The Railway Herald

3 March 2006 No.32

The complimentary UK railway journal for the railway enthusiast

Brian Morrison - 55 years of railway photography

In This Issue

'Super Freights' over Tyne Valley

Upgrade work for Merseyrail

Snow closes Aberdeen main line

First Class 57/6 on GBRf stock move!

The Railway Herald

Issue 32
3 March 2006

Editor's comment

Just when we think that all the 'firsts' have happened, something else crops up to remind us they haven't! On 2nd March, celebrity Class 37/4 No. 37425 *Pride of the Valleys* failed at Talerddig after a coolant pipe burst. The rescue engine, came in the form of EWS Executive livered Class 67 No. 67029! In doing so, No. 67029 became the first of the class to venture onto the Cambrian route!

The owner of 'Deltic' No. 55022 *Royal Scots Grey* has announced that the loco will be unable to attend the North Yorkshire Moors Railway diesel gala as its overhaul will not be complete. However, it is scheduled to operate its first railtour in several years on 24th June, with a Liverpool - York and return via Carlisle charter. Also the loco is to attend the SRPS diesel gala on 24th September.

May I remind readers that 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
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 2006

Contents

Newsdesk 3
Upgrade for Merseyrail's 'Northern' Line. Diverted freights over the Tyne Valley. Major improvements for Middlesborough and snow stops trains in Scotland.

Rolling Stock News 5

Photo Special - Brian Morrison: 55 years of photography 6
In this special feature, we take an all too brief look back at some of the highlights of Brian Morrison's 55 years of railway photography.

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: At first glance this photograph of a 'one' liveried Class 47/8 hauling 'one' liveried stock may not seem that unusual. However, take note of the fact that its a short set (no buffet or DVT) and the fact that the train is passing Ratcliffe-on-Soar power station and the picture takes on a whole new perspective! Cotswold Rail operated Class 47/4 No. 47818 is pictured on 18th February working 5N07 16.26 Derby Litchurch Lane - Norwich Crown Point, conveying refurbished Mark 3 coaches. JAMES ROSE

BELOW: Royal Scotsman liveried Class 37/4 No. 37416 stands at Edinburgh Waverley in the early hours of 22nd February while it awaits departure with the overnight Caledonian Sleeper service to Fort William. In the not too distant future, this train should go over to Class 67 haulage as agreed with First ScotRail under the terms of the new haulage contract with EWS. SAM FELCE

Upgrade work on Merseyrail's 'Northern' Line

Passengers using Merseyrail's Northern line between Southport and Birkdale are to benefit from smoother and quieter journeys following a week long closure for upgrade work.

The scheme, which is costing £1 million will replace the existing, life expired track with new continuously welded rail, providing a quieter ride.

To allow the replacement work to take place, the line between Southport and Formby stations will be closed from 25th March until 3rd April.

During the upgrade a total of 1,637 yards of track will be relaid, replacing 2,300 sleepers and 5,000 tonnes of ballast in the process! The work will also involve the temporary closure of Birkdale, Aughton Road, Duke Street and Portland Street level crossings to vehicles while the work is carried out.

While part of the line is closed, a rail replacement service will be in operation between Formby and Southport and at peak times an 'express' service will be in place between these points.

At all other times the replacement services will call at Freshfield, Ainsdale, Hillside, Birkdale and Southport stations. The trains between Formby and Liverpool Central/Hunts Cross will run as per the timetable.

The renewal scheme is the fifth to be carried out across the Merseyrail network in the last two years.

Freight trains diverted over Tyne Valley line

While the Settle & Carlisle line is closed between Settle and Appleby for engineering work (see last issue), Network Rail is working with freight operators, EWS, Freightliner and GBRailfreight to divert trains via alternative routes, most of them via the Tyne Valley.

Normally around 25 freight services are booked to use to Tyne Valley line every 24 hours. The majority of them run during the day, with a handful operating overnight.

From 6th March, that number will increase to approximately 65 trains with around half running during the night.

