The Railway Herald

9 December 2005 No.24

The complimentary UK railway journal for the railway enthusiast

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Issue 24
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Editor's comment

December is normally known for being one of the quieter months in the railway calendar. The lower number of daylight hours bringing less opportunity for lineside photography while the run-up to Christmas normally brings less events for the railway press.

2005 however has been busier than normal as this issue shows. It is pleasing to note the introduction of new services linking North and South Wales, together with the start of work on the second of the depot's for First Trans-Pennine. Long may the on-going investment in Britian's national railway network continue!

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!

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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A pictorial look at some of the recent notable workings on the National Network, together with a special look at the Arriva Trains Wales farewell to loco-hauled trains weekend in the Rhymney Valley.

Getting involved and contributing to Railway Herald

One of the most common questions we are asked by readers is can I submit news, information and pictures to you?

Yes, definately is always the answer! Just like the printed magazines, we welcome submission from all our readers. The only requirement that we have is that pictorial submissions are digital (with the aim of being a weekly magazine we simply do not have the timescales to allow prints and slides) and that the original file off the camera is available to us. To be of suitable quality this file should be around a minimum of 1.5Mb, althought the higher the better!

To submit to us, just drop an email to the editor - our contact address and details are contained in the yellow box on the left!

FRONT COVER: Following attention to several faults at Old Oak Common, Class 47/4 No. 47840, currently leased to GBRailfreight, operated a test run on 2nd December from Willesden PRDC to Bristol RMT. The train, which utilised Class 325 Nos. 325017 and 325015 as a trailing load, is pictured passing Lower Basildon on its return working. Attached to the rear was First Great Western's Class 57/6 No. 57602, which was included in case problems were encountered, but was fortunately not required. CHRIS NEVARD

BELOW: On 28th November, Class 40 No. 40145 stands at Barrow Hill, shortly after its arrival from Heywood on the East Lancashire Railway. While the locomotive is at Barrow Hill it will be receiving attention to cab interiors, involving fitment of new floors and many parts renovated. Repairs to radiators and cleaning the radiator compartment, bodywork repairs and a re-paint still retaining BR Blue together with the fitment of OTMR equipment . The next railtour commitment for the locomotive is in 2006, starting from Birmingham New Street on a Pathfinder Tours charter to Cardiff via the Midlands and Cheshire! MARTIN WALKER

Arriva launch new Cross-Wales service and 175 livery

From 11th December, Arriva Trains Wales launches its new two hourly direct rail service, linking Holyhead and Cardiff.

The new 'standard pattern' service, which provides 78 direct services a week was officially launched on 8th December. All services on the new route travel via Wrexham and a Business Class service will be introduced from 2006.

The new Cross-Wales rail service is one of several improvements being made to services from the start of the new timetable period. For travellers in and around Wales, this will mean an additional 950 services a week, with extra seating capacity on some of the busiest peak-hour trains.

The opportunity was also taken during the official launch of the Holyhead-Cardiff service to launch the new look Class 175 DMU into traffic, the first member of the class to carry the new style Arriva Trains colour scheme.

The obligatory yellow end remains on the upper half of the cab, with the remainder being in white, including the cowling surrounding the coupling. The bodysides feature a graded white to blue colour scheme, with the reverse taking place in the centre of the middle coach to create a distinctive, very attractive and fresh livery style.

ABOVE: Pictured at Cardiff Central shortly after arriving with the inaugural trip from Holyhead, Class 175 No. 175110 proudly displays its new colours.
BELOW: The centre coach on No. 175110 is pictured in its attractive blue and white Arriva Trains colour scheme, offset by the yellow and green graded strips along the bodyside.
BOTH: WILF SMITH

Type 1s at Gloucester

LEFT: Recent weeks have seen the two Class 20 locomotives, Nos. 20096 and 20905, owned by Harry Needle Railroad Company outstabled at Gloucester, while they have been hired to Cotswold Rail. The pair are pictured there on 28th November. The reason behind their use by Cotswold Rail is reported to be for driver training and route learning for a new Cotswold Rail Advenza freight flow from the south-west to the north. WILF SMITH

Last WAGN 'Picture Train' unveiled at Peterborough

The fourth and final WAGN (West Anglia & Great Northern) Class 365 Networker Express 'Picture Train' was unveiled at Peterborough Station on 2nd December.

