The Railway Herald

31 December 2005 No.26

The complimentary UK railway journal for the railway enthusiast

Happy New Year to all our readers

In This Issue

'Wessex Electrics' for overhaul at Ilford
Network Rail Class 86/9s graffitied
Stoke-Derby rail investment
Class 37s back to South Wales!

The Railway Herald

Issue 26
31 December 2005

Editor's comment

Our final issue of 2005! It does not seem ten months since our very first issue appeared to a limited number of people! Since then the distribution of Railway Herald, originally intended to be an 'occasional' look at the network, has blossemed to an unbelieveable level.

2005 has been quite exciting both for the National Network and indeed ourselves. The development of Railway Herald is to continue with numerous changes and improvements being made.

All of our subscribers will be advised of the full details in a few weeks, so if you want to be the first to know what is happening, subscribe today! 2006 holds many exciting prospects for us and we hope that readers will continue to support us and enjoy what we hope is a valuable update on news from around the UK railway network.

We must offer an apology to Mr Peter Heppenstall whose picture of the Class 185 at Manchester Oxford Road appeared incorrectly creditted in the last issue.

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.

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

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 choose to cease your subscription in the future, please just contact us.

© Copyright Railway Herald.co.uk 2005

Contents

Newsdesk 3

SWT Class 442 EMUs to receive C6 overhauls at Ilford depot. Class 66 No. 66215 to move to France. Network Rail track upgrade work. Bombardier wins European orders and secures future for Derby. Final run for DPS 'Deltic' No. 55019.

Rolling Stock News 5

MML runs short-formed HST in place of Meridian set. Network Rail Class 86/9s suffer graffitti attack and Class 37/4s return to South Wales.

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, definitely 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!

A very prosperous and Happy New Year to all our readers!

FRONT COVER: **The final mainline run for the Deltic Preservation Society's Class 55 'Deltic' No. 55019 Royal Highland Fusilier took place on Wednesday 28th December 2005, a circular trip from Derby to Derby via York and the Pennines. The train is caught by the camera in snow-covered Yorkshire passing Swinton on its outward journey.** STEVE THOMPSON

BELOW: **Although not normally covered by Railway Herald, the West Somerset Railway held its Winter Steam Gala on 29th October, which saw the debut of Somerset & Dorset 7F No. 53808 (running as No. 88). Snowfall in the afternoon resulted in a thin layer of snow at Bishops Lydeard for the evening photography. Here No. 88 prepares for departure at Bishops Lydeard with the 17.30 non-stop service to Minehead.** NATHAN WILLIAMSON

South West Trains Class 442 fleet for overhaul at Ilford!

ABOVE: **The South West Trains Class 442 fleet is set to undergo a C6 overhaul at Bombardier Transportation's Ilford depot in Essex. The first of the fleet, No. (44)2401 is due to move north on 4th January. The work includes an external repaint, internal retrim and technical modifications. Movement of the units to and from Ilford is to be carried out by GBRailfreight, with the work provisionally allocated to the companies Class 73 fleet. However, sources suggest that the usual source of power is more likely to be the Network Rail 'yellow' liveried Class 73s based at Tonbridge and used regularly by GBRf. In warmer times, No. (44)2411 passes Hook.** Richard Tuplin

Network Rail forthcoming upgrade work

Work to remove a major bottleneck on the West Coast Main Line will soon start in the Lichfield area.

