



ABOVE: Class 37/4 No. 37417 powers through Kingsknowe near Edinburgh with 6D80 09.24 Millerhill Yard to Mossend Yard service on 14th March, running several hours late. The move of HAA coal wagons on this occasion being due to an imbalance of vehicles and this particular set being required in Ayrshire. JAMIE McEWEN

EWS Class 37 fleet changes: Goodbye 37669 and hello to 37422!

The final Class 37/5 'Heavyweight', in the form of No. 37669, was withdrawn on 15th March and placed into the WNTS stored locomotives pool.

The locomotive spent its final months residing in the Bescot area and seeing regular use on the Birch Coppice trip.

After almost 24 hours with just eleven locomotives, No. 37422 was reinstated to traffic (although still in the WNTS pool) at Toton TMD. Its first working being a light engine move to Peterborough (0H06) to work 6Z45 back to Toton Yard. Not all

went to plan however when the locomotive failed before departure! The train was eventually worked by Class 66 No. 66107.

The entire operational class 37 pool, belonging to English, Welsh & Scottish Railway, currently stands at just twelve locomotives.

Of those that remain, four are generally based in South Wales, with a further two locomotives in the West Midlands and the remainder in Scotland.

A survey of the class reveals that, as

predicted by many, the last survivors are the ETH fitted Class 37/4s, with all no-heat locomotives having been withdrawn. How long the ETH sub-class will last is an interesting question.

With the Royal Scotsman this year being worked by West Coast Railway Company and their class 37 pool, the only remaining booked passenger workings for the class are the overnight Fort William sleeper service for First Scotrail and the three diagrams for Arriva Trains Wales on the Rhymney branch out of Cardiff.

FLEET SURVEY : OPERATIONAL EWS CLASS 37s ON 17TH MARCH 2005 AT 07.30

37401	Bescot TMD	(allocated 6G36 Bescot - Birch Coppice)
37405	6W60 Newport ADJ - Newport ADJ	via Llandrindod Wells & Central Wales Line
37406	1Y11 04.50 Edinburgh - Ft William	(First ScotRail)
37408	2F06 07.40 Rhymney-Cardiff	(Arriva Trains Wales)
37411	2F05 07.19 Cardiff-Rhymney	(Arriva Trains Wales)
37416	0B41 Millerhill LIP - Oxwellmains	
37417	Motherwell TMD	(B Exam)
37418	Inverness Yard	(Network Rail Standby Locomotive)
37421	Motherwell TMD	(B Exam)
37422	Toton TMD	(allocated 0H06 Toton TMD - Peterborough)
37425	2V07 06.59 Rhymney-Radyr	(Arriva Trains Wales)
37427	Bescot TMD	

Elsewhere in this issue

Siemens 'West Coast' Class 350s unveiled Page 2

A look at the new Class 350 'Desiro' trains now being built by Siemens.

87019 becomes ACORP mascot Page 3

The final Class 87 to carry a heritage livery was unveiled on 16th March.

Waverley Route funding authorised Page 4

News from the Scottish Borders of funding from the Scottish Executive.

Notable Workings Page 4

A look at some of the notable workings from the past seven days.

EDITORIAL

Welcome to the fifth edition of the **Railway Herald**. Can I take this opportunity to offer my thanks to all those who read **Railway Herald** each week and send in contributions - they are greatly appreciated. A big thank you also goes to the many readers who have sent so many kind comments about **Railway Herald**.

Please do continue to pass it onto your friends and fellow enthusiasts, not only around the UK but also the world, if they would like their own copy, simply send us an e-mail to railwayherald@lwmailcentre.com

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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.

Please note that as the Herald is free and compiled on a voluntary basis, we are unable to offer any financial return.

Easter!

As I'm sure your all aware, next Friday is Good Friday (certainly in the UK!), marking the start of the long Easter weekend.

As a result of this there will be no **Railway Herald** next week, instead we'll combine next weeks news with the following week and produce a 'bumper' issue, out on 1st April.

