The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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Editor's comment

We announced earlier in the week that Railway Herald was changing and gave readers an outline of how the new look magazine would operate and the subscription cost. May I take the opportunity to thank all of you who e-mailed us with your words of support and encouragement, all of which is gratefully received. We will be in contact with all subscribers, as well as posting information on our website, to provide you with the full details and all the benefits of the new look Railway Herald in the near future.

In the meantime I hope you continue to enjoy the existing style and content!

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.

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

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E-mail address are never given out and should you choose to cease your subscription in the future, please just contact us.

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Class 59/1 outshopped from Doncaster Works. Arriva Trains Wales Class 150s under refurbishment and First Great Western experiences motive power problems on its overnight sleeper services.

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: Some Virgin West Coast services are currently being diverted via the Settle & Carlisle line during weekends due to engineering work. On 29th January Class 57/3 No. 57304 Gordon Tracy pulls away from Ribblehead Viaduct with a southbound working. WARREN ARMSTRONG

BELOW: FMRail moved Class 86/2 No. 86212 from Wolverhampton Oxley depot to East Ham depot in London, where it will be used to pre-heat the 'Blue Pullman' coaching stock prior to working charter services. The working is pictured, with maroon liveried No. 31190 Gryphon in charge passing Camden Road on 31st January. JOHN PINK

Changes ahead on Brighton Main Line services

The Department for Transport has published a 59-page report on 'Route Utilisation Strategy for the Brighton Main Line'.

The lengthy document is said to have been designed to improve the journey experience for the majority of the users on the busy route by delivering improved punctuality and more seats at peak times. This is planned to be achieved through timetable changes from December that are said will take into account concerns raised by the BAA and airline companies about abandoning the non-stop Gatwick Express service between London Victoria and Gatwick Airport.

One of the key area's which the RUS has considered is that of the non-stop Gatwick Express service. Currently the service operates at fifteen-minute intervals throughout most of the day between London Victoria and Gatwick Airport, but the report has identified that during the morning peak periods, Gatwick Express services are loading to around 50-60% on average (around 220 passengers), where are most Southern commuter services were loading in excess of 700 passengers.

As a result, the RUS has put forward that at least four out of the 14 (non-peak) fast mainline services betwen Gatwick and Victoria each hour will call at intermediate stations. The basis of the proposals, which also alter services from the south coast is to provide a simlified timetable with better performance, while giving better platform utilisation at London Victoria and Gatwick Airport and eliminating the splitting and joining of trains at Haywards Heath.

As a result, services from the South Coast and proposed to start at Brighton, Eastbourne, Bognor Regis, Littlehampton, Portsmouth and Southampton running as 12-car formations dependant on demand.

However, the proposed idea of a new Reading - Brighton hourly service via Gatwick Airport (an extension of the current Reading-Gatwick service operated by First Great Western Link) has not been taken forward due to capacity restrictions on the route south of Three Bridges.

The RUS also proposes to withdraw the Watford - Brighton service, south of Clapham Junction, the paths from here being used for services from Victoria instead.

RIGHT: The new Route Utilisation Strategy proposes that Gatwick Express services will need to call at intermediate stations in the future. Dedicated Gatwick Airport Class 460 No. 460001 approaches South Croyden with a Gatwick bound service. RICHARD TUPLIN

Gatwick Luggage Vans become 'De-Icer'

ABOVE: Two ex-Gatwick Express Luggage Vans have interal deicing fluid tanks fitted along with fluid dispensing shoe gear at Stewarts Lane for use as a new 'De-icer' set. The two vehicles are pictured in Tonbridge Yard on 3rd February, with Network Rail's Class 73/2 Nos. 73213 and 73212. RIGHT: No. 68501 (pictured) and 68508 are the two vehicles selected for use. BOTH: PATRICK SEALE

New roof for Newton Health

Part of the roof at Newton Heath in Manchester has been replaced.