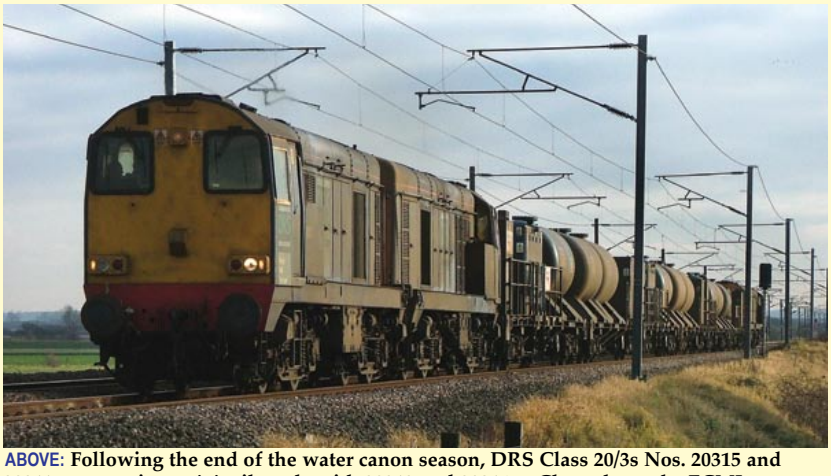
As part of the £8bn upgrade of the WCML, the 'Trent Valley Four Tracking' project will double the number of tracks to four between Tamworth, Lichfield and Armitage and should deliver major improvements.

As well as widening the track, work will be carried out on the bridges that cross the railway to accommodate the additional two tracks. A disused footbridge between Vulcan Road and Netherstowe Lane has already been demolished and the next phase of work includes replacing the footbridges at Vulcan Road and behind Chadswell Heights and replacing the road bridge at Netherstowe Lane. Work is already underway at Tewnalls Lane and traffic management will remain in place whilst work is carried out to replace the bridge early next year.

Also receiving investment is the Stoke-on-Trent and Derby line. £2.5 million worth of track renewal work will take place at Upper Leigh near Uttoxeter and Eggington and Findern near Derby.

The programme of work will take place from Friday 6 to Monday 16 January and will involve the temporary closure of several level crossings in the area.

Over the two week project Central Trains services will be replaced by road replacement services between Stoke-on-Trent and Derby.



ABOVE: **Following the end of the water canon season, DRS Class 20/3s Nos. 20315 and 20311 are seen in top 'n' tail mode with 20313 and 20314 at Claypole on the ECML, returning the two water canon trains to York for storage.** Nick Green

Bombardier wins orders from DB and RENFE securing Derby future

Bombardier Transportation, in consortium with Alstom Transport LHB, has announced an order from Deutsche Bahn (DB Regio NRW GmbH) for the supply of 78 ET422 four-section suburban railway multiple units. The total value of the contract, which includes an option for 72 additional trains, is approximately £235 million with Bombardier's share amounting to some £153 million. Deliveries are scheduled to commence in March 2008.

Bombardier, with Patentes Talgo, has also won another order from the Spanish National Railways (RENFE) for the supply of 30 AVE S-102 very high-speed trains. The total contract is valued at approximately £452 million, with Bombardier's share being approximately £168 million.

This new order brings the total number of very high-speed trains ordered by RENFE to 46, and represents a total value of approximately £263 million to Bombardier. The new trains are scheduled to commence delivery in August 2008.

These new contracts have secured the future of several Bombardier's European construction plants and in doing so, should ensure that construction work on the new fleet of trains for London's Underground network remains at Derby and is not moved overseas.

66215 moves to France

The first of ten EWS Class 66 locomotives is to move to France during the week commencing Sunday 1st January.

No. 66215, which has not been repainted, but which does sport a newly fitted snow deflector, has been moved to Dollands Moor in preparation for its export. Transit through the tunnel is expected early next week.

ABOVE: The Deltic Preservation Society operated what may have been the last 'Deltic' railtour on 28th December, taking Class 55 No. 55019 Royal Highland Fusilier from Derby to York then across the Pennines via both Copy Pit and Diggle before return to York and back to Derby. The train was an almost immediate sell out and has guaranteed the future of DPS operated railtours. For No. 55019 however, it was the locomotive's last run, as it is not fitted with the OTMR equipment, which becomes mandatory on 1st January 2006. The locomotive for the 2006 railtour programme will be the DPS's other working Class 55 No. 55019 Alycidon, with the potential for No. 55015 Tulyar to join the frame in the future. WARREN ARMSTRONG