Siemens 'West Coast' Class 350s previewed



ABOVE: Class 350 No. 350107 stands at Stoke on 10th March. These units will operate a variety of routes stretching from London to Preston. **RAILFOTO**

The new Siemens constructed Class 350/1 'Desiro' units for the West Coast Main Line were previewed to the railway press on 10th March. The trains, which have been built in Germany and tested at the Wildenrath test track, are four car units, although only the end driving vehicles are powered with two traction motors per bogie. The units are standard class with the exception of a third of one of the centre vehicles which provides first class accommodation, which itself features a two-

position adjustable 'recliner' seat, tables and curtains.

The now standard electronic passenger information system is provided with scrolling green LED displays. The units also feature CCTV cameras throughout, which is recorded onto a hard-drive located onboard. Although there is no facility for viewing this footage on the train, the hard drive means that it can be kept for several weeks. Should any of the 'emergency alarm' buttons be activated the system will automatically

switch the CCTV camera to that area to record events.

Maintenance wise the new trains will all be maintained by a new purpose built depot at Northampton and when underfloor components become due for maintenance or suffer failures, they will simply be 'swapped' with another unit from the depot stores, hence reducing the downtime of the units.

Power to the train is provided by 25kV AC overhead or 750v DC third rail, although the

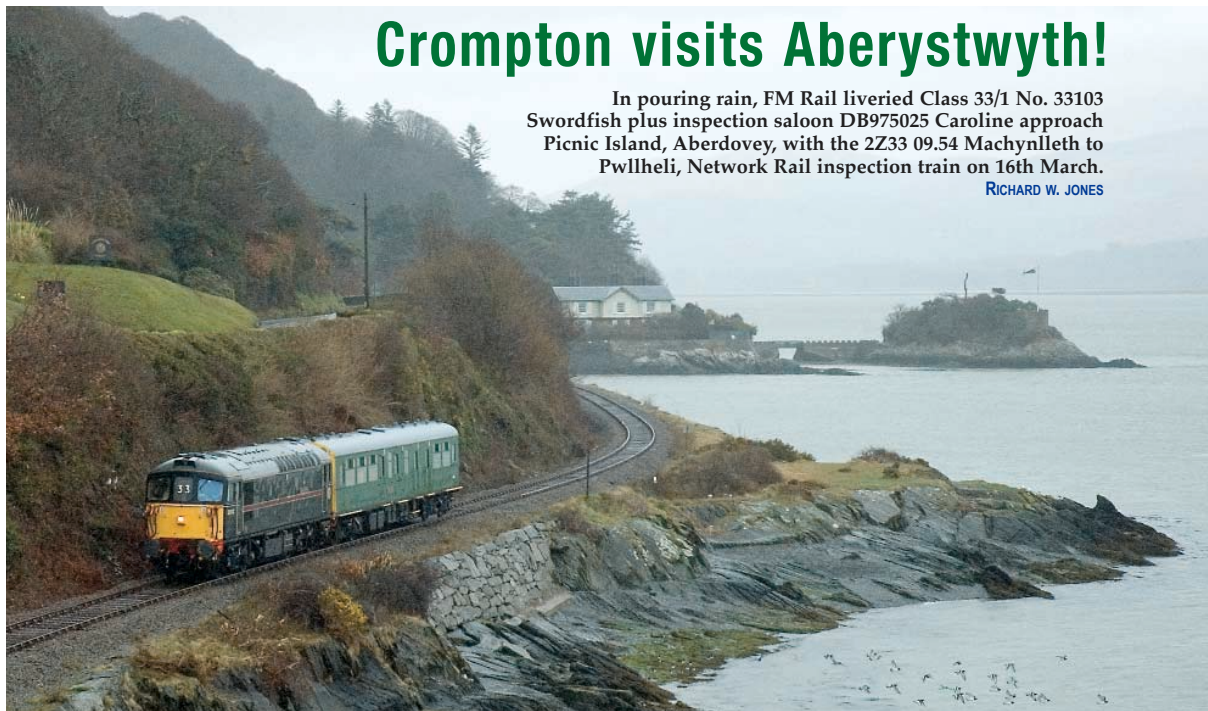
only proposed use of the trains on the latter power system is in the London area. When introduced, the trains will be operated by both Central Trains and Silverlink on a variety of routes, which will see them reach as far south as London Euston and as far north as Preston.

