing the railway for almost 24 hours. The line reopened during the early morning of 27th November.

RIGHT: **Cornwall suffered some of the heaviest snowfalls of the week. A London Paddington-Penzance First Great Western HST set passes Liskeard in blizzard conditions on 25th November.** KEVIN WILLS

Ticket barriers at Bridgend

Arriva Trains Wales has installed new ticket gates at Bridgend station aimed at reducing the number of people travelling without tickets..

The ticket gates, which can read more than 30 tickets a minute, will allow large numbers of rail users to pass through the station quickly and ensure fare paying customers are not subsidising those who avoid buying a ticket.

The ticket gates will only operate while members of the station team are on hand to supervise.

Ticketless travel costs the rail industry millions each year and means that less revenue can be invested in improving train services for customers. Gated entry to stations is widely used by other train operating companies and has also been shown to improve station security and reduce acts of vandalism.

Also being installed are several self-serve ticket machine so customers can purchase a full range of tickets at their own convenience. A total of 18 of the new self-service ticket machines will be installed at Arriva Trains Wales stations. The machines are the most advanced in the UK and offer 'chip and pin' technology and state-of-the-art security for customers purchasing tickets.

The new gates were brought into use at Bridgend from 22nd November.

For the morning train in Truro, take the bus!

For a couple of months the 07.10 Plymouth-Penzance Wessex Trains service has been heavily overloaded.

Wessex Trains working in partnership with Cornwall County Council has announced that a relief coach service will operate to help ease the pressure on the train.

Since the start of the Autumn education term the 07.10 service from Plymouth has been struggling to cope with demand due to the large numbers of passengers using it to get into Truro.

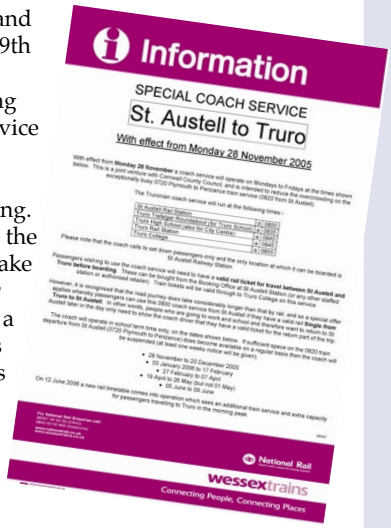
Unfortunately nothing can be changed with the rail timetable until next June, so a relief bus has been laid on to take people from St. Austell to Truro station

Research has found that the extra demand is largely due to young people at three education establishments in Truro.

As a result, the 0800 St. Austell-Truro special coach service, which operates Mondays-Fridays only during school term time, will serve Truro School, Truro High School and Truro College until 9th June 2006.

Passengers wanting to use the coach service will need to have a valid rail ticket for travel before boarding. It is recognised that the road journey does take considerably longer than by rail, and so a special offer applies whereby passengers can use this 0800 coach service from St. Austell if they have a valid rail single ticket from Truro to St. Austell.

After 12th June 2006 a new rail timetable will be in place which sees an additional train service and extra capacity for passengers travelling to Truro in the morning peak.



Information

SPECIAL COACH SERVICE

St. Austell to Truro

With effect from Monday 28 November 2005

With effect from **Monday 28 November** a coach service will operate on Mondays to Fridays at the times shown below. This is a joint venture with Cornwall County Council, and is intended to reduce the overcrowding on the exceptionally busy 07.20 Plymouth to Penzance train service (0820 from St Austell).

The Truronian coach service will run at the following times :-

St Austell Rail Station	0800
Truro Rail Station	0840
Truro High School (Boscawen) / Bar Truro Business	0845
Truro High School Lates for City Centre	0850
Truro Rail Station	0840
Truro College	0845
	0850

Please note that the coach calls to set down passengers only and the only location at which it can be boarded is St Austell Railway Station.

Passengers wishing to use the coach service will need to have a **valid rail ticket for travel between St Austell and Truro before boarding**. These can be bought from the Booking Office at St Austell Station (or any other staffed station or authorised retailer). Train tickets will be valid through to Truro College on the service.

However, it is recognised that the road journey does take considerably longer than that by rail, and so a special offer applies whereby passengers can use this 0800 coach service from St Austell if they have a valid rail **Single from Truro to St Austell**. In other words, people who are going to work and school and therefore wore want to return to St Austell later in the day only need to show the coach driver that they have a valid ticket for the return part of the trip.

The coach will operate in school term time only, on the dates shown below. If sufficient space on the 0820 train departure from St Austell (07.20 Plymouth to Penzance) does become available on a regular basis then the coach will be suspended (at least one weeks notice will be given).

