Railway Herald

"Providing a weekly round up of the UK rail scene"

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Loco gala day on Marches for Cardiff Sport specials!

ABOVE: West Coast Railway Company provided Class 47/8 No. 47854 and Class 57/6 No. 57601 plus a rake of stock for one of the several excursions to the football at Cardiff on Sunday 27th February. Here 47854 (with 57601 on the rear) passes Bushbury Junction, near Worlverhampton with 1Z77 0834 Lime Street - Cardiff. GWOT

The day may certainly not have been the best for fans of Liverpool Football Club, but for the rail enthusiast, the 27th February saw a procession of loco-hauled services on the marches, moving supporters into Cardiff, for the FA Cup Final between Chelsea and Liverpool. A number of services operated with loco hauled motive power, featuring West Coast Railway's 47854 and 57601 (see picture above) on a Liverpool - Cardiff, EWS Royal Class 67 Nos. 67005 and 67006 on a Northern Belle excursion and 67028, complete with a set of ex-Virgin Trains Mark 2s, on the 0906 Crewe to Cardiff.

BELOW: Freightliner Heavy Haul Class 66/5 No. 66524 arrives at Peak Forest on 1 March with a rake of PGA wagons in tow. This is 6Z55 Barrow Hill - Tunstead Quarry service which will then form a late afternoon departure to West Burton Power Station. On the right is Class 60 No. 60100 Pride of Acton, minus its bodyside number! RICHARD TUPLIN

East Coast Disruption

Major delays were encounters on the East Coast Main Line on 2nd March when signalling problems near Grantshouse brough early morning services to a standstill.

The problem came to light around 6am and lasted most of the day. The first southbound train of the day did not depart Edinburgh Waverley until 08.30, with northbound passenger changing to buses for all journey's between Berwick Upon Tweed and Edinburgh Waverley.

Further signalling problems were encountered at Thornton South Junction which lasted for four hours and forced commuters onto a replacement bus service between Glenrothes and Kirkcaldy.

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Virgin Trains and GNER are to introduce a new timetable for Dunbar from June.

A Deltic Returns — **Page 3**
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A brief look at some of the more notable and bizzare workings from around the network over the past seven days

Virgin CrossCountry increases Dunbar rail service

The Scottish region station of Dunbar is to see a 45% increase in passenger services from early June.

A new timetable, being introduced on 12 June will introduce a regular two-hourly off-peak service between Edinburgh and Dundee, with additional services in the morning and evening peak hours.

As 92% of customers using Dunbar station are travelling to, from or via Edinburgh, the main benefits of the new timetable will be for journeys between the East Lothian town and Scotland's Capital.

Dunbar's morning direct GNER service to London and late afternoon service from London will be retained and there will be more London journey opportunities (with changes at Newcastle or York) including later weekend departures from London.

There will be a wider range of new destinations in England including Birmingham, Oxford, Southampton and Bournemouth provided by Virgin CrossCountry.

Most of the calls by Virgin CrossCounty will be additional trains for Dunbar, plugging gaps in the existing timetable. Some others will substitute for stops currently made by GNER at about the same times.

Trains to and from Edinburgh will call at Dunbar every two hours in each direction seven days a week. In addition, on Mondays to Fridays, there will be hourly morning peak trains into Edinburgh and half-hourly evening peak from Edinburgh.

Trains will be hourly on Saturdays into Edinburgh in the morning, and from Edinburgh in the early evening on Saturdays and Sundays.

Additionally there will be an earlier departure to London on Saturdays (06.35 instead of 07.20). There will be an earlier start and later finish than in the current Sunday timetable.

At present, GNER trains are the only ones to call at Dunbar. In the current timetable, Virgin Trains on the CrossCountry network pass the town without stopping.

Rail Freight Update

New service to Manchester

Freightliner commence a new service on 28th February, departing from Manchester's Trafford Park terminal at 16.00 (SX) and destined for Felixstowe, the UKs largest container port, where the train is due to arrive at 02.00 the following day.

The return working departs Felixstowe at 21.00 (SX), arriving at Manchester by 06.00.

One of the customers using the service is Maersk Sealand, specifically because they are able to move 9' 6" containers on the service.

Logs from Aberystwyth

Thursday 3rd March saw the first of a series of trial runs using MPVs to move logs from Aberystwyth to the paper mill at Chirk.

The first trial train comprised of 37427, plus MPV, with 8 OTA wagons marshalled between the MPV driving ends. Two more trial runs are to follow, which are expected to the MPV alone, with the 37 based at Machellynth as rescue engine if needed.

£1m bridge upgrade for Hope Valley Line

Three rail bridges in the Bamford and Hathersage area of the Hope Valley are to be upgraded thanks to a £1 million Network Rail project.