English, Welsh & Scottish Railway is to run two 'double length' coal trains a day of 42 wagons, with haulage provided by two General Motors Class 66 locomotives. This represents an efficient use of capacity on the rail network and saves a path on the line, which can now be utilised for other traffic.

Class 40 Audio CD

The Class Forty Preservation Society advice that their exclusive new double audio CD 'CFPS-The Audio Recordings 1982-1984' is now available. Featuring a number of different members of the class the CDs run for a total of 120 minutes. The double CD is priced at £8.95 including delivery, available from Martin Walker, C/O Beaver Sports Ltd., Flint Street, Fartown, Huddersfield, HD1 6LG, credit card orders can be placed by calling (07768) 935893.

Major improvements for Middlesbrough station

Over £1 million is to be spent on improvements that are set to transform Middlesbrough railway station.

Inside the station, First TransPennine Express will be thoroughly cleaning and refurbishing the station subway, fitting new automatic entrance doors and building new toilets. The waiting room on platform 2 will be refurbished with new seating and tables and the disused staircase between platform 2 and the subway will be re-opened. In addition, a new CCTV system will be installed together with new train running information screens and a new public address system.

Also involved in the work is the demolision of Zetland House office block, which has towered over the station since the 1960s. The building is to be removed from the town's skyline as Network Rail replaces it with a new single-storey building more sympathetic to the Grade II listed building.

Work began on 27th February to strip out the interior of Zetland House ready for demolition in early summer and contractors will also be on site to start on the station improvements.

Over the last year, Middlesbrough station has benefited from longer opening hours at the ticket office, installation of self-service ticket machines and the award of a Safer Parking Award for improvements made to the station car park.

RIGHT: In a strange move, the first ever working from Shoeburyness to Newport with a First Great Western Class 57/6 took place on 28th February. Class 57/6 No. 57604 *Pendennis Castle* was provided to work the train. The locomotive ran light engine from Old Oak Common to Shoeburyness before returning with the train. It is pictured at Kensal Rise, heading for Newport. KitKat

Phoenix exhibition success

An exhibition of the work of Phoenix Railway Photographic Circle members entitled 'Raising the Phoenix' has been on display in a raised gallery off the main hall of the National Railway Museum in York since September 2005. The exhibition was originally scheduled to end in January, but its success has been such that it has now been extended until June, after which the gallery will be closed for refurbishment.

ABOVE: **The East Coast Main Line south of Doncaster was thrown into chaos on 3rd March, when Class 91 No. 91113, working the 07.20 Leeds - London Kings Cross service failed at Stoke on the double track section south of Grantham. Rescue came in the form of King's Cross Thunderbird, Class 67 No. 67027. Here the ensomble is pictured near Sandy bound for London running four hours late.** JOHN PINK

BELOW: **A series of loco-hauled shuttles operated on 4th March between Newport and Cardiff as a result of a Rugby match at the Millenium stadium. Here No. 47847 *Brian Morrison/Railway World Magazine* approaches Marshfield, with No. 47805 on the rear, with the 13.30 Newport - Cardiff service.** KEN BRUNT

BELOW: **On 1st March, 5D03 Aberdeen to Mossend empty vans ran some seven hours late behind No. 66032 which had worked the 6A30 Mossend to Aberdeen with train loco 67014 dead in tow, as a result of the snow problems. Despite the glorious sunshine, the affects of the weather can be seen below the solebar of the locomotives! The train is pictured at Easthaven.** JIM RAMSEY

ScotRail Group Travel

First ScotRail is offering savings of up to 30 per cent for groups of 10 or more when travelling within Scotland on scheduled services and up to 20 per cent for groups using the overnight Caledonian Sleeper service

The discounts are available on many services including popular departure times such as Friday nights and Saturday mornings.

A dedicated Group Travel telephone service has been created for bookings, simply call 08457 55 00 33 and choose Option 1, then Option 4.