The stores, admin block and 'parlour' shed have all been included in the project, which started during last summer and has cost around £682,000.

Scaffolding was erected around the outside of the buildings and a special 'crash deck' was put in place underneath the roof in the stores and 'parlour' train shed so that staff could continue to work below in safety.

This allowed the roof cladding to be stripped off, which revealed that a number of 'purlins', whichare long timbers that run the length of the roof, had to be replaced. The new timbers removed the undulations in the roof.

The latest extension to the Jubilee Line

TOP: Jubilee Line trains at Stratford on 30 January. Driving cars Nos 96085 and 96107 are facing the camera, the former departing for Willesden Green and the latter a part of the train specially liveried to introduce the 7th coach on all Jubilee sets.

ABOVE LEFT: The train specially liveried to introduce the 7th coach on all Jubilee sets is displayed. The 7th car is in red and the remainder proclaim 'Announcing the latest extension to the Jubilee Line'.

ABOVE RIGHT: Driving Motor No 96107 at Stratford on 30 January 2006 showing the livery and wording placed on all the exitsing vehicles.

LEFT: Newly upholstrered seating and bright interior of the Jubilee line trains, which now consist of seven vehicles.
ALL: BRIAN MORRISON

The latest extension to the Jubilee Line

Dictated primarily by the growth of the Canary Wharf complex, the upgrading of many areas of London's East End and the forthcoming London 2012 Olympics, London Mayor Ken Livingstone announced in May last year that an additional coach was to be added to all 59 sets of the Jubilee Line train fleet for early in 2006, increasing each unit to seven cars and providing a 17 per cent additional capacity per set for 250 passengers.

Four additional seven-car trains were also ordered increasing the fleet number to 63. In the interim, Alstom in Barcelona, Spain, has constructed and delivered all the additional vehicles to London Underground's Stratford Market Depot and a formal introduction of the lengthened trains was made at the Jubilee Line platform 13 at Stratford station on 30 January.

A seven-car set with Driving Motors Nos 96107 and 96108 was displayed in a special promotional livery and with a revised interior and new seating.

The Jubilee Line trains carry around 405,000 passengers every weekday on the route between Wembley Park, Charing Cross and through Docklands to Stratford. The 59 six-car trains were originally constructed by Alstom at Washwood Health between 1997 and 1999 and are known as the 1996 tube stock.

The bodyshells are built of extruded aluminium and are designed to be very strong yet comparatively light. The weight of the train is reduced by using AC traction motors, which are designed to be able to operate at speeds of 60mph.

New trains for Metronet's Victoria Line

The construction of the first of a new series of trains for London's Victoria Tube Line, operated by Metronet, has commenced.

The first car of the new train is now ready for static testing. The trains have been designed by Bombardier and are to be constructed at Derby Litchurch Lane works. They are the first of two pre-production trains, which will start trials in London early next year following extensive operational testing in Derby.

It is the first time that modular carbodies with mechanically-fastened aluminium sub-assemblies have been manufactured for use on the London Underground. The completed car has been transferred from the assembly line to Bombardier's Engineering Development Laboratory ready for static testing. Assembly of the second and third cars is now under way.

The new 47 eight-car train fleet will be brought into passenger service between 2009 and 2012 as part of Metronet's comprehensive upgrade of the Victoria line for London Underground, which also includes a new signalling system and control centre.

The introduction of the new trains will bring faster journey times as a result of better acceleration. They are hard wearing and make extensive use of vandal-resistant materials and finishes to provide longer lasting and easier to clean exterior and interior environments. Each coach includes bench style seating and tip-up seats to provide larger standing areas for peak-time services and conform to the latest RVAR standards for the disabled.

Docklands fleet gain corporate colours

ABOVE: **New-style DLR-liveried units Nos 49 & 81 approach Shadwell station forming a service from Bank. Some two-thirds of the DLR rolling stock is now in this new red livery with the blue ribbon.** BRIAN MORRISON

New Shrewsbury to London service planned

The Wrexham, Shropshire and Marylebone Railway Company (WSMR) are proposing a new intercity rail service linking North Wales and Shropshire with London Marylebone from 2007.

