The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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Stratford International station update
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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 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.

Once the 'new-look' Railway Herald is launched, the a reproduction fee will be paid to photographers.

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

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Over 200,000 page views in four weeks!

A big thank you goes to all readers who have signed up to the new Railway Herald website in the past few weeks.

The new site has been up and running for almost four weeks and in that time, you, the readers have looked at over 200,000 individual pages!

In the same period a number of members have also uploaded over 600 photographs for all our visitors to view and enjoy.

We hope you continue to enjoy the website as we improve it and add to its content.

Following a request from numerous people, we have now updated and returned the technical data pages for Diesel and Electric Multiple Units and the recognition photographs will be phased in over the coming week.

We do listen to your feedback and requests and as a result several minor modifications have taken place to the website to improve the service we can give you.

As a result improvements and implementation of new features are planned for the photograph galleries.

Also all back issues for Railway Herald and the ability to easily download the current issue from the 'Your Account' options page will be shortly be available.

There are plenty more features and sections planned to be added over the coming months and you can influence this by telling us what you would like to see! Simply drop us an e-mail to the editorial address.

Likewise if you experience problems on the site or you have difficulty in finding a particular item then please do let us know so that we can solve the problem or correct the query you have.

RIGHT: **The Hornby liveried HST power car worked its first charter train on 15 April when the set, together with Cotswold liveried No. 43087 and 43070 worked a Gloucester - Penzance charter, seen here on the return at Restormel.** SAM FELCE

FRONT COVER: **During a special photographers charter, organsied by Russ Hillier, on the rarely Chinnor & Princes Risborough Railway, Great Western Pannier 0-6-0PT No. 9682 thunders past the camera's on 12 April.** CHRIS NEVARD

Back to LNER Apple Green for NRM's V2

The repaint of the National Railway Museum's Gresley designed V2 No. 60800 *Green Arrow* has been completed at Wabtec Doncaster.

The 70 year old locomotive has been transformed back in to LNER Apple Green livery as No. 4771, the same livery in which it entered traffic with the London & North Eastern Railway on 13 June 1936 - LNER Apple Green with its original number, No. 4771 The 184 V2 2-6-2 class locomotives were designed by Sir Nigel Gresley and built at Doncaster Works for use on passenger and freight services across the LNER network.

The engine was withdrawn from British Railways service on 21 August 1962 and after a period in store eventually became part of the National Collection, now based at York.

From Doncaster *Green Arrow* travelled by road to the Great Central Railway at Loughborough, where the locomotive will be operating services between Loughborough and Leicester until returning to York ahead of its mainline return. On 25 June No. 4771 *Green Arrow* will head the Yorkshire Belle anniversary special from York to York via the Harrogate Circle.

BELOW: Over the Easter weekend, FM Rail's Blue Pullman set visited the Highlands of Scotland, travelling north behind GBRf Class 87 No. 87006 before a pair of Class 47s took over for the run to Inverness and Kyle. Here Nos. 47709 and 47712 are seen leaving the Forth Bridge high above the roof tops of North Queensferry on 14 April. PETER KELLETT

Changes for Freightliner

Freightliner have amended their trainplan for freightliner services to Ditton. 4M94 07.33 Felixstowe-Ditton and 4L95 00.09 Ditton-Felixstowe have been changed to an 07.33 Felixstowe-Hams Hall and 01.55 Hams-Hall-Felixstowe.

In their place, and serving Ditton is a new service from Southampton, using a path which originally served Trafford Park!

The new Southampton train being 4M58 11.00 Southampton-Ditton returning as 4O27 00:09 Ditton - Southampton.

First Voyager hits a million

The first Virgin Voyager set has achieved one million miles in service.

The milestone occurred on 19 April when Class 220 No. 220003 *Solent Voyager*, which entered service on 31 May 2001, topped the magic million miles, equivalent to two round trips to the moon, shortly after leaving Derby with the 07.30 service from Bournemouth to Edinburgh.

Severn Tunnel Junction Derailment

Services through Severn Tunnel Junction were seriously disrupted during the evening of 18 April after several Network Rail ballast wagons derailed on catch points during a shut move. The train was being operated by Freightliner Heavy Haul at the time.

After the incident, all services through the area were suspended, but after an inspection the route to Gloucester was reopened.

Engineers worked all night to rerail the vehicles and a near normal service was operated from around 08.30 the following day.

LEFT: The aftermath of the derailment as the wagons await recovery.

EWS moves new freight

EWS has recently provided a railfreight solution using its intermodal network to move two vastly different goods.

Twice a year, the Falkland Islands exports wool sheared from its 60,000 sheep population. Wool from 30,000 sheep was exported to the UK from the Falkland Islands in March. The wool arrived through Southampton Docks for transportation on EWS intermodal rail freight services to the Wakefield Euro Rail Freight Terminal. Distribution by road to the end customer in Bradford was completed by Bower Green. A total of 109, 20ft containers were transported as part of the contract

Homebase, the DIY retailer, has transported ten intermodal containers of products for their new store at Wick in the Scottish Highlands. The rail movement, which took place in partnership with John G Russell, who provided final onward road transport to the store, took place between Daventry to Wick

GNER improves Newark Northgate Station

Great North Eastern Railway (GNER) has commenced work on the second phase of improvements to Newark North Gate station.

