The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

In This Issue

Direct Rail Services Class 66s arrive
Waterloo & City refurbishment report
Cornish steam success
Royal opening for Immingham's HIT2

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Contents

Newsdesk 3
Full update on the refurbishment of the Waterloo & City line stock at Doncaster; GB Railfreight wins new contracts and a Royal opening for the new Humber International Terminal 2.

Rolling Stock News 9
More Class 185s in to traffic and a GNER power car returns to service.

Preservation View 10
News from the heritage scene including a round up from the NRM and details of the NYMR's Moors 66 event.

Notable Workings Pictorial 12
A look at some of the rare and notable workings over the past week.

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, 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.

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ABOVE: Class 66/5 No. 66506 *Crewe Regeneration* approaches Seaham with 6E78 Earles-Seaham cement tanks in glorious sunshine on 2 June. The locomotive appears to have gained a 'Scottie Dog' emblem on the side! Ken Short

Railway Herald Update

This issue marks a return to the familiar style the Railway Herald has enjoyed over the past 16 months. Our thanks go to all readers who supplied us with feedback on the revised style, which did confirm our opinion that a weekly PDF style magazine is what you the readers want.

On behalf of the editorial team, our apologies go to all readers for the intermittant service over the past few weeks. As Editor I am determined to rectify this and resume our weekly Friday distribution. As part of this the magazine will retain its original format, slightly enhanced to include coverage of the preservation scene each week. However, I am always willing to listen to readers thoughts on how the product can be improved, so please do not hesitate to contact me with your suggestions.

As usual we do welcome contributions from all, whether you have submitted images before or not. Please forward all submissions to the editorial address: editors@railwayherald.com

Richard Tuplin
Editor

ABOVE: In heavy rain, visiting LNWR G2 'Super D' No. 49395 arrives at Goathland during the North Yorkshire Moors Steam Gala Weekend on 20 May. Richard Tuplin

FRONT COVER: Celebrity Class 37/4 No. 37411 *Caerphilly Castle* heads an Old Oak Common - Plymouth ECS working past Horse Cove, Dawlish on 29 May. The stock was being transfered in preparation for a series of steam trips. Kevin Wills

New CCTV system for c2c stations

ABOVE: **CCTV Controller, George Ramos is pictured monitoring the bank of screens inside the new Barking CCTV Control Centre.** BRIAN MORRISON

A number of passenger safety and security measures were unveiled at Barking station on 25 May with the opening of a new CCTV Control Centre.

Jointly funded by c2c and Transport for London as part of its £10 billion Transport Investment Programme, the new facility is staffed 24/7 and covers the six East End stations of Barking, Dagenham Dock, Limehouse, Rainham, Upminster and West Ham, making passengers feel safer by assisting with both crime prevention and detection.

In addition to the CCTV, Help Points with induction loops are provided at the six stations giving immediate audio and visual links and the lighting at the stations has been upgraded.

New Customer Information Systems (CIS) providing passengers with up to date train information has also been installed at all six stations, along with new waiting accommodation featuring CCTV at Upminster.

In April, c2c broke its own record with 97.2% of trains all day, arriving on time for the month, keeping the company well at the top of the nation's performance league.

Over 4.7 million passengers use Barking station annually and more than 13 million travel on the c2c London, Tilbury & Southend route between Fenchurch Street and Shoeburyness.

GBRailfreight move into the coal market

GB Railfreight are to move into the bulk loads minerals market following the signing of an agreement with power generator, Drax Power Limited.

The parties have signed 'Heads of Terms' for the movement of imported coal from the Port of Tyne to Drax Power station near Selby, North Yorkshire. GBRf's move into the UK's largest bulk freight sector will begin during the first quarter of 2007 with motive power being supplied by the the company's Class 66/7s working with brand new, purpose built wagons.

GBRf's new wagons will be high capacity coal hoppers with track friendly bogies that enable them to move anywhere on Britain's rail system. It is expected that the company will place the order for the vehicles very soon.

