# The Railway Herald

18 January 2006 No.27

The complimentary UK railway journal for the railway enthusiast

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FM Rail 'Blue Pullman' launched
New Doncaster Intermodal Service
FGW HST re-engineering go-ahead
Weekend low-price travel offers

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Issue 27
18 January 2006


## Editor's comment

Welcome to the slightly delayed first issue of Railway Herald in 2006.

Following a quiet start to the year it is nice to report on the launch of FM Rail's new Blue Pullman dining train. If the current state of bookings for the trains' outings are any judge it should be a huge success for FM Rail! We are also told that it is likely that Pullman logos will be attached ot the bodysides of Nos. 47709 and 47712, providing yet another livery variation for the Brush Type 4 fleet!

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!

Any communication with Railway Herald should be via e-mail to *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 Railway 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
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## 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!

Alternatively, if you don't consider your photograph to have a news value, why not sign up to our message boards and photo galleries, where you can create your own photographic album to share with friends and fellow readers. Just visit http://www.railwayherald.co.uk

## Message Boards

Railway Herald has recently expanded its website, with the addition of a 'Picture Of The Day' and a Message Boards section where users can sign up for a free account and discuss a variety of railway based topics.

In addition, if you have a digital camera, you can also create your own photo album and upload your own pictures to share with other readers around the globe!

FRONT COVER: **Hanson liveried Class 59/1 No. 59104 Village of Great Elm climbs up the grade out of Virginia Water with a very late-running 7O04 Acton-Woking aggregate service on 12th January 2006.** CHRIS NEVARD

BELOW: **The sun sets on one of the first days of 2006. Siemens built 'Desiros' Nos. 450015 and 450051 approach Clapham Junction on 4th January 2006, forming a Waterloo-Waterloo roundabout service via Richmond and Twickenham.** BRIAN MORRISON

# New and refurbished footbridges in North West

Passengers at three rail station in the North West have gained improved access with the refurbishment or renewal of the station footbridges.

A total of £724,000 has been spent on the works which has involved the installation of a new footbridge at Garswood and the refurbishment of exisiting structures at Eccles and Ince.

Most of the work has taken place at weekends to minimise disruption to rail services.

**BELOW: The newly refurbished footbridge structure at Ince station.** NETWORK RAIL

**ABOVE: Heading for software improvements to be completed at Bombardier Derby, Southern Class 377/1s Nos 377140 and 377123 pass Clapham Junction on their way from Selhurst depot on 4th January, hauled between 'Porterbrook' liveried translator vans by EWS Class 67 No 67015.** BRIAN MORRISON

# Dry bulk transport technology for rail

ISO-Veyor technology is set to revolutionise the dry bulk transportation market just as ISO-tanks have done for the global bulk liquids market

ISO-Veyors are pressurised intermodal dry bulk containers within standard ISO frames. The units can be filled and sealed at source, transported and delivered to site for immediate discharge or left to provide temporary storage.

The new technology reduces the costs of handling and storage whilst giving users the flexibility to respond to market demands quickly and easily.

InBulk Technologies (IBT) which has designed the ISO-Veyor containers, are to work with EWS, to develope the service for rail customers within the UK and Euro-Cargo Rail which will market the service throughout mainland Europe.

# £1 travel offer on West Country branch lines!

**Wessex Trains has announce a very reduced price travel offer until the end of February!**

During the remaining weekends in January and February 2006, the return fares on all five Cornish branch lines will be reduced to just £1 and in Devon the fare for travelling on the Exeter to Barnstaple line will be only £3.

The 'Great Westcountry Branch Line Offer' will run on Saturdays and Sundays during January and February.

In each case the Line Ranger price is reduced giving the freedom to travel all day long.

Supported by the Department for Transport and The Devon & Cornwall Rail Partnership, the Great Westcountry Branch Line Offer is a Community Rail initiative designed to encourage more people to travel by rail.