- 28 November to 20 December 2005
- 03 January 2006 to 17 February
- 27 February to 31 April
- 16 April to 26 May (but not 01 May)
- 05 June to 09 June

On 12 June 2006 a new rail timetable comes into operation which sees an additional train service and extra capacity for passengers travelling to Truro in the morning peak.

For National Rail Enquiries call:
08457 484950
(Mon-Fri 07.00-19.00, Sat 08.00-14.00)
Minicom: 0845 605 0333
www.nationalrail.co.uk
www.wessextrains.co.uk

National Rail

wessextrains

Connecting People, Connecting Places

RIGHT: **The new look for First Trans-Pennine express services - the Class 185. The 100mph trains have been designed to cope with the depends of the route, including fast acceleration, steep gradients and future expansion. No. 185103 is pictured at speed on the test track at Wildenrath.** RICHARD TUPLIN

The new era for Trans-Pennine rail travel approaches

Siemens Transportation unveiled the first of 51 First Trans-Pennine Class 185 DMU class at Wildenrath in Germany on 24th November.

The new 100mph Class 185s, which were ordered back in September 2003, will replace the existing Class 158 units on Trans-Pennine services between Liverpool, Manchester, Cleethorpes, Hull, Scarborough and Newcastle from next year.

Power for the new trains is provided by a 560kW Cummins diesel engine in each car, which drives through Voith gearing.

Each train comprises of three coaches, with one driving vehicle (DMOCLW - Driving Motor Open Combined Lavatory Wheelchair) containing a toilet accessible by the disabled and the first class area, which is located in the middle of the vehicle, with standard class seating towards the inner end. The first class end is located by the usual yellow cant-rail stripe and the words 'first class' on the appropriate exterior access doors. In addition First Trans-Pennine have followed the lead set by Virgin Cross-Country and painted the bottom cover of the coupler yellow to indicate that first class is located at that end of the train.

Two pairs of centrally located doors within each half of the vehicles should avoid some of the crowd problems experienced with the current Class 158 units, where the doors are located at the ends of the vehicle.

Inside the new trains are bright and airy with the common First Group colour scene holding sway and presenting a fresh and pleasant atmosphere in which to travel.

Each train seats 154 standard class passengers and 15 first class passengers and features full air-conditioning, on-board security cameras and a new GPS communications based information system.

All table seats within both Standard Class and First Class are equipped with 240v power outlets for the use of mobile phones and laptop computers.

The first of the new trains is due to leave the test centre at Wildenrath on 30th November and travel to the UK via the Channel Tunnel. On arrival the sets will be based at the Eurostar depot at Longsight, opposite the West Coast Traincare complex.

Siemens have leased the depot, which was originally intended for use with the Regional Eurostar services, from Eurostar to enable testing of the 185s to be carried out.

Testing, which should commence in early December with the first unit, will initially be carried out between Preston and Barrow with additional high-speed testing being undertaken on the ECML between York and Darlington.

The trains eventual base at Ardwick, Manchester is now under construction and is due to open on time in March 2006. Other depots are to be built at York, where a ground-breaking ceremony was held a few weeks ago, and Cleethorpes where work on the new fueling and light servicing depot is due to start in early 2006. From that point, with the exception of

limited out-stabling of a small number of units at Sheffield and Heaton depot in Newcastle, each Class 185 will return to one of the three Siemens depots, dedicated to the TPE fleet. To allow the overnight servicing and stabling to take place at Newcastle, shore-supply points are to be installed at Heaton depot, allowing the units to remain powered without the engines running.

Introduction into passenger service is presently expected to take place in mid-March with the 185s being introduced gradually to the Manchester Piccadilly - Hull service. It is understood that the first Trans-Pennine route to see total Class 185 operation will be the Manchester Airport - Cleethorpes route.

Delivery of the units from Germany is expected to be quick with more than one set a week arriving in the UK. All 51 units will be in traffic by December 2006, replacing TPEs existing fleet of Class 158 DMUs which will then be cascaded to other passenger operators.

The trains, which represent a £250m investment are owned by HSBC Rail and leased to First Trans-Pennine until the end of the franchise period.

The Trans-Pennine Express franchise carried 14.4 million passengers last year, which was an increase of 6% on previous figures. Although all 51 units are being delivered as three-car trains, although the possibility does exist to extend them to four or, in the long term future, even five car trains.

Should the expansion of the train sets to four-car DMUs become a reality, the depots at York and Manchester have all been built to accommodate four-coach units, meaning there is limited work to be undertaken when and if the time arises.