There is, however, an on going challenge for all the UK freight operating companies. Delivery distances have dramatically increased as coal buying patterns have changed over recent years. This has resulted in extremely complex week to week operational train plans which necessitate an ever increasing degree of co-operation between the various companies involved in supplying coal by rail.

Knife attack on board Cross-Country service

One person is dead and another is in Police custody after an incident onboard a Glasgow-Paignton Virgin CrossCountry service.

Staff onboard the Voyager unit were able to trap the knifeman in the coach after moving all other passengers to adjacent carriages for safety. The incident happened around the Penrith area of the West Coast Main Line around 10am on 27 May.

Police have confirmed that the 19-year-old victim died on the train. Services were disrupted on the WCML for several hours while Police carried out investigations. The knifeman appeared in court on 29 May, charged with murder following the incident. The 21-year-old from Skelmersdale, was remanded in custody and will appear at Carlisle Crown Court on 7 June.

Royal opening for HIT2

HRH The Princess Royal officially opened the new Humber International Terminal 2 at ABP's Port of Immingham on 31 May.

The ceremony inaugurated the new terminal which has taken 23 months to construct at a cost of over £59 million. The new terminal will be used for the importing of coal for the surrounding coal-fired power stations.

HIT2 itself is expected to handle 9.5 million tonnes of coal from the United States, South Africa, Poland and Russia each year and compliments the first phase, HIT1, which has handled over 25 million tonnes of cargo since it was opened by HRH The Princess Royal in October 2000.

ABOVE: **The riverside section of the new Humber International Terminal 2 is seen on opening day. The first ship to dock at the new terminal, pictured here, was MV Anangel Pride from Richards Bay, South Africa conveying 102,887 metric tons of coal for BHP Biliton.**

RIGHT: **HRH The Princess Anne unveils the plaque officially opening Humber International Terminal 2, 100 years to the day that the first sod was dug for the Great Central Railway's original Immingham Docks.** BOTH: BRIAN MORRISON

ABOVE: **Waterloo & City (W&C) driving car No. 65504 takes pride of place in a line up at Wabtec Doncaster on 31 May. The refurbished sets are being finished in the familiar London Underground red, white and blue colour scheme. Flanking the newly refurbished coach are two unrefurbished W&C vehicles.** ALL PHOTOGRAPHS BY RICHARD TUPLIN

Refurbishment work continues on Waterloo & City line stock

Work on the refurbishment of the five four-car Waterloo & City line trains at Wabtec Rail in Doncaster is proceeding apace.

Their removal from the line at Waterloo in early April was the first time in over ten years that the trains had seen daylight.

Following arrival at Wabtec Rail, each vehicle has been given a deep clean before being fully stripped. The vehicle's batteries and doors have been removed and sent to external contractors for refurbishment and repair.

With the vehicles stripped out, the next task is to remove the paintwork. Despite fourteen years of service between Waterloo and Bank and the sale of the line to London Underground in 1994, the trains still carry their original Network SouthEast colour scheme, together with the Waterloo & City line logo and branding.

Following any necessary bodyside repairs the trains go through the dedicated paint shop facility at Doncaster and are repainted into London Underground's distinctive red, white and blue colour colour scheme.

Once repainted the vehicles are then moved back into the main workshops for internal refitting.

Inside the vehicles, the grab poles have been painted in the light turquoise colour of the line and seating has been removed, checked, resprung as required and reupholstered with a new moquette. To aid those passengers who are visually impaired, yellow lines have been painted around the door areas.

All glass inside the vehicles and on the draught screens has been polished and fitted with a special film, which should reduce the damage made to windows by vandals.

For added security, two close-circuit television camera's are also being fitted to the units as part of the refurbishment work. These will be connected to a recorder in each vehicle.

