The Railway Herald

16 February 2006 No.30

The complimentary UK railway journal for the railway enthusiast

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Issue 30
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Editor's comment

Railway Herald

It is unbelievable to think that it is twelve months since the very first issue of Railway Herald appeared!

Looking back the product has changed out of all recognition in that time, thanks to its contributors and advances in technology! Let us hope that the next twelve months continue to offer the wide variety of news that we've had over the past year!

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

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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Electrostar units return to Bombardier Derby for modifications. 'one' Great Eastern Class 315 EMUs refurbished. First Great Western hires Cotswold 'one' Anglia liveried Class 47 No. 47818 and Class 60s work HTAs to Teeside!

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: Freightliner Intermodal's Class 86/6 fleet continue to find work on several of the West Coasrt container trains. On 3rd February, Class 86/6 Nos. 86604 and 86621 arrive at Carlisle with a Crewe - Coatbridge Intermodal service. MICHAEL J. ALDERDICE

BELOW: In preparation for their movement from the West Somerset Railway to Laira depot at Plymouth, the West Somerset Railway's Class 25 No. D7523 John F. Kennady worked five stored Mark 3 coaches from Minehead to Bishop's Lydeard on 12th February. From there they were collected by Cotswold HST Nos. 43087 (in Hornby livery) and 43070 worked the set south to Plymouth, before returning (with no stock) to Gloucester Horton Road. Here the Class 25 passes Kentsford, near Watchet to Bishop's Lydeard. BRIAN GARRATT

St. Pancras 'Thameslink' box gets go-ahead

London & Continental Railways has received the go-ahead from the Department for Transport to fit out the new Thameslink station at St Pancras International, ready for passenger services to commence in 2007.

The decision on the fit-out of the new Thameslink station, at a cost of £50 million, was made by the Rt Hon Alistair Darling MP, Secretary of State for Transport.

The box provides the shell for the new station which will ultimately replace King's Cross Thameslink station on Pentonville Road. It will accommodate a twin-platform station that will allow passengers direct access to the refurbished St Pancras International station as well as King's Cross next door.

Thameslink services across-London were suspended from September 2004 so that a section of the tunnel used by these trains could be demolished and replaced by the box.

The station will be fitted out with toilets, a ticket office, passenger information services, lighting, utility services, security and safety systems, seven lifts, two escalators and other station facilities.

BELOW: A look inside the 'box' at St. Pancras, which was constructed in late 2004. BRIAN MORRISON

Silverlink Metro passes to Transport for London

ABOVE: Silverlink Class 150/1 Sprinter No 150130 *Bedford-Bletchley 150* **enters Upper Holloway station on 15th February, forming a service from Gospel Oak to Barking.** BRIAN MORRISON

Companies interested in running the future Silverlink Metro network will now be required to submit bids to Transport for London (TfL) and not to the Department for Transport.

Ministers have formally switched responsibility in this respect and the present operator, National Express, has said that it will be submitting a bid for the new franchise.

The move is part of the Government's strategy to give the London Mayor control of Greater London rail services and is the precursor to similar moves in other parts of the capital.

The Silverlink Metro network operates between Richmond and North Woolwich, Barking and Gospel Oak, Clapham Junction and Willesden Junction and Euston and Watford. Silverlink County services from Euston to Northampton and Birmingham will form part of the new West Midlands franchise.

Transport for London made a start in December last when a package of new additional weekday peak time trains was introduced on the Barking-Gospel Oak route.

£800,000 has been invested in this respect as part of TfL's £10 billion five-year transport investment programme.

Extra Brussells service from Eurostar

Strong demand has led Eurostar to increase the number of daily services between London and Brussels to 10 every weekday from 13th February.

The extra service, in each direction, will provide an even better timetable for business travellers, as there will be one Eurostar departure every hour from Brussels between around 15.00 and 19.00, followed by a later service at 20.25, enabling travellers to fit in extra meetings or join a Eurostar from a later connection from Holland or Germany.

The extra train leaving London will be a non-stop service at 15.40, and arriving Brussels Midi at 19.00. From Brussels, the extra service will leave at 14.56, stopping at Lille and Ashford, before arriving at London Waterloo at 16.23.