The units are currently undergoing testing overnight between Macclesfield and Stoke-On-Trent during which time they are following a normal 'all stations stopping service' schedule.

Crompton visits Aberystwyth!

In pouring rain, FM Rail liveried Class 33/1 No. 33103 Swordfish plus inspection saloon DB975025 Caroline approach Picnic Island, Aberdovey, with the 2Z33 09.54 Machynlleth to Pwllheli, Network Rail inspection train on 16th March.

RICHARD W. JONES





£350m revamp of Birmingham New Street to start this year?

Work on the £350 million revamp of Birmingham New Street could begin at the end of this year.

WSP Group have been appointed to take forward a £3.9m design and development study, which will look, in detail at the design work and commercially evaluate the £350 million development scheme, which would be implemented by Network Rail. Working with WSP Group on the design will be architects McAslan and Partners and Chapman Taylor.

Although Birmingham City Council and Advantage West Midlands (the regional development agency) are looking to provide around £100m each, local MPs have called on the Transport Secretary Alistair Darling to ensure that extra funding is available to Network Rail, through the Rail Regulator, to fund the balance of the project.

Also providing funding is the transport executive Centro.

Though the development of New Street, station capacity will be substantially increased to meet long-term passenger demand with the enhanced facilities being available by 2011, in a scheme that minimises rail service disruption during the construction phase.

New Street station's external appearance will be transformed with an imposing glass roof to let natural light flood on to a new concourse. The internal layout will also be radically changed, providing much improved arrival points to enhance passenger accessibility and facilities.



ABOVE: Following a repaint into a modified version of LNWR Black, Class 87 No. 87019 (now denamed Winston Churchill) was officially unveiled at Crewe on 15th March. The locomotive was also named ACORP The Association of Community Rail Partnerships by Pete Waterman. The locomotive is somewhat unique in having a dark blue coloured nameplate on one side and lime green on the other (see inset left) Following the naming, the locomotive ran light engine to Euston and is expected to enter traffic next week, replacing classmate No. 87003 in the operational Virgin West Coast pool. RAILFOTO

Next batch of Class 66's arrive for Freightliner

The next batch of Class 66 locomotives for Freightliner arrived at Newport Docks and were unloaded from the Jumbo Challenger ship on 17th March. The new locomotives consisted

of four Class 66/5s Nos. 66578 to 66581 and four Class 66/6 locomotives Nos. 66619 to 66622.

The new arrivals are pictured on the dockside at Newport on the day of arrival, with the 100th

Class 66 locomotive to be built for Freightliner, No. 66619, being off-loaded in its specially printed protective cover!

Once commissioned, the eight should move to Crewe.



BOB SWEET / FREIGHTLINER

Waverley route funding secured from Scottish Executive

The continuous quest to reopen closed railway lines looks set to continue in Scotland with the announcement that the Scottish Executive has confirmed that it will provide up to £115 million of the cost to the reopen part of the old Waverley route.

The proposed route will provide six new stations at Tweedbank (the lines terminus), Galashiels, Gorebridge, Newtongrange, Eskbank and Shawfair, joining the existing passenger service at Newcraighall. A thirty minute interval service will operate into Edinburgh and although the journey time is likely to take around 60 minutes, the new service will no-doubt appeal to city commuters, especially during the rush hour.

Development plans for stations along the route include a 'Park and Ride' opportunity at Tweedbank and the potential for a transport interchange at Galashiels.