Renaissance Trains and Laing Rail (owners of the Chiltern Railways franchise) have formed the new comnpany which aims to promote new long distance rail services between Wrexham, Shrewsbury, Telford and London.

The company say that negotiations have been underway with Network Rail for some time and they expect to sign a Track Access Agreement shortly, which will allow them to run up to five trains a day in each direction starting in 2007.

WSMR's services, which will use modern diesel stock, will operate from Shrewsbury to London Marylebone calling at Telford, Cosford and Wolverhampton. They hope, subject to further discussions with local 'interested groups' to operate to and from Wrexham, calling additionally at Ruabon, Chirk and Gobowen.

The journey time between Shrewsbury and London will be a little over two and a half hours and it is planned that the service will be aimed at both the business and leisure traveller. The journey time to Wrexham is expected to be around three and a quarter hours.

Trains will have a buffet service and contain both first and standard class accomodation, will be crewed by locally recruited personnel.

EWS wins track contract for Drax

EWS has won a contract to maintain the rail infrastructure at Drax Power Station in Selby,

The contract, awarded in a competitive tender against established track maintenance companies, will last for one year.

Automotive trains to Liverpool

EWS and STVA have introduced a new rail automotive service from Ford's facility at Dagenham Docks to Garston in Liverpool.

The new rail freight service commenced on 16th January and will operate five days a week.

However, due to high levels of demand, the service will initially operate six days a week.

Big wheel for National Railway Museum

The National Railway Museum has been given the go ahead to host Yorkshire's first giant wheel tourist attraction.

The City of York planners yesterday gave permission for a London-eye style observation wheel soaring sixty metres above the city and offering views of Yorkshire for up to 20 miles.

Comprising 43 climate-controlled capsules for 8 people, the wheel would be the second tallest structure in York, standing just 10 metres below the Minster's famous Lantern Tower and potentially offering extensive views of the Vale of York.

Subject to contract details being finalized with the Museum's partners in the venture, World Tourist Attractions, the wheel will be up and running by late spring 2006. Planning permission has been granted for three years of operation.

Many of the region's key businesses and visitor attractions have already welcomed the proposed new development, which could bring up to a million new visitors to the city from across the UK and abroad, and create around 30 jobs.

In addition to tourists and residents, there are plans to make the giant wheel available for school trips, with educational packages on offer. The Museum also plans to offer opportunities for private functions and for sponsorship of the wheel.

First Class 60 works into Cornwall for twelve months!

BELOW: Class 60 No. 60080 Bispham Drive Junior School, Toton became the first member of the class to visit Cornwall in more than twelve months on 31st January. The locomotive worked 6C99 Cardiff Tidal - St. Blazey on 30th January, before remaining in the county to work the Penzance fuel tank trip on 31st and then heading to Fowey Docks to collect empty CDA wagons for Crugwallins. The loco departed back north the same afternoon with the St. Blazey - Exeter Riverside working. Here 60080 passes Brea with the Penzance - St. Blazey fuel tanks on 31st January. SAM FELCE

Life extension for Scottish Power Stations

British Energy has announced that it is hoping to extend the life of Hunterston B nuclear power station until the year 2021.

The plant is working on the 10-year extension proposal. A final decision is be taken during 2008.

In Fife, Scottish Power is in the process of spending £170m on emission improvements at Longanet Power Station, which will extend its operating life.

The Longannet modernisation would mean it could avoid closing when new limits on pollution come into force in nine years' time.

The knock-on effect means that the new Alloa line, currently being reinstated is likely to be used for the transportation of coal for a longer period than was first thought.

The filters being fitted at Longannet are able to remove around 94 per cent of the sulphur content of emissions with the result that far more Scottish coal could be used at the station.