Work on the trains is on target for the first of the vehicles to be returned to the

BELOW: *From this!* **Waterloo & City driving car No. 65502 is pictured in the works yard at Wabtec, awaiting the start of refurbishment work.**

BELOW: *To this!* **Following completion of the work and a full repaint at Doncaster, Nos. 65504 and 67504 are pictured in the sunshine.**

Refurbishment work continues on Waterloo & City line stock

line in early August.

The movement back is being staged over two weekends to allow for Balfour Beatty's equipment to be progressively removed and the line to be fully tested using the refurbished trains. Once this has been completed, the railway will be handed back to London Underground so that driver route learning can commence in preparation for the start of public services on 1 September.

Work on the route's infrastructure is progressing well and almost all of the track in the eastbound tunnel has now been removed and is being relaid by Balfour Beatty crews working a three-shift cycle, seven days a week.

All lineside signalling has also been stripped out as has the signalling rooms, in preparation for the refit. A new signalling cabin is under construction ready for the new service control system.

The new signalling system will reduce the 'headway' between trains by modifying the route release. In addition, trains will be able to negotiate the crossover section at Bank at a higher speed.

The new system is due to come into service early next year, with one of the key benefits being the ability to operate of all five trains, during the rush-hour periods, providing a more frequent, quicker service for passengers.

ABOVE TOP: In the main workshop another driving vehicle undergoes paint removal treatment. To limit the mess around the vehicle, the area is covered with plastic sheeting, allowing the old paint to be quickly cleared away.
ABOVE RIGHT: One of the W&C vehicles sits in the paint shop at Doncaster having been painted. The protective brown paper will shortly be uncovered.
BELOW LEFT: The new look interior to the passenger compartments, which now feature CCTV coverage.
BELOW RIGHT: The fresh appearance of the driving cab.

New Class 66/4s arrive for Direct Rail Services

The latest batch of Class 66/4 locomotives for DRS arrived at Newport Docks over the Bank Holiday Weekend. The JumboShip Daniella conveyed Nos. 66411 - 66413, together with JT1, JT9 and JT10 for Europe. Once commissioned, the three locos were collected by Class 66/4 No. 66403 and moved to Carlisle on 30 May.

ABOVE: Having been offloaded first, Class 66/4 No. 66411 sits in the sunshine at Newport.
RIGHT: The locos await their move off the docks (from left to right) Nos. 66412, 66413, 66411 and 66403.
BOTH: TOM BARTLETT
BELOW: The convoy leaves Newport and crosses over the River. NICK WILCOCK

Improvements completed on London's Forgotten Railway

Report and Photographs by Chris Nevard

On what is often dubbed 'London's Forgotten Railway', there was good reason to celebrate at Hackney Central on Wednesday 31 May 2006, with the completion of £120.000 worth of improvements to the station.

This result of a partnership between the London Borough of Hackney and Silverlink Metro sees many changes, the more notable being LED Customer Information Screens, new & improved lighting, new seating, new & refurbished shelters and a new station entrance approach.

After the unveiling of a plaque marking the improvements to the station by Silverlink Managing Director Mark Hopwood and The Mayor of Hackney Jules Pipe, it became the turn Silverlink Class 313 EMU, No. 313134 to step forward onto the stage to be named 'The Hackney Empire'.

This well known London institution was recently subject to a £19m refurbishment and according to The Independent it is now "the finest example of Edwardian Music Hall in the country". Having its name displayed on the side of a train can only heighten awareness of the venue to a wider audience along the entire North London Line.

Following the naming, which was expertly squeezed in between regular service trains without a hiccup, No. 313134 now proudly displaying its new name, went on a tour of local lines.

Several dozen dignitaries from Silverlink Metro, Hackney Council and the Hackney Empire were taken on a tour along the North London Line via Kensington Olympia to Clapham Junction and back.

For many, this was a good opportunity to view the recent improvements on the route and to catch a brief glimpse of the extensive work connected with the second phase of the Channel Tunnel Rail Link.

The whole event demonstrated that Silverlink Metro and local councils are very keen to lift the profile of The North London Railway away from that of a 'forgotten railway'.