The three structures concerned are bridge 28, which carries the railway over the River Derwent, to the west of Bamford station; bridge 25 which crosses a small lane just east of the station and bridge 21, which carries the line over the A6187 Castleton Road in Hathersage.

The work itself involves grit blasting each bridge as well as strengthening it by placing a 23 tonne steel beam under the structure and bolting the bridge deck to it. To do this, the track and ballast will be removed and a section of bridge deck taken out to allow a 400 tonne crane to lower the beam into position during the long closure weekend. The track will then be replaced and the bridge painted.

Work on all three bridges, which is taking place at weekends, is expected to be completed by the middle of April and the preparatory work is not being hampered by the recent snowfalls.

Class 37s back in Liverpool Lime Street

On Saturday 26th February, Pathfinder Tours ran their "Buxton High Peaks Hustler" charter with a pair of Class 37 locomotives.

The train started from Birmingham International and travelled via Stafford, Chester, and Helsby to Liverpool Lime Street. The train brought the Type 3s back to the Liverpool terminus for the first time in several years.

From Liverpool the train headed to Peak Forest and Buxton before returning to Birmingham. Motive power was provided by EWS Class 37/4 No. 37427 and refurbished Class 37/5 No. 37669 in a top 'n' tail formation.

ETH equipped Class 37 No. 37427 is pictured at Liverpool Lime Street, following its arrival from Crewe.

Railfoto

Editorial

Welcome to the third edition of the **Railway Herald**.

The aim is to produce **Railway Herald** on a weekly basis where possible. The idea is that the journal is available to all enthusiasts across the world, so please do pass it onto your friends and fellow enthusiasts.

To receive your own copy as soon as its published, simply send us an e-mail to railway.herald@lwmailcentre.com

If you have subscribed to the Herald and wish to stop your subscription, simply drop us an e-mail requesting that you are removed and we will cease your subscription. E-mail addresses used to subscribe to the journal will NEVER be given to outside parties.

Each issue should be published on a Friday and we welcome your comments on this new product.

Photographs

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Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the above e-mail address.

It is the policy of Railway Herald to only use photographs taken during the week of publishing, where possible. For example, in the next issue (which closes for press at 10pm on 10th March) we will try and use photos taken between 4th and 10th March.

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.

Return of a Deltic to the main line draws close

Although its not within the remit of **Railway Herald** to cover the heritage railway scene, the firing up of one of the DPS's (soon to be) main line operational 'Deltics' cannot be missed!

The overhaul of 55019 Royal Highland Fusilier has taken many months to complete and even now there is some way to go before the main line test run is completed.

The engine of 55019 was restarted for the first time shortly before 10pm on 26th February and the locomotive was tested on the DPS's load bank on 28th February. Following a successful load bank test, the locomotive is still to be repainted and a mainline test run organised.

The Deltic and the company are on target for the advertised charter on 23rd April from London Kings Cross to Edinburgh Waverley, returning a Napier engine back to home territory once again. Incidentally this tour is nearly a sell out with seats only being available now on the 'short-haul' section from London Kings Cross to York.

Also based at Barrow Hill at the moment for ongoing repairs and overhaul are D9000 Royal Scots Grey, 55002 The Kings Own Yorkshire Light Infantry and 55015 Tulyar. The other DPS machine, D9009 Alycidon is currnetly on display at the NRM York.

LEFT: The Deltic Preservation Society'S Class 55 No. 55019 Royal Highland Fusilier is seen in the DPS depot at Barrow Hill on Saturday 26th Februrary around 10pm, shortly after it errupted back into life for the first time in several months. ALAN PYWELL

SRA recommends station closures in W. Midlands

Five stations in the West Midlands are to be closed in plans announced this week by the SRA, which also include the withdrawal of the direct service between Walsall and Wolverhampton.

The SRA has published a study of capacity in the West Midlands which found that trains were used for only 1.6 per cent of all journeys across the region and recommended the permanent closure of Norton Bridge, Barlaston, Wedgwood and Stone stations on the Stoke to Stafford route and Polesworth station on the Trent Valley route.

It is being argued by the Strategic Rail Authority that the capacity provided by closing these lesser used stations can be better used to help with overcrowding at Birmingham.

At Norton Bridge, typically only one person boarded each train. Even at Stone, the best-used of the five stations, each of the 18 daily trains picked up an average of just four passengers.

According to a report in The Times newspaper, the study identified another 20 stations in the West Midlands where the average train picks up fewer than five passengers. Across the network, more than 400 of the 2,500 stations are used by fewer than 25 passengers a day.

The SRA has also commissioned a review of the Northern franchise which will calculate the potential savings from switching from trains to buses.