ABOVE: To celebrate 40 years of operations, several Freightliner locomotives have gained a '40 years' badge on the cab sides. Here Class 66/6 No. 66604 is pictured at Seaham cement terminal on 2nd February, having arrived from Earles Sidings in the Peak District with a rake of PCA tank wagons. KEN SHORT

Freight Grants from Scottish Executive

The Scottish Executive has provided Freight Facilities Grants (FFGs) to two projects, both of which allow rail to remove over one million lorry miles from Scotland's road network.

Almost £5.8 million has been allocated to two haulage companies. JST Services (Rail) will receive £5.2 million towards the construction of a new rail head at Barrhill in South Ayrshire and a custom-built freight train with a built-in mobile crane. This will allow the company to transport timber by rail from Galloway to Ayr, Carlisle, Troon as well as Chirk in Wales.

The project is the first time that a Freight Multiple Unit will be dedicated to a regular timber service. The train will be used to transport the timber from a new purpose built rail freight terminal at Barrhead.

The second project to receive finance will see Direct Rail Services transporting plasterboard by rail from Cumbria after WH Malcolm were given a grant for nearly £600,000. The flow will see the plasterboard move to the company's new FFG-funded rail facility at Paisley.

The funding provided to WH Malcolm will enable the transport by rail of plasterboard from Kirkby Thore to Elderslie from where it will be delivered to the end users (builders merchants) at various locations in Scotland. This product is currently delivered by road from Kirkby Thore.

The FFG will fund approximately 50 per cent of the total capital costs of £1.2m of the project. The funding will provide additional hardstanding at Elderslie and associated mobile equipment.

New European Diesel locomotive from Voith

Voith Turbo Lokomotivtechnik has unveiled plans for a new powerful diesel locomotive.

The design is a six-axle diesel hydraulic locomotive designed initially for freight work, but an optional rail energy supply system will be offered, allowing the loco to be used on passenger services. With an engine output of 3,600 kW, the loco has maximum design speed of between 120 and 160 km/h.

The manufacturers say that the new locomotive, which is destined to be unveiled as the Voith Maxima 40 CC at Innotrans in Berlin in September, will be the most powerful diesel-hydraulic vehicle of its kind in Europe.

Development work on new diesel locomotives is well advanced, with at least one other manufacturer known to entering the market with a 4,000hp plus design, which, having been designed to the lower UK loading gauge would be able to work in the UK.

ABOVE: An artists impression of how the new Voith Maxima 400 CC diesel hydraulic locomotive will look. The prototype is due to be unveiled to the public at Innotrans in Berlin during September. VOITH

Hanson liveried Class 59 repaired at Doncaster

ABOVE: Following repairs and a repaint, Hanson Aggregates liveried Class 59/1 No. 59103 Village of Mells has been outshopped from Doncaster Works. The locomotive is pictured in Doncaster West Yard on 2nd February awaiting transfer to Wembley. RICHARD TUPLIN

Refurbishment for Arriva Trains Wales units

Class 150 DMUs used on Arriva Trains Wales routes in South Wales are to undergo a full internal refurbishment throughout 2006.

The first unit to be completed, No. 150285, has been fitted with new airline style seating, together with tables and arm rests, the on-board toilet facilities have been totally refurbished and new seat covers fitted in green, grey, burgundy and turquoise colours. To add a local touch, the internal carriage panels at the ends of the vehicles depict Welsh castles.

Arriva Trains Wales hope to turn out a refurbished Class 150 every two weeks, with a total of 13 units undergoing the work.

ABOVE: A minor derailment occurred on 2nd February within the station area at Doncaster when Freightliner Heavy Haul, No. 66551 became derailed on the leading bogie at the north end of the station. Nobody was injured in the accident, which occurred at low-speed. The locomotive was working light engine from Doncaster to Midland Road when the derailment occurred. An investigation by both Freightliner and Network Rail is underway. The locomotive is pictured, shortly before being re-railed. RICHARD TUPLIN

Sudbury disruption

Rail services between Marks Tey and Sudbury were disrupted on 27th January, when 156422 had a low-speed collision with the buffer stop at Sudbury station.