RIGHT: The new first class area on board the Class 185s. BELOW: Looking down the standard class area in one of the centre vehicles. BOTH: RICHARD TUPLIN

ABOVE: Now operated by Riveria Trains, BR two-tone green liveried Class 47/4 No. 47815 Great Western stands at Newport with a late afternoon Crewe-Cardiff additional on 18th November. Most of the Riveria Class 47/4 locomotives have now been fitted with green-spot multiple working jumpers, although the reason for the fitment is not known. . GARRY SPARKS

Virgin to stand down loco-hauled sets

With the reliability of its Class 390 'Pendolino' sets improving constantly, Virgin West Coast have announced that they are likely to stand down one if not both of their standby loco-hauled sets by the end of the year.

Currently Virgin West Coast (VWC) lease two rakes of coaching stock direct from Porterbrook Leasing with Class 90 locomotives hired on a daily basis from EWS. Due to the number of failures which have occurred with the Class 90s, three locomotives are now hired from the company, two for use on the sets and a third, usually the locomotive off one of the overnight First ScotRail sleeper services, which is retained at London Euston as a standby.

Alstom are now supplying VWC with a minimum of 45 Class 390's every day, which provides Virgin with enough 'Pendolinos' to operate the advertised service and provide standby sets, rendering the loco-hauled sets surplus to requirements.

Virgin Trains expect to reach a miles per casualty (mpc) of 10,000 before Christmas on the Class 390s and hope to constantly hit the 10,000 mpc by March 2006. As a result of these statistics, the Class 90-hauled sets, which have been used occasionally, have only covered 1,200 miles between them in recent months.

Class 37/9 saved for preservation

Class 37/9 No. 37905, recently moved to C F Booths at Rotherham from Immingham TMD, has been purchased for preservation by BRE Limited and will join the fleet of five locomotives now operated by the Class 37 Locomotive Group.

EWS test new Mark 2 charter train set

ABOVE: Making its first run as a complete train, the new EWS Mark 2 charter set (with the exception of the as-yet unpainted Mark 1 buffet vehicle) passes Pewsey on its return from Westbury to Ealing Broadway and Old Oak Common on 23rd November. ANDY HARKNESS

Voyagers to be fitted with Wi-Fi

As previously announced by Virgin Trains, tests have been carried out on the proposed fitment of Wi-Fi internet access to Virgin Voyagers.

The tests carried out have been deemed highly successful and a role out across the entire fleet of Class 220 and 221 DMUs is now planned to commence in 2006.

The company also plan to commence a trial of Wireless Internet on one of the Class 390 'Pendolino' sets during early 2006. A successful outcome is likely to see a similar retro-fit applied to the Class 390 fleet.

Major trackwork programme sees variety on seawall

ABOVE: A major trackwork renewal programme is being undertaken during Sunday possessions on the famous Devon sea-wall through Dawlish and Teignmouth. Each Sunday has seen several engineers trains assemble on the seawall with mainly Class 66 motive power, but also featuring the occasional Class 60. Here No. 66186 awaits its next move just north of Teignmouth station on 20th November.

BELOW: Making the first appearance of a Class 60 on a civil engineers service at Dawlish for several years, Class 60 No. 60017 is pictured alongside Marine Parade at Dawlish on 20th November. The subsequent weekend saw the whole of the southbound running line, replaced. BOTH: COLIN J. MARSDEN

ABOVE: Across the country several Rail Head Treatment Trains (RHTT) are in action in an attempt to reduce the problems caused by the yearly 'leaf-fall' season. When leaves on the rails are constantly pounded by the weight of passing trains, it creates a slippy mulch on the railhead which reduces adhesion, creating problems for trains when starting from a stand and when trying to brake. The RHTTs work by spraying the railhead with a high pressure water jet to blast the mulch off the rail head. One of these trains is based at Crewe Gresty Lane and operates daily through Cheshire and Wrexham, powered by DRS traction. Here Class 20/3 No. 20305 and Class 37/6 No. 37602 pass Trewern on the Machynlleth leg of the circular 1Z96 13.24 Crewe - Crewe RHTT. RICHARD W. JONES

BELOW: Two RHTTs are based at Doncaster in South Yorkshire and operate over a wide area covering Peterborough, Chesterfield, Worksop, Scunthorpe, Goole, Knottingley, York, Tyne Yard and Carlisle. One of these trains, 6T98 08.58 Doncaster Belmont Yard - Knottingley via Scunthorpe and Goole is pictured approaching Scunthorpe on 15 November with motive power being supplied by EWS Class 66s in the form of Nos. 66248 and 66236. RICHARD TUPLIN