The set, Class 365/5 No. 365519, which has been given vinyl wraps at Hornsey Depot, promotes the theme 'Peterborough – Environment Capital'.

The four large images which adorn the sides of the coaches depict Peterborough Cathedral, Shanks Millennium Bridge, The Guildhall and Bishop's Road Gardens and Ferry Meadows Country Park.

ABOVE: **The final 'picture train' to be unveiled, Class 365 No. 365519 stands at Peterborough on 2nd December.**
LEFT: **The pictorial view of Peterborough Cathedral on vehicle No. 65912.** BOTH: BRIAN MORRISON

Celebrity Class 87 heads east!

On 10th December, celebrity Class 87 No. 87012 The Olympian, complete with its unique Network SouthEast style livery and with its bodyside branding recently altered to show 'Host City London 2012', heads south at Northallerton on the East Coast Main Line with a Sheildmuir RMT - Willesden PRDC postal service. The train had been diverted due to engineering work.

MICHAEL J ALDERDICE

Caerphilly Castle and Pride of the Valley's unveiled

To commemorate the end of locomotive-hauled services on the Cardiff-Rhymney line, Arriva Trains Wales and EWS have named the two Heritage-liveried Class 37/4s Nos. 37411 and 37425.

The ceremonies took place at Caerphilly on 28th November and celebrated Caerphilly Castle and the heritage of the South Wales Valleys.

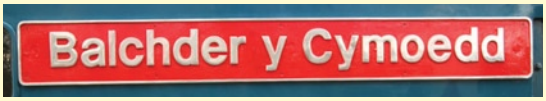
Caerphilly County Borough Council leader, Cllr Harry Andrews officially named Large-logo liveried Class 37/4 No. 37425 Pride of the Valley's, while Anthony Payne, Custodian, Caerphilly Castle named BR Green liveried No. 37411 Caerphilly Castle.

The names, which are carred in English on one side and Welsh on the other, were chosen following a reader's competition in one of the printed enthusiast magazines. Following the namings a special journey was undertaken between Cardiff and Rhymney.

The replacement of loco-hauled services with DMU operation will bring with it an increase in services between Cardiff & Bargoed via Caerphilly to four an hour from January 2006.

ABOVE: **One of the celebrity Class 37/4 No. 37425 is pictured at Caerphilly on 28th November shortly after being named Pride of the Valleys to commemorate the end of regular loco-hauled scheduled services on the Rhymney Valley line. At the helm of the train was green liveried Class 37/4 No. 37411 which had also been named Caerphilly Castle.** CHRIS PERKINS

BELOW: **The naming ceremonies of 37411 (left) with the Custodian of Caerphilly Castle, Anthony Payne and ATW's Jon Veich and 37425 (right) with competition winner Graham Colenso and local councillor Harry Andrews. Below are the welsh versions of the nameplates carried by the two locomotives.** CHRIS PERKINS & WILF SMITH



Type 3s to Gloucester!

In addition to operating their final week of weekday peak-hour services on the Rhymney branch, a pair of Class 37/4s, together with a set of four Arriva liveried Mark 2s have operated two return trips between Cardiff and Gloucester on several days during the week commencing 5th December.

LEFT: **Class 37/4 Nos. 37405 and 37425 are pictured at Cardiff Central, having arrived from Gloucester on 8th December, while standing in for a DMU set.** WILF SMITH

New station for Pitsea

Commuters and passengers at Pitsea now have a new station building. The previous stucture was a temporary booking office which has served passengers for six years since subsidence closed the original station building.

The new station, which features information screens displaying train running information and a coffee shop, represents an investment of £1 million from Network Rail and c2c.