The company is spending around £300,000 on adding a customer lounge, catering and retail facilities for passengers on the southbound platform. The work is in addition to the new travel centre which is due to open shortly.

A final phase of work at Newark will involve installing easy-access lifts linking the platforms.

When all of the work is complete at Newark by July 2007, £1.6 million will have been spent on the station with new self-service ticket machines, passenger lounges, staffed customer information points and electronic screens, cycle racks, an improved PA system, refurbished toilets and an extended car park with secure parking status.

Class 50s return to service trains on the Western!

ABOVE: On 13/14 April, Arriva Trains Wales used The Fifty Fund's Class 50 No. 50031 Hood on a series of Cardiff - Crewe additional passenger services in connection with an event at the Millenium Stadium. Here No. 50031 departs from Newport with a Crewe bound service on 13 April. GARRY SPARKS

Work completed on new Stratford International station

Almost two years after construction started, London & Continental Railways (LCR) announced on 20 April that the main building work at Stratford International station was complete and that the project had been delivered on time and on budget.

The other new station at Ebbsfleet, 10 miles east, is also due for completion in some two months time. St Pancras International, the new London terminus for Eurostar operations from late in 2007 will be finalised early next year.

Meanwhile Midland Mainline operations move next month from the temporary east side platforms at St Pancras to a permanent home on the west side of the Barlow roof.

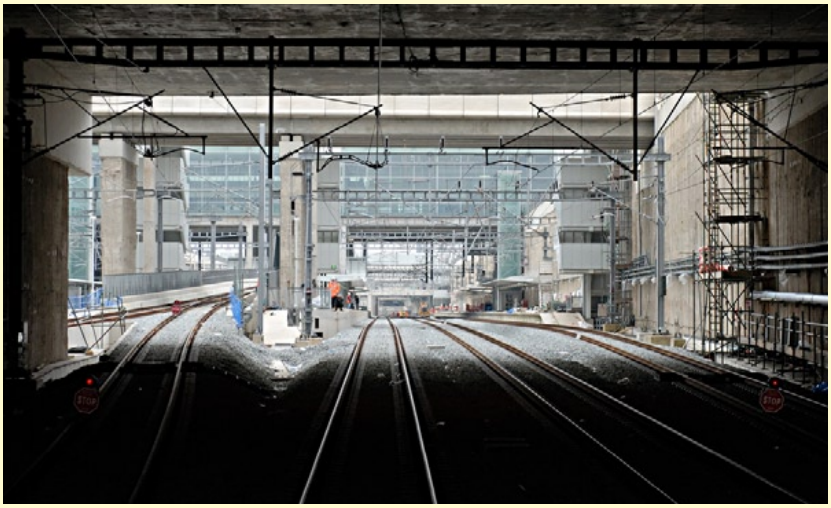
The completion ceremony at Stratford International featured two flat bogie wagons being fitted with fixed chairs and guests being taken for nearly a mile inside the tunnel in the direction of St Pancras for two visits by Class 14 'Teddy Bear' No D9504.

Prior to this surprise event which meant that 'passengers' had been into the CTRL2 tunnel for the very first time, speeches praising the tremendous work completed by all the staff on the whole CTRL2 project were given in the station departure lounge by the Chief Executive of LCR, Rob Holden, and the Managing Director of Union Railways, Dave Pointon.

The new international station itself is a 'bridge station' spanning the giant £180 million Stratford Box, a trench 1km long and 25 metres deep. In addition to Eurostar operations, details of which have still to be completed, the station will have a vital role in the 2012 London Olympic's when a new fleet of Hitachi Class 395 'Javlin' trains will move up to 25,000 Games spectators every hour between Central London and Stratford, a journey time that will take just seven minutes! In addition these trains will be used for high-speed domestic services between Kent and St Pancras International from 2009, operated by Govia as part of the new Integrated Kent Franchise.

The work on Stratford International began in May 2004 and is designed to accommodate 2.5 million passengers per year and more during the period of the Olympics.

ABOVE: The new departure lounge at Stratford International station on 20 April.
BELOW: Taken off the special train, the approaches to the station can be seen from the St. Pancras tunnel.
RIGHT: On board the special flat cars, Class 14 No. D9504 leads the train into the tunnel which leads to St. Pancras and the new London Eurostar terminal. ALL: BRIAN MORRISON



ABOVE: Ex-Great Western 'Prairie' 2-6-2T Nos. 5542 (leading) and 5526 (train engine) power away from Buckfastleigh with the 14.15 service to Totnes Riverside, complete with Cornish Riveria Express headboard. NATHAN WILLIAMSON

Steam at Yeovil for Pen Mill 150

The West Somerset Railway Based GWR 2-6-2T No. 4561 is to visit Yeovil Pen Mill in July.