BELOW: The extensive refurbishment of Norwich station was still underway on 21 December 2005, with Class 170/2 Turbostar No 170271 at Platform 2 forming the 16.40 to Cambridge where the work is still ongoing. With passengers walking along Platforms 3/4 to board the 16.30 to London Liverpool Street, the facelift is almost complete. BRIAN MORRISON

ABOVE: **On 23rd/24th December, Midland Mainline utilitised a short-formed HST set to cover for a shortage of Class 222 'Meridian' DMUs. The train formed of Class 43 No. 43184 and 43050, with Nos. 44044, 42125, 42124 and 41064, is pictured at Derby on 24th December. The set worked the 19.07 Nottingham - St. Pancras service on 23rd December and then the St. Pancras - York diagram as far as Derby the following day. Here the set was taken out of service as a 'Meridian' set was available.** DAVE MULLIGAN

Class 86/9s in graffiti attack

Network Rail's two Class 86/9 locomotives have been the subject of a graffiti attack over the Christmas period.

Nos. 86901 and 86902 were stabled around York over the Christmas period, having been hired to GNER for ice-breaker duties on the ECML. Both locomotives were in York Yard North when the attack took place.

Despite having been heavily vandalised, both locomotives have been moved to York station for security and to prevent further attacks.

Four Class 73s rescue Southern electrics in bad weather!

Almost the whole of west Kent was badly affected by severe snow storms on 28th December.

As a result, two 'Electrostar' EMUs, which had failed West of Ashford, had to be rescued on 28th December. Savior came in the form of Network Rail's pair of Class 73/2s Nos. 73212 and 73213.

Unfortunately these two locomotives also expired shortly afterwards, which resulted in GB Railfreight's Nos. 73204 and 73209 being dispatched to rescue the train again, giving the unusual and rare sight of four 'EDs' hauling a passenger service!

EWS Type 3 reaches Norwich!

ETS-fitted Class 37/4 No. 37405 was moved from Acton Yard to Norwich on 27th December in preparation for snowplough duties.

En-route the locomotive was used to move a set of empty coaching stock for 'one' Anglia from London Liverpool Street. As a result, the Type 3 powered the 23.20 (5P88) Liverpool St. - Norwich ECS, complete with a failed Class 90 No. 90011 on the rear.

Class 37s back on South Wales passenger duties?

It appears that several members of the EWS Class 37/4 pool are in the process of being moved back to Cardiff and South Wales.

Insiders suggest that Arriva Trains Wales has requested the locomotives back for passenger duties, presumably related to the company's apparent shortage of rolling stock.

As a result BR-green liveried Class 37/4 No. 37411 Caerphilly Castle, which has seen intensive use in Scotland since its move north following the end of loco-hauled services to Rhymney, was hauled dead from Mossend to Warrington behind Class 92 No. 92015 on 30th December in the consist of 6M76 21.34 Mossend to Warrington Enterprise service.

The locomotive had previously worked 6X20 Mossend - Roysth Docks on 22nd, followed by 6B01 Grangemouth - Riccarton tanks, double-headed with classmate No. 37416 on the 23rd. Following that working, the pair ran light engine to Falkland Yard at Ayr to work 6D80 22.01 Irvine - Mossend, where No. 37411 remained over Christmas.

The 27th December found the celebrity loco on 6H44 01.20 Mossend - Inverness, returning south with 6D05 on 30th, with another classmate, this time No. 37401 dead in tow.

The celebrity Type 3 is to undergo an 'A' Exam at Warrington before continuing its southward journey back to Margam Depot.

87028 gains livery modification at Willesden!

ABOVE: **Previously in operation with Direct Rail Services, Class 87 No. 87028 has now been taken into the GBRf operation. During rectification work at Willesden, the locomotive has acquired orange window surrounds and first group logo's on the yellow front at each end of the loco!** ANON