ABOVE: Following the unveiling at Hackney Central, (l to r) Cabinet member for Regeneration Guy Nicholson, Hackney Council's Transport Policy Planner Roger Blake, Silverlink Managing Director Mark Hopwood & Jules Pipe, the Mayor of Hackney stand with the plaque.
LEFT: The 'sticker' style name attached to Class 313 No. 313134.

Route conductor deal for GB Railfreight

GB Railfreight have signed a new deal which will see the haulier provide route conductors for Serco and Harsco.

GBRf will provide Serco with 150 route conductor shifts throughout the Southern and Anglia regions over the course of the one-year deal for its test trains and rail grinders. The conductors will be taken from GBRf's train crew based at several locations around the London and south east area.

The second contract is a one-year deal with Harsco Track Technologies Limited, worth £350,000, to provide train planning and route conductor services for the company's rail grinding machines.

The train planning will be carried out by GBRf's London HQ-based planning team while conductors will be taken from the company's train crew at Southampton, Tonbridge, Willesden, Temple Mills and Whitemoor.

Honeybourne celebrates

Honeybourne station, near Evesham, celebrated the 25th anniversary of it's re-opening and marked the occasion with celebrations at the station on 26 May.

First Great Western station manager Brendan Tally, together with Local Councillors Jean Dowty (Chairman of Wychavon District Council) and John Smith (Vice Chairman of Worcestershire County Council), and Julian Palfrey from the Cotswold Line Promotion Group cut a specially commissioned 25th anniversary cake. A brand new replica GWR station seat for the platform was also presented by Sylvia Matthews from the Honeybourne Parish council.

New look for EWS 'Sleeper' Class 90 locomotives!

EWS and Axiom Rail are completing a series of changes and improvements for the operation of First Scotrail Caledonian Sleeper services. The contract to operate these trains being recently awarded to EWS.

The biggest change to the operation will be the replacement of Class 37/4 locomotives on the Fort William sleeper trains, with Class 67s from 10 June, bringing the West Highland operation into line with the Inverness and Aberdeen trains.

As part of the overhaul of the Mark 3 sleeper stock, currently being carried by EWS subsidiary Axiom Rail, the repainting of the first of five Class 90 locomotives to be painted in the First Scotrail colours has now commenced at Toton. What has been described as "a striking new livery" has been designed to complement the newly refurbished sleeping and lounge coaches. In total five locomotives, Nos. 90021, 90022, 90024, 90027 and 90036 will carry the new colours, the first of which should enter traffic in the colourful livery in early June.

BELOW: An artist impression of how the First ScotRail liveried Class 90s, operated by EWS will look. EWS

ABOVE: Class 67 No. 67009 crosses the southern viaduct on the Horse Shoe Curve during a torrential downpour on 25 May, while working 06.47 Mossend Yard - Rannoch driver training trip. All drivers involved in the First Scotrail sleeper trains to and from Fort William are being trained on the class in preparation for the replacement of the Class 37s from the timetable change in early June. SCOTT BORTHWICK

Godfrey Road stabling point is removed from the network

On 28 May the connection to the stabling point at Newport Godfrey Road was disconnected. EWS will now stable it's locomotives at Alexandra Dock Junction Yard, a short distance further west. This will cut down on a number of light engine movements as several trains in the area start or finish their journeys at the yard.

With the stabling point now removed from the network, it is expected that Platform 4 at Newport will be extended to increase capacity at the station. In the longer term the platform will provide space for the hourly passenger service from Ebbw Vale which it is hoped will commence in 2009. An earlier passenger service will start from Ebbw Vale next year with services running hourly from Cardiff Central, serving six new stations along the line.

Launch date nears for Fastline

Fastline Freight is preparing to launch its full intermodal freight service between Doncaster and Thamesport in June.

The company has been granted a Track Access Agreement by Network Rail and Her Majesty's Railway Inspectorate has issued a certificate of acceptance to the Fastline Railway Safety Case permitting freight operations.