All Eurostar tickets also include free onward travel to any other station in Belgium.

Could it be 'City' trams for Blackpool?

With Blackpool's historic tram fleet now having an average age of 60 years, they are becoming expensive to repair and maintain and its operators, Blackpool Transport Services Ltd, are currently trialing a new style of tram, more akin to today's light rail system.

The 'City' class tram, constructed by TRAM Power, is a lightweight modular rail vehicle, which is customisable. A single vehicle can be between 2400 mm and 3500 mm wide and between 16000 mm and 38000 mm long. The body is designed around interchangeable modules 1500 mm long, which can have window or door units and the front-end design can be fully customised.

The vehicle itself has a body mounted traction unit, Timoshenko crash worthy cab and is available in both low and high floor options. The lack of equipment inside the passenger area provides a full width-flat floor.

The bogies on the 'City' Tram use a body mounted three-phase AC motor and the motive power is transferred to the bogie by a modified HGV prop shaft and axle combination. Successful trials were held between 1994 and 1997 at Blackpool running the new powered bogie on an existing 1933 tram.

Blackpool Transport is currently in discussions with HM Railway Inspectorate with regard to testing the vehicle in public service. One of the key issues surrounds the lack of platforms on the Blackpool route, but it is hoped that it will be possible to gain dispensation for a development vehicle.

The new style 'City' tram, which arrived on the tramway shortly before Christmas and is numbered 610, is currently undergoing testing and mileage accumulation.

The manufacturers of the set, Tram Power based in Liverpool, have had significant interest in the set from other light rail operators both in the UK and overseas.

BELOW: The development 'City' Tram is pictured passing Blackpool Pleasure Beech on 13th February in its striking green and yellow colours whilst undergoing testing. CHRIS DIXON

Underpass for Grange-over-Sands

Network Rail has awarded a contract to construct the new pedestrian underpass at Grange-over-Sands to Balfour Beatty.

Preliminary work is due to start on the project, which will cost approximately £1.3 million, at the beginning of March and will be carried out over approximately 19 weeks.

During the scheme the new underpass will be constructed giving access to the promenade from the car park on Main Street.

Once the underpass has been constructed floodgates will be fitted and Network Rail will apply for the Bailey Lane level crossing to be closed permanently.

New ticket machines for First ScotRail

First ScotRail has invested £2.9m on 'user-friendly' ticket machines at stations.

The STAR machines (Station Terminals for Advanced Rail retailing) are being rolled out at stations across the Scottish rail network between now and the end of May 2006.

More than 200 STAR machines have been purchased to replace the older APTIS machines at 146 staffed stations. They offer extra benefits to customers on top of cutting down on the time it takes to purchase a ticket.

The machines are 'user friendly' with touch screen operation and scanning technology to make the process of buying and selling tickets easier for both customers and staff.

First Scotrail follow several other TOCs, including First Great Western and First Trans-Pennine in adopting the STAR machines for their booking offices.

EWS/Thales Alliance wins National Rail Enquiries contract

An alliance formed of EWS and Thales has been awarded its first major contract from National Rail Enquiries.

The five-year contract will see the Alliance operate the National Rail Communication Centre; the body that provides live information on network operations to National Rail Enquiries and media companies.

Thales UK and EWS, which recently formed a strategic alliance, will take on the role of managing and distributing information regarding train service alterations, engineering works and Train Operating Company's products and promotions. The information will be provided to the National Rail Enquiries call centres, users of the National Rail Enquiries website and other channels such as the award winning voice recognition TrainTracker(tm) service.

Improvements for the Manchester-Buxton line

Network Rail is to undertake a £2 million track relaying project on the Manchester - Buxton route.

The work, which will require the closure of the line between Buxton and Hazel Grove for six days from 20th February, will remove temporary speed restrictions on the route covering over two miles of track. These had been necessary because of the effect of heavy freight trains and passenger services.

The main work activity will take place in the Chapel-en-le-Frith/Coombs area, with replacement work also taking place on the Disley side of New Mills Newtown station, where two short sections of track are being renewed. The existing track is being replaced by continuously welded rail providing a smoother ride for passengers.

While the work is going on, train operator Northern Rail will be running a combination of express and stopping bus services between Buxton and Hazel Grove.