ABOVE: Class 357/2 'Electrostar' No. 357205 forming the 12.05 Shoeburyness-Fenchurch Street enters Pitsea on 1st December. BRIAN MORRISON

RIGHT: The new station building at Pitsea. BRIAN MORRISON

Work starts on York depot

ABOVE: Work on the second depot that Siemens are building for First Trans-Pennine began on 6th December. The £10m York complex is scheduled to open in the second quarter of 2006. The depot complex which is located just north of the National Railway Museum in Leeman Road, will undertake light maintenance, interior cleaning, toilet-emptying, cleaning and refueling on nine three-car Class 185 sets every night. Throughout the new depot site, the concerns of local residents have been accepted with acoustic fencing being installed and the lighting for the new depot being directed away from housing situated on the opposite side of the line. The first Class 185 to be delivered from Germany arrived at Willesden on 8th December. RICHARD TUPLIN

DLR City Airport line opens

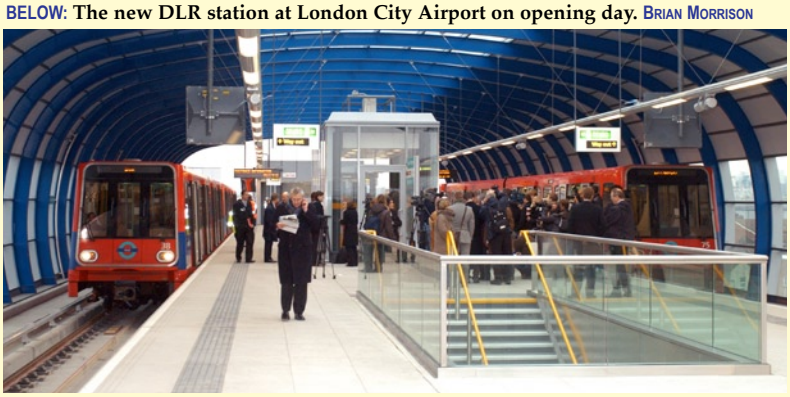
The first stage of the Docklands Light Railway London City Airport extension from Canning Town to King George V station at North Woolwich via London City Airport was opened on 6th December, with London Mayor Ken Livingstone cutting the cord, accompanied by several celebrities from the sports world.

The newly opened railway, the fourth DLR extension, will play an important part in London's transport plans for the 2012 Olympic Games as the Southern Royal Docks area now has a dedicated rail link which connects local and airport passengers direct into the Tube system at Canning Town. For the first time, fast and efficent connections are available for passengers arriving at London City Airport to transfer quickly and easily to the City or Canary Wharf.

The new branch, which leaves the DLR's Beckton line east of Canning Town station, initally has four stations; King George V, London City Airport, Pontoon Dock and West Silvertown.

Work on the next stage of the extension, 2.5km to Woolwich Arsenal is now underway and is scheduled for completion by 2009.

BELOW: The new DLR station at London City Airport on opening day. BRIAN MORRISON



ABOVE: **On 24th November, the first three Ex-'one' Anglia Class 86 locomotives (Nos. 86235, 86218, 86246) were moved from Norwich Crown Point to Immingham Railfreight Terminal behind Class 67 No. 67023. A second movement (conveying 86232, 86234 and 86260) took place five days later behind Class 66 No. 66199. Here No. 67023 is pictured awaiting entrance into Immingham Railfreight Terminal on 24th November.** MICKSTER66

New use for Virgin Class 57/3 'Thunderbird' fleet

Virgin Trains and the Department for Transport have now confirmed that the preferred method of operation for the London Euston - Holyhead service is to use the Class 221 Voyager fleet.

Currently some of the Holyhead services operate with Class 57/3 locomotives 'dragging' Class 390 'Pendolino' sets between Crewe and Holyhead.

It is expected that a dedicated fleet of Class 221 units will be formed for the North Wales Coast services, with those selected undergoing modifications to introduce extended galleys for food preparation.