Snow stops rail services

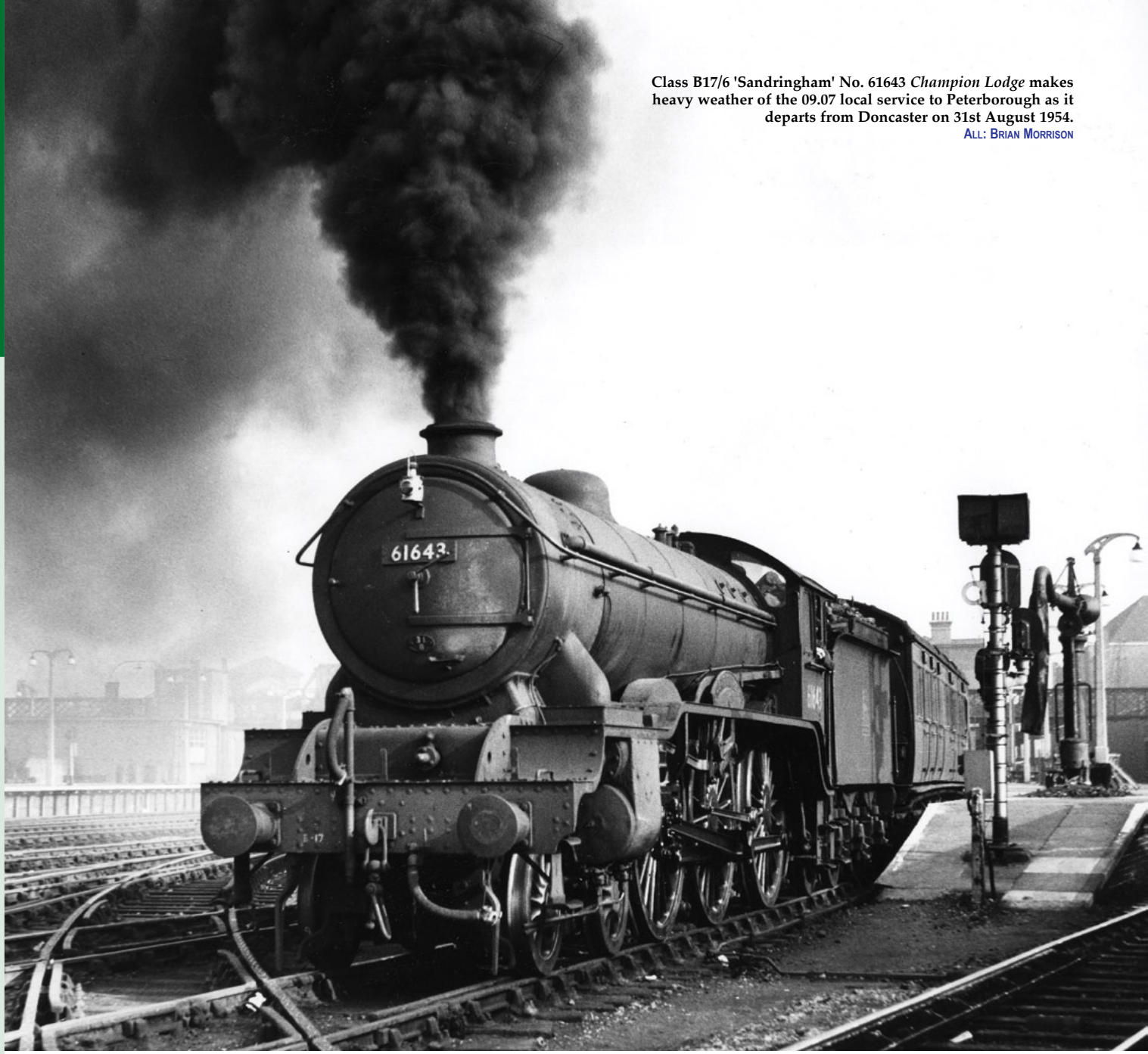
Bad weather conditions between Dundee and Aberdeen on 1st March suspended rail services for a short period when snow blocked the line.

First ScotRail provided a limited service between the two points, while GNER services started from Edinburgh.