The locomotive will be one of the attractions on show at the Pen Mill 150 celebrations over the weekend of 29-30 July.

On 29 July, GW 'King' No. 6024 will head a Kingfisher Railtour from Bristol to Yeovil Pen Mill, where on arrival the locomotive will go on display while the tour proceeds to Weymouth behind diesel haulage.

The event is being held to celebrate the 150th anniversary of Yeovil Pen Mill station, while forming part of the Brunel 200 celebrations that are taking place across the South West during the year.

Wensleydale Railway wins award

The Wensleydale Railway at Leyburn in North Yorkshire has received the Duke Of York's Community Initiative Award. The award recognises work being done in communities in Yorkshire and seeks to encouage others to become involved.

It is 16 years since the Wensleydale Railway Association was first created with the aim of running passenger trains between Northallerton and Redmire. Today, the association has 3,500 members, 300 of which are active and work on the line, alongside the seven paid staff.

WRA secretary Ruth Annison said: "Members are the lifeblood of the association, through which they volunteer the practical help and support that has led to this award. Past and present members can take satisfaction from this external recognition of their contribution."

BELOW: Class 101 No. 101685 is pictured at the Elsecar Railway celebrating its first year in preservation, as the banner on the front of the unit says. JAMES PALMER

Terrier Weekend for Kent & East Sussex

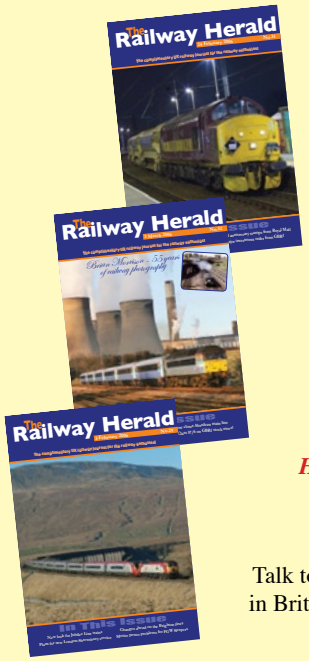
The Kent & East Sussex Railway are to hold a Terrier Weekend on 6/7 May featuring five 'Terrier' locomotives plus the resident 'P' Class locomotive. Visiting will be Stepney and Fenchurch from the Bluebell Railway and Martello from Bressingham.

In addition to a frequent timetable of passenger services, a limited edition of 500 bottles of atgas06 is available, thanks to the Rother Valley Brewery!

A special programme including the weekend's timetable is available from the railway for £2 plus post and packing.

The Railway Herald

Interactive advertising has arrived...



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ABOVE: LMS 'Princess' No. 6201 passes the canal locks at Chester as it departs with a Kingfisher Railtours trip to Holyhead on 22 April, carrying a 'Granite City' headboard. The tour started from Manchester Victoria and ran via Warrington Bank Quay.

BELOW: This scene at Weeton shows that it is still possible to recreate the past on the national network! Only the colour aspect signal near the back of the train gives a clue to the actual date of the photograph! With an all maroon rake of Mk.1s in tow, Butterley based LMS 'Princess Coronation' No. 6233 Duchess of Sutherland storms past the photographer on 8 April with the return leg of a Leicester-Blackpool excursion. BOTH: KEVIN TRUBY

Class 87 Action

Despite being branded as life expired, several members of the class being in store, two being preserved and one having been cut up, the Class 87s are still managing to make the headlines.

Eight members of the class still survive in service, amazingly wearing six different liveries!

ABOVE: The Scottish 'Blue Pullman' trip used No. 87006, still wearing its base DRS livery. The locomotive is pictured passing Doncaster on the return leg, on 17 April, bound for London King's Cross. STEVE SMITH

MIDDLE: The unique Porterbrook liveried No. 87002 *The AC Locomotive Society* is pictured hauling 325 Postal EMUs Nos. 325002, 325009 and 325015 on 15.47 Shieldmuir-Willesden PRDC at Kirkton between Crawford and Abington on the WCML on 6 April. CHRIS PERKINS

LEFT: Cotswold liveried No. 87007 is pictured at Tame Bridge near Wolverhampton with a Wembley-Long Marston stock transfer move, which the electric worked as far as Bescot 19 April. In the consist was No. 82150, 12101, 12094 and 11071. NEVILLE LEE

Direct Rail Services Class 66s venture to pastures new

ABOVE: **Following an increase in work and the winning of several new contracts, Freightliner Heavy Haul have hired two Class 66/4s from Direct Rail Services. This will shortly be increased to four. As a result the sub class has found itself in uncharter terrtory. On 14 April, No. 66407 became the first member of the class to reach Cornwall when it worked a Burngullow - Bow sand train. The locomotive is pictured shunting the train on arrival at Burngullow, ready for loading.** COLIN J. MARSDEN

BELOW: **Classmate No. 66409 as been deployed on the Yorkshire and Midlands coal circuit. It is pictured passing the semaphore haven of Barnetby in North Lincolnshire with empty HHA hopper wagons, having originated at Drax Power Station.** JOHN WILLERTON