The new arrangement will bring an end to this operation of dragging Class 390s, and as a consequence will provide Virgin West Coast with spare capacity in the 'Pendolino' fleet while at the same time, reducing the operational requirement for the Class 57s which were converted by Brush from Class 47 locomotives, specifically for Thunderbird and North Wales duties.

From the December timetable change, Virgin Trains deploy only four Class 57/3s as Thunderbirds, these being located at London Euston, Rugby, Carlisle and Glasgow. The move, which can only be seen as Virgin Train's increasing faith in the reliability of the Class 390s, may not be viewed in the same light for the potential usefulness, as the locomotives will not be manned.

Crews for the Thunderbird allocated locomotives will only be provided on an as required basis to clear the line.

Part of the reason behind the lack of a 24/7 crew is the ability in the short-term future to be able to rescue a failed Class 390 with another Class 390 set, in the case of an on-line failure.

New operators ahead

Virgin Trains is now discussing the future with various operators as the proposed changes to North Wales operations, which will be introduced from June 2006 at the earliest, will see between 10 and 12 Class 57s spare every weekday.

All sixteen locomotives are required for use at weekends for planned Pendolino diversions due to on-going upgrading work on the West Coast Main Line.

One weekday operator looks likely to be Arriva Trains Wales which is proposing to use two members of the class on the North Wales Coast route.

With the introduction of the new Holyhead-Cardiff service plus the use of the Class 175 DMUs on First Trans-Pennine service, Arriva Trains Wales is still experencing a lack of units.

As a result two Class 57/3 locomotives commenced work on passenger services on the North Wales Coast route from 9th December between Manchester and Holyhead.

The Class 57/3s, which are being worked by Virgin Trains drivers, are expected to be in use until late January.

BELOW: **Class 57/3 No. 57314 departs from Chester with a crew handling trip to Holyhead. On the rear was No. 57302.** FRED KERR

While several visiting locomotives could be seen in action on the Rhymney line during the 4th December, the regular locomotive fleet were also in use. Here No. 37419 climbs towards Bargoed with a morning Rhymney - Cardiff service. SAM FELCE

Rhymney valley loco-hauled farewell event

ABOVE: Arriva Trains Wales planned a loco-hauled spectacular on 4th December, the final Sunday of locomotive hauled services on the Cardiff - Rhymney route. The trains used locomotive classes that had been associated with the service in recent years. Here West Coast Railway Company's recently repainted Class 33/2 No. 33207 climbs away from the classic shot at Ystrad Mynach with a Cardiff bound train.
BELOW: It has been several years since Class 50s were used on the Rhymney commuter trains, but the Fifty Fund supplied No. 50049 Defiance for services, pictured here with EWS Class 37/4 No. 37411 on the rear climbing through Pontlottyn. BOTH: SAM FELCE

ABOVE: A diesel-hydraulic in Yorkshire is not a regular occurance! Hence when the Diesel Traction Group's Class 52 'Western' No. D1015 Western Champion operated a charter from West Ruislip to York, then a circular trip around the Harrogate Loop, the photographers were certainly out in force, as shown by the number of photographs received of the train by Railway Herald! Here No. D1015 pulls away from Poppleton, north of York heading for Harrogate. Carl Beaumont

BELOW: A sight that many thought they would never see again - A Brush Type 4 on a Royal Mail service! Unfortunately all is not quite what it seems, as the Class 325 EMUs were simply in the consist to provide a load for the locomotive, no mail traffic being actually carried. Here Class 47/4 No. 47840 North Star heads for Bristol on a proving run from Old Oak Common following repairs to the locomotive. FGW Class 57/6 No. 57602 was attached to the rear as insurance. Andy Harkness

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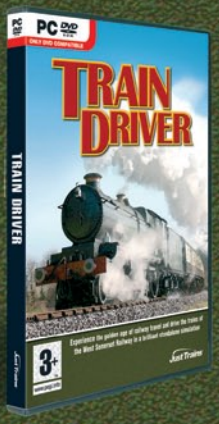

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