Class 67 No. 67001 became stuck at Laurencekirk for four hours with the 04.40 Edinburgh to Aberdeen (portion of Euston sleeper) along with several ScotRail units. Classmate No. 67014 on the Walsall to Aberdeen parcel vans, was also delayed by a similar margin.

ABOVE: Network Rail 'Yellow' liveried Class 31 No. 31285 is pictured at Halesworth, awaiting access on to the single line section to Oulton Broad South. The locomotive was pictured during the second week of training trips between Ipswich and Lowestoft. TONY GOOCH

BELOW: West Yorkshire PTE sponsored Class 321/9 No. 321902 is pictured passing Stratford in East London on 24 February, bound for Bombardier Transporation at Ilford. The unit is the last of the three to receive a C6 repair, the other two sets (Nos. 321901 and 321903) being completed last summer. The sight of these three Class 321 EMUs working anywhere other than between Leeds and Doncaster is very rare. ALAN WALLWORK



Class B17/6 'Sandringham' No. 61643 *Champion Lodge* makes heavy weather of the 09.07 local service to Peterborough as it departs from Doncaster on 31st August 1954.
ALL: BRIAN MORRISON

Celebrating 55 years of railway photography

To many enthusiasts, the name of Brian Morrison is well known as the author of numerous books and as a highly competant photographer. Over the years several articles have been written about him, talking about his extensive collection and it is a pleasure and a privilege to be able to show what Brian has singled out as just a few of the highlights.

His active participation in railway photography started on 7th March 1951, his 21st birthday, when Brian bought himself a Agfa Isolette camera with a f4.5 Apotar lens at the grand cost of £19.17.6d. His entry into photography being provided by almost half of the gratuity money he received when he left the Army Physical Training Corps following nearly three years of service, two years of which were conscription.

Brian's first photograph - a collection of Eastern Region 4-6-0s of Classes B1 and B17 at Liverpool Street has been published on several occasions, indeed in 55 years, Brian has had 23,786 of his photographs published in magazines and books! Each one being carefully recorded!

Today he is still a very active railway photographer mainly around his 'home-ground' of South London and Kent but his collection from the last twelve months alone includes photographs from the length and breadth of Britain!

As photographic technology has advanced, so has Brian. He now uses a Nikon D200 Digital SLR with Nikkor lenses and amazingly his photographic collection now amounts to over 126,000 images taken in black & white, transparency, colour print and digitial formats and spanning no less than six decades!

ABOVE: On 6th May 1957, 2EPB No. 5772 leads two 4EPB third-rail EMUs out of Cannon Street with the 17.02 service to Dartford via Sidcup.
BELOW: A typical 1960s scene as a four-month old 'Deltic' No. D9000, to be named *Royal Scots Grey* the following year, climbs out of Copenhagen Tunnel and up Holloway Bank on 17th May 1961 with the Northbound 'Flying Scotsman' service to Edinburgh. The locomotive was delivered to British Railways in February 1961 and withdrawn from Haymarket Depot on 2nd January 1982.

Celebrating 55 years of railway photography

ABOVE: One of the British Rail Class 71 'Electro-Diesels' No. 71006 is pictured at Chislehurst, St. Mary Cray Loop on 28th August 1974 with a transfer freight from the Eastern Region to Dover.

LEFT: Into the 1980s and the BR Blue colour scheme took over most locomotives. The Class 40s were no exception and here No. 40057 passes Wrabness on the Harwich branch with a mixed freight bound for Harwich Parkeston Quay. The train would have originated at Mossend Yard.

BELOW: One of the highlights of the 1990s on the Southern Region was the reinstatement to main line operation of the National Railway Museum's preserved Class 71 locomotive. Here a refurbished No. E5001, in British Railways green livery, scampers out of Shakespeare Cliff tunnel, near Dover, on 28th August 1992 with the 10.55 Chart Leacon - Dover test train. In the consist were 4CEP No. 1581, 4CIG No. 1310 and 4BIG No. 2252.

Our thanks to Brian Morrison for his help and assistance with this photo special.