Four people were injured in the accident, which is being investigated by RAIB (Rail Accident Investigation Bureau).

The Class 156 unit was removed later the same evening by Class 153 No. 153335.

Vossloh Class 21s

Further to our story on Euro Cargo Rail last issue, the four Vossloh G1206 locomotives (Nos. 21544-21547) have now been allocated into their own EWS TOPS pool, WLAN.

Class 20 back on CTRL

The green liveried Class 20 No. 20189 which has languished at Doncaster Works for attention over the past few months has moved to the Channel Tunnel Rail Link.

The locomotive is currently employed on construction and wiring trains on Phase 2 of the link which will connect Phase 1 of the CTRL with London St. Pancras.

Power car returns

First Great Western HST power car No. 43029 which was involved in the Ufton Nervet accident in 2004, returned to traffic in early February.

The power car has been stabled at Plymouth Laira depot since its return from works attention.

It was noted on a Plymouth - Paddington service on 2nd February.

Motive power changes for FGW overnight sleeper trains!

In what can only be described as an astonishing turn of events, First Great Western made history on the 1st February when they used a pair of 'back to back' Class 43 power cars to haul a loco hauled service train!

Following on from the use of No. 47813 on 24th January, Class 57/6 reliability has continued to decrease and has become a major problem for FGW. Three locomotives are required in traffic almost everyday for the up sleeper from Penzance, down sleeper from London and the sleeper ECS and release loco at Old Oak. The fourth loco, if in traffic can also often find itself employed as a 'thunderbird' loco or on stock transfer moves.

Events began to unfold early on the 1st February, when No. 57603 Tintagel Castle failed at Long Rock Depot, Penzance, with an Alternator/TM supply fault. The initial plan was to see Class 47/4 No. 47828 Joe Strummer hired from Cotswold Rail to First Great Western.

By the time suitable crew had been found to work the 47 to Penzance, time was pressing and departure from Penzance was looming. The decision was made that the 47 would be fuelled at Bristol St. Philips Marsh Depot and taken forward to Plymouth, while two 'back to back' HST power cars would attach to the 57 and drag the train, in service to Plymouth, but, just to throw a cruel 'spanner in the works' 47828 was failed by the driver at SPM depot with damp contactors in the traction motors.

At 2120, possibly the most unusual sight ever to grace Penzance occurred when Nos. 43187 and 43165 drew into the platform to work the train North. No. 57603 being hauled in the consist to provide an electric train supply.

This most unusual working went through to Bristol Temple meads, where the power cars were detached. Their replacement came in the form of No. 57604, which had remained on the rear of the down sleeper from London.

As the continued reliability of the Class 57/6s continues to cause concern, No. 47813 John Peel was hired again by FGW to work the down 2350 Paddington - Penzance 'Night Rivera' on 2nd February.

Railway Herald understands that a meeting between First Great Western and Brush has already taken place, and that all four '57s' are likely to head north to Brush Traction at Loughborough for rectification work, resulting in hired in traction being used on FGW overnight services.

ABOVE: The unbelievable scene at Plymouth shortly after the Up 'Night Riveria' sleeper service arrived in the City hauled by HST Power Cars Nos. 43187 and 43165, with Class 57/6 No. 57603 Tintagel Castle purely providing electric train supply to the coaches. The power cars took the train through to Bristol Temple Meads, where by No. 57604 took over.

RIGHT: The following day's Down sleeper was worked throughout by Class 47/4 No. 47813 John Peel. The Type 4, previously operated by First Great Western until displaced by the Class 57/6s, is pictured at Penzance on 3rd February, propelling the ECS sleeper stock to Long Rock.

BOTH: SAM FELCE