First freight train working for FM Rail

ABOVE: The first FM Rail freight working nears its destination. Class 47 No. 47145 *Merddin Emrys* passes Colton Junction with the train, bound for York Yard on 14th February. RON COVER

LEFT: The new FEA Fastline freight wagons are seen at Doncaster Decoy Yard, shortly before departure. FM RAIL

FM Rail operated its first revenue earning freight train on 14th February.

The company moved twelve brand new FEA container flat wagons from Doncaster Down Decoy to York for Fastline Freight, the rail subsidiary of Jarvis. Operating as 4Z47, the train, powered by heritage liveried Class 47 No. 47145 and consisted of FEA Nos. 643001-643012, operated via Knottingley.

EWS Class 66 derails at Melton Mowbray

ABOVE: Class 66 No. 66017 is pictured following the incident at Melton Mowbray on 9th February. CRAIG ADAMSON

EWS Class 66 No. 66017 became derailed at Melton Mowbray on 9th February.

The locomotive was working a Mountsorrel to Barham aggregate service, when it became derailed on catchpoints.

Breakdown cranes from both Toton and Old Oak Common were summoned to assist with the recovery operation, the Toton crane arriving behind Class 67 No. 67023, while the London crane arrived behind 'heritage' liveried Class 37 No. 37411 *Caerphilly Castle*.

The locomotive was rerailed during the early hours of the following day and transferred to Leicester depot. It was later moved to Toton in 'top-and-tailed' formation by 60096 and 66198.

Class 377 'Electrostars' return to Derby

ABOVE: The 'executive' liveried Class 67 No. 67029 is pictured passing Oakley, north of Bedford, with Class 377 Nos. 377114 and 377161 in tow. The vehicles were being moved from Selhurst back to Bombardier Derby for modifications. JOHN PINK

Train and station improvements on 'one' Great Eastern

Transport for London (TfL) in partnership with 'one Great Eastern' and the London Borough of Hackney has introduced a £2.7 million scheme of on-train and station security improvements, as part of the TfL five-year £10 billion investment programme.

CCTV cameras are to be installed in each of the four coaches of all 61 Class 315s at a cost of nearly £2 million, the remainder of the investment going towards security improvements at Bethnal Green, Cambridge Heath and London Fields stations.

To mark the beginning of the programme, newly-liveried 'one' Class 315 No 315817 with new seating moquette and CCTV cameras fitted was named Transport for London at Liverpool Street station on 7 February.

ABOVE RIGHT: Class 315 No. 315817, wearing its new 'one' railway colours is pictured at London Liverpool Street.
RIGHT: Ian Brown, MD of TfL (right) is presented with the third nameplate by 'one' Acting MD Dominic Booth.
FAR RIGHT: New seat moquette and new floor covering in the refurbished Class 315.
ALL: BRIAN MORRISON

BELOW: The motive power saga of First Great Western's overnight sleeper service between London Paddington and Penzance continues. With the poor reliability of the Class 57/6s, it was the turn of Cotswold Rail's Class 47 No. 47818 (wearing 'one' railway colours) to be outbased at Old Oak Common. The locomotive (at the time of going to press) has not worked the overnight sleeper, but is being used to haul the empty coaching stock to and from Old Oak Common. It is pictured at London Paddington on 11th February, following the arrival of the train from Penzance. NATHAN WILLIAMSON

BELOW: Recently EWS has fitted six HTA vehicles with buffers, primarily to allow drivers on the Immingham - Scunthorpe coal workings to perform their own run-rounds, something which they cannot do with auto-couplers. A positive side effect on this has been the use on several occasions of a Class 60 on the trains. With the latter class not being fitted with auto-couplers, they have been prevented, until now, from working the HTA wagons. Several times a year, Corus require EWS to move coal for Scunthorpe from their Redcar terminal as opposed to Immingham, due to shipping requirements. These trains make use of the Immingham HTA sets. Here Class 60 No. 60013 Robert Boyle is pictured passing Middlesborough Football Club's Riverside Stadium at Cargo Fleet with the 07.36 Scunthorpe - Redcar Ore Terminal on 4th February. KARL SHERMAN