The special fare is available without time restriction and for unlimited travel on the day of issue (no further discounts are available for children or Railcard holders.) on the St Erth - St Ives line, Truro – Falmouth line, Par – Newquay line, Liskeard – Looe line, Plymouth – Gunnislake line and the Exeter – Barnstaple line.

# £20 go-anywhere Sunday's from Virgin

Virgin CrossCountry has introduced a £20 flat 'walk-up' fare across its network for Sunday travel.

The special offer, which will operate on Sundays until further notice, will make it easier for customers to buy discounted tickets while the RMT union stages industrial action on Sundays.

Customers are unable to book ahead for Sunday travel because advanced reservations are unavailable during the industrial action. But the £20 single fare (£10 for children) will give customers the chance still to pick up a discounted fare even on the day of travel. Customers making journeys the fares for which are less than £20 can still buy existing walk-up single and return tickets for Sunday travel. The £20 single ticket would be available, for example, for a journey from Edinburgh to Plymouth, or Brighton to Glasgow.

The move comes as Virgin CrossCountry prepares to provide as many train services as possible despite the RMT members planning strike action on Sundays.

The RMT has announced that it will be staging strikes on 8,15, 22, 29 January and 5 February, but has warned that industrial action on Sundays could last indefinitely.

The 'Virgin Voyager Walkup' fare is valid only on Virgin CrossCountry services and is not valid on those of other train operating companies. In the event of engineering work the ticket will be valid on substitute bus services.

# New Intermodal service

A new rail freight service from the Port of Felixstowe to Doncaster was launched on 4 January 2006 by EWS.

The new service could potentially remove over 5,000 lorry movements a year from the road network.

The intermodal service will operate five days a week in both directions for imports and exports between Felixstowe and Doncaster from Tuesday to Saturday.

The service follows the introduction of a similar service linking the two locations by Freightliner from 19th December 2005

**ABOVE: DRS liveried Class 47s Nos. 47237 & 47802 are seen passing Seaham on the Durham Coast line with 4Z44 Carlisle Kingmoor-Haverton Hill on 9th January, conveying 2 x IKA intermodal wagons for repair.** KEN SHORT

# FM Rail launches 'Blue Pullman'

**FM Rail officially launched its new 'Blue Pullman' dining train at London King's Cross on 12th January.**

The train, which is comprised mainly of Mark 2 vehicles, operated a circular luncheon trip to Peterborough, travelling out via the Hertford and returning via Ely and Cambridge.

Although the train was first previewed at the National Railway Museum in York in November, this was the first public run of the complete train.

A 'shake-down' trial had operated the previous week from Derby via the Hope Valley to Manchester using a six coach set.

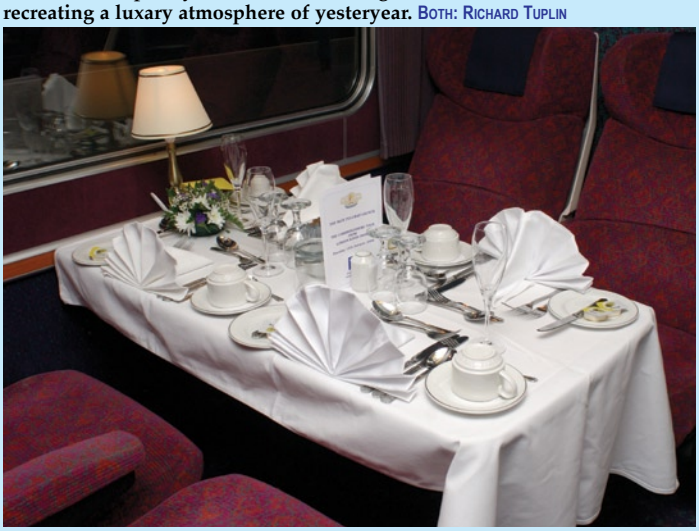
Before departure from London King's Cross, the train was blessed by Fr. Rob Wickham of Old St. Pancras church, resurrecting an old railway tradition.

Today's Blue Pullman train is based around the original 'Blue Pullman' concept from the 1960s when dedicated diesel trains, complete with power cars and kitchen vehicles operated between Birmingham, Bristol, Cardiff, Manchester and London, the last of which was withdrawn in 1973.