All three locomotives and 24 wagons are to be based at Roberts Road, Doncaster where the routine maintenance will be undertaken.

RIGHT: Fastline Class 56/3s Nos. 56303 and 56302 pass through New Eltham on 26 May 2006, hauling just the one container that makes up the 11.01 service from Doncaster freight terminal to Grain (4O90). BRIAN MORRISON

GNER power car leaves Brush following collision repairs

ABOVE: **GNER Class 43 No. 43008 City of Aberdeen is pictured at Woodall Spa service station on the M1 motorway, during a move from Brush Traction at Loughborough to Edinburgh Craigentinny. The power car has been receiving attention at Brush following collision damage sustained earlier in the year at Edinburgh Craigentinny when the power car collided with a Virgin Voyager unit.** DAMON COX

New petroleum wagons arrive for EWS contract

The first batch of new tank wagons for EWS arrived in Britain via the Channel Tunnel from Poland on 30 May.

The 20 wagons are currently going through the railway approvals process to be able to operate over Network Rail infrastructure. This work is being undertaken at Wembley in London and needs to be completed before the vehicles can enter regular operation for Total UK.

The wagons which carry an all over grey livery, together with a large EWS logo and web address are the first of a fleet of 145 being built by Greenbrier's Wagony Swidnica factory in Poland.

The vehicles are part of the commitment by EWS to provide new modern rolling stock, following the awarding earlier in the year of a five year contract to cover the entire rail traffic for Total UK out of Lindsey Refinery in North East Lincolnshire.

The wagons will be used on new to rail services for Total UK. Over the course of the five year contract EWS will haul 11 million tonnes of transport and heating fuels for the company, reducing the number of lorries on the roads.

All 145 wagons will be delivered from Poland by Rail through the Channel Tunnel and it is estimated that 10 will arrive in the country each week.

BELOW: **One of the first new tank wagons for EWS that are being built by Greenbrier is pictured in its all over grey colour scheme at the Wagony Swidnica factory in Poland, shortly before moving to the UK.** EWS

Youths take shunter for joy ride

British Transport Police are looking for two youths, aged between 18 and 20 years old. The youths managed to start the Class 08 shunting loco in Tinsley marshalling yard, Sheffield before driving it around the yard. Their activities were captured on CCTV. Police are studying the footage.

Class 185 diagrams

The use of the new Siemens Class 185 DMUs on First Trans-Pennine Express services is now beginning in earnest with most of the Hull - Manchester workings being reported as Class 185 diagrams.

In addition the first diagrams on the South Trans-Pennine route from Cleethorpes to Manchester Airport become Class 185 workings from early June.

ABOVE: During the recent gala weekend at the Telford Steam Railway, LSWR 2-4-0 'Beattie Well Tank' No. 30587 visited the line from the Bodmin & Wenford Railway. With prototype railbus No. RB004 sitting alongside, the locomotive propells a train out of Spring Village station with resident Peckett 0-4-0ST No. 1722. FRED KERR

Centenary Success

The Gloucestershire Warwickshire Railway holds the last few days of its highly successful Centenary Festival this weekend. Over 5,000 people attended the gala in the first five days!

The event sees a wide variety of GW locos in action including a last minute addition, in the form of 'Prairie' No. 4141, which is back on home soil, having been delivered new in 1946 to Cheltenham Malvern Road shed.

The NRM's 'City' No. 3440 City of Truro is expected to be working this weekend having been stopped for most of the week due to firebar problems.

Locomotive update from the National Railway Museum

One of the star's of the National Railway Museum, LNER 'A3 Class' No. 4472 *Flying Scotsman* has now been completely dismantled in the first phase of its overhaul programme. The frames are now stripped and crack testing will shortly be carried out. At the same time, work has started on the pipe work, valve gear and bearings in an overall start to the anticipated rebuilding of the locomotive. The right hand cylinder from No. 60041 *Salmon Trout* is currently being prepared with work on machining the mounting face and re-dimensioning it to suit the frames. This will replace the existing cylinder.