Booking rail tickets? Call India

The rail ticket booking company Trainline has angered rail unions by moving its call centre from Dingwall, near Inverness in Scotland to India.

The company, the majority of which is owned by Virgin Trains, says that the move will help to provide a 'flexible service' to customers. The move follows a similar change made by National Rail Enquiries last year when the company moved their call centre to Bangalore in India.

As a result of the move by Trainline 260 jobs in Dingwall are now at risk at the town's call center.

Maglev to Manchester?

The Government has said it is ready to consider a Maglev line to provide a high speed north-south link that could travel from London to Manchester in just 45 minutes.

It is estimated that such as line would cost £30 billion to build.

ABOVE: Currently stored at Carnforth is West Coast Railway Company's Class 37/4 No. 37423, no decision on its future has been taken yet. The loco is pictured on 28th February with stablemate Class 37/0 No. 37197. MARK BEARTON

Notable Workings

The week started on a very positive note with the allocation of Freightliner's No. 47303 to 4M94 0733 Felixstowe - Ditton service, whilst later during the evening of 25th February, DRS Class 37/6 Nos. 37611 and 37612 were called upon to work 4V08 Crewe Basford Hall - Cardiff Wentloog!

Further north and a derailment at Lackenby on the evening of the 25th brought for a quiet day for North Eastern steel traffic. The following day found 73109 on the rear of 1W11 0608 Waterloo-Weymouth service as far as Bournemouth.

In East Anglia on the 26th, Network Rail liveried Class 31 No. 31190 used for RETB training between Ipswich and Lowestoft. The locomotive even managed to venture to Sheringham the following day! On 28th February, Freightliner Heavy Haul provided Class 47/8 Nos. 47811 ad Police liveried 47829 for the Bedford unit 'drags'. The day was not the best for ScotRail's sleeper service, when Class 90 No. 90036 was declared a failure at Watford Junction with traction motor problems. The train was rescued, by what was thought to be 67027, which then worked the train forward. The knock on effect was that the Fort William portion of the Caledonian sleeper arrived over three hours late!

60061 caused problems when it derailed at the north end of Tyne Yard on 1st March.

The 'Bernard Staite Pullman' operated on 28th February, with D1015 Western Champion working from London Victoria to Taunton, where it gave way to 6024 King Edward I and 7802 Bradley Manor for the final leg to Kingswear. The 'Western' brought the train back to London again from Taunton.

The following day, 37427 was used to drag 7802 Bradley Manor back to Kidderminster.

The 2nd March saw one of the most 'rateable' workings of 2005, when GBRf Class 66 No. 66709 failed between Chelmsford and Shenfield on 4M21 0305 Felixstowe - Hams Hall Freightliner. The train was rescued by DRS Class 20/3 Nos. 20313 and 20314 which were on a Sizewell bound flask train at the time! The 20s worked the train to Willesden.

The same after saw 47197 work 5Z47 Derby - Longtown as far as Crewe conveying several Mark 3 vehicles.

Class 56 Nos. 56048 and 56134 were towed from Immingham to Toton TMD on 3rd March by Class 60 No. 60040. The same day, EWS silver liveried Class 67 No. 67029 continued its travels by working the Doncaster - Selby Potter Group, trip working.

ABOVE: On February 26 Class 87 No. 87002 was provided for the 12.00 Euston - Preston service. This is one of the weekend workings that are diverted between Crewe and Preston via Manchester leading to the sight of Class 57/3 57306 Jeff Tracy curving through Leyland with 87002 and trainset in tow as the consist neared journey's end at Preston. FRED KERR

Notable Workings *Gallery*

ABOVE: Enjoying a break from its 'official' role as the EWS Executive Train locomotive, Class 67 No. 67029 is pictured at Blackburn on 2nd March having arrived with 6M73 from Healey Mills. Following several shunt moves, the locomotive departed back to Healey Mills with 6E73 . JAMES ROSE

BELOW: As mentioned in our 'Rail Freight Update' column, EWS operated the first in a series of trial timber trains on 3rd March, using an MPV (Nos. DB98916 and DB98919) with 8 OTA timber wagons. The trial train is pictured at Machynlleth on the return (with 37427 on the rear). The train, which due to time constraints was only half loaded, was deemed to be a total success. In the event, 37427 Bont y Bermo was detached at Sutton Bridge Junction, near Shrewsbury to rescue a failed MGR service from Ironbridge Power Station! RAILFOTO

ABOVE: Anglia liveried Class 150 No. 150229 is pictured at Nottingham on 27th February. The unit was working ECS from Norwich Crown Point to Nottingham Eastcroft. RYAN TRAMMER

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