A full programme for the first half of the year is planned, including a weekend 'Easter Highlander' trip to Scotland (14-17 April), although many of the booked outings are already fully-booked!

ABOVE: **On the trains inaugural public run, Class 47 No. 47709 passes Harston on 12th January on the return trip, with No. 47712 on the rear. The train, ran in a circular route from King's Cross to Peterborough, via the Hertford Loop, returning via Ely.** Ken Brunt

BELOW: **The superbly laid out table settings onboard the 'Blue Pullman' recreating a luxary atmosphere of yesteryear.** Both: Richard Tuplin



BELOW: **With the 'Pullman' decals still to be applied to the locos, No. 47712 in its new 'Nanking Blue' colour stands at King's Cross on 12th January.**

LEFT: **On 16th January, Class 57/6 No. 57605 Totnes Castle arrives at Redruth, with 22.00 Penzance - Paddington Night Riveria sleeper service. No. 57605 is the first member of the Great Western fleet to be fitted with snowploughs. All members of the fleet are to be fitted with the ploughs in due course. The photogaph was taken with the train moving around 20MPH on 3200ISO with a 28mm lens!** Sam Felce

ABOVE: Class 47/4 No. 47812, now operated by Riveria Trains, was repainted into BR two-tone green prior to Christmas. The locomoive, which carries its pre-TOPS number of D1916 on both cab ends, is currently engaged on route-learning duties for Virgin Trains and is temporarily based at LNWR Midland Road depot in Leeds, where it is pictured on 15th January. WARREN ARMSTONG

# First Great Western HST re-engineering gets go ahead

First Group has signed the contract with Brush Traction to re-engine the remainder of the First Great Western HST power car fleet.

The first two power cars went through Brush Traction last year and were fitted with new MTU power units. Nos. 43004 and 43009 have since undergone exhaustive testing in traffic with very encouraging results.

The contract for the remainder of the fleet is expected to start immediately with the first power cars being moved to Loughborough within the next seven days, from which point Brush Traction will process a total of four power cars a month, equvilient to one a week.

The scheme does not include the buffered power cars currently with First Great Western. These power cars, originally converted to work as DVTs following the introduction of the Class 91s to the East Coast Main Line, have recently been located at Swansea Landore pending work but have now been removed from the programme.

# EWS acquires remainder of Rover 'cube' wagons

**EWS has acquired a number of 'cube' wagons with moveable floors for pallet services.**

The wagons will enable EWS to promote a range of new services across Britain aimed at the palletised goods markets.

The wagons, acquired from BMW, were originally used for carrying car components, and are a high cube rail van with a distinctive moveable floor capable of carrying loaded pallets stacked one above the other. With a gross laden weight of up to 59.5 tonnes these wagons will give EWS a competitive advantage against road in the palletised goods market.

EWS expects that customers will be able to experience a quick 'in and out' service and the trains will be able to operate at speeds of up to 75 mph, enabling quicker journey times than road operations.

ABOVE: The 'Cube' wagons feature a moving floor in the central section of the vehicle to allow pallets to be stacked two high. The remainder of the ex-Rover fleet are in traffic with The Malcolm Group which use them on the DRS worked services to Daventry. WILF SMITH

# Class 87s for Virgin?

**Sources close to Virgin Trains have suggested that Class 87 traction is to return to top-link WCML duties, possibly from March.**

It is expected that the 06.20 Rugby-Euston and either the 22.40 or 23.40 Euston-Wolverhampton services will be worked by a pair of Class 87 locomotives 'top and tailed' with 10 Mark 3 vehicles. The 'topped and tailed' operating arrangement being required due to the lack of available Mark 3 DVT vehicles.

The re-introduction of the Class 87s will allow the Class 390 'Pendolino' fleet to undergo software modifications. RH understands that it is planned to fit sanding equipment to the fleet at the same time.

The actual Class 87 locomotives which will be used on the trains have yet to be allocated.