LNER V2 Class No. 4771 *Green Arrow* is now at the Great Central Railway, Loughborough for running in, following its repaint at Wabtec Rail. The new centre big end bearing is taking a while to settle down but NRM Engineers are confident it will soon bed in, in time for a light and loaded test run from York to Scarborough in early July. Also on a preserved line are LNWR G2 Class No. 49395, which is at Grosmont on the North Yorkshire Moors Railway until the end of July and GW 'City' Class No. 3440 *City of Truro* which is on the Gloucestershire Warwickshire Railway until 19 June.

Work is progressing on the York based Class 08 No. 08911 towards mainline certification to enable it to be used for yard-to-yard shunts, especially during this year's Giants of Steam operations. The engine is currently in the paint shop being painted into a livery yet to be announced, which will identify it as part of the NRM's workshop equipment rather than as part of the permanent collections.

In the museum itself, LBSCR No. 214 *Gladstone* has undergone minor repairs to cracks in the firebox cladding, to ensure that it meets the standards required for static display in the National Railway Museum.

'Sir Nigel' for Moors 66

The North Yorkshire Moors Railway have confirmed that LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* should make its long awaited debut at the Moors 66 event on 17/18 June.

The locomotive's return to steam has been delayed by several problems during the course of its overhaul which included extra work on the boiler.

The event itself sees the Moors line return to 1966, although the appearance of an A4 Pacific over the route in that year is debatable!

RIGHT: BR Standard 4MT No. 80002 awaits time at Ingrow West on the Keighley & Worth Valley Line on 29 May with an Oxenhope bound service. RICHARD TUPLIN

Evening steam success on the Western!

Steam returned to the Fowey Docks and Parkandillack branches in North Cornwall over the May Bank Holiday weekend, when Past Time Rail chartered Ian Riley's BR Standard 4MT 2-6-0 No. 76079 for a series of trips.

ABOVE: **With a little help from Class 37/4 No. 37411 Caerphilly Castle at the rear, BR Standard 4MT No. 76079 powers across Forder Viaduct west of Saltash on 30 May with the 18.00 Plymouth - Parkandillack special. In the background is Devonport Royal Dockyard.**

BELOW: **BR Standard 4MT No. 76079 makes a superb sight on 29 May as it crosses the classic Cornish photographic location of Golant on a beautiful summer's evening bound for Carne Point.** BOTH: SAM FELCE

ABOVE: Maroon liveried Class 47/4 No. 47854 passes Carrick Knowe on the exit from Edinburgh Waverley with the outbound leg of a Royal Scotsman 'Wee Dram' tour to Stirling via Dundee and Perth on 29 May.
BELOW: Cotswold Rail Class 47/4 No. 47813 John Peel and Class 47/7 No. 47714 pass Slateford on the final stretch of their outbound journey with a Crewe - Edinburgh Waverley charter for Compass Tours on 27 May. BOTH: CHRIS PERKINS

ABOVE: On 13 May, with the East Coast Main Line closed between Darlington and Newcastle, Network Rail's New Measurement Train HST makes a rare appearance on the Durham Coast. Class 43 No. 43062 and 43013 power a Derby Etches Park - Edinburgh trip north through Dawton. KEN SHORT

BELOW: With the May Bank Holiday weekend signalling the start of the busy summer period, Virgin Cross-Country has once again hired four HST sets to work from the North of England to Devon and Cornwall on Summer Saturdays. On 27 May, the first day of operation, Nos. 43045 and 43049 arrive at Paignton with the 1C02 07.35 Bristol TM - Paignton via Westbury. In the adjacent platform, South West Trains Class 159 Nos. 159017 and 018 wait to depart for London Waterloo. The sight of Class 159s at Paignton will cease later this year when all South West Trains services terminate at Exeter St. Davids. BRIAN GARRETT