The potential exists for a further station to be built at Stow, which used to be a halt on the original Waverley route. The village here has expanded in size, with many commuters already travelling into Edinburgh each day. No plans exist for a station to be reinstated here due to the cost and an increase in the journey times.

The official decision will come later this year following a vote in the Scottish Parliament. If everything goes ahead, the new railway will provide the Scottish borders with a direct route to the country's capital for the first time in nearly 40 years.

The railway is expected to reduce the number of road journey's made in the region each year by over 750,000.

The guarantee of 85 per cent of the funding from Nichol Stephen, the Scottish Executive Transport Minister, isn't quite as clear cut as supporters would have wished.

The 'official' approval of the scheme has caused numerous upset in several quarters. Other MSPs have questioned the viability of the scheme for a variety of reasons, not least the questions of where the extra £36m of funding required to complete the project will come from. Finding the short fall is now down to Edinburgh City Council together with its counterparts in the Borders and Midlothian.

Some residents along the route also have strong objections to the project. Over 60 private homes will need to be purchased to make way for the new line and the compensation bill for that section of the 'Waverley Route Rebuild' is expected to cost more than £7.5 million pounds. Despite this, over 90 per cent of people who responded to the consultation said they would use the new service.

'Strings' have been attached to the funding by the Scottish Transport Minister, Mr Stephen following pressure from Labour ministers in the ruling coalition. The £115million funding is subject to proof that the plan is economically viable and local councils will have to demonstrate the local development will generate the passenger demand.

Despite all the problems which will need to be overcome, campaigners are confident that the trains will be running over the Waverley Route to Tweedbank in 2008.



ABOVE: On the 14th March, Direct Rail Services used Class 66/4 No. 66405 to move its three Class 87 locomotives (Nos. 87028, 87022 & 87006) from Carlisle Kingmoor to Manchester Longsight. The electric's have only made a couple of appearances on the DRS intermodal services and the reason for their move south is not currently known. **ANDREW NAYLOR**

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Notable Workings

Thanks to GWOT and the Trains' crew

EWS Class 37 No. 37427 was provided to work the 'Aggregate Syphons' tour to London on 12th March. Class 59/2 No. 59202 assisted around the various freight branches in the London area.

The 13th March saw the rare sight of a Class 47, No. 47840 North Star dragging a Pendolino (No. 390021) from Crewe to Liverpool!

Following last week's derailment of a China clay train in Cornwall (see Issue 4), the Margam breakdown crane returned north behind 66167 on Monday 14th March. Also the same day, DRS Class 66/4 No. 66405 moved DRS liveried Class 87 No. 87028, 87022 and 87006 from Carlisle Kingmoor to Manchester Longsight.

The 14th March also saw Freightliner's Class 47/0 No. 47197 employed on 5Z45 from Stewarts Lane to Caerwent, conveying withdrawn EMU Nos. 1704, 1851 and 1874 for scrapping, the following day the locomotive was used to move, power car Nos. 43086 and 43159, together with four Mark 3 coaches from MoD Bicester to Neville Hill.

The 15th March found GBRf Class 66/7 No. 66706 on hire to Freightliner Intermodal and working 4O54 Leeds-Southampton service.

Problems ensued on the Anglia Main Line shortly after 23.00 when Class 86 No. 86615 caught fire at Ardleigh whilst working with 86637 on 4M59 Felixstowe North - Trafford Park service.

Damage to 86615 is reported to be significant. As a result, the 22.00 Norwich - London Liverpool Street terminated at Manningtree. Class 47 No. 47303 was used in the early hours of the 16th to drag the Class 90 and set back to Norwich. 90003 was also caught up in the proceedings whilst working 22.30 London Liverpool Street - Norwich service. This train was terminated at Colchester. The train formed the 06.25 London Liverpool Street to Norwich on the 16th, which started from Colchester. Due to 90003 not receiving its booked exam as a result of being stranded, the set was taken out of service on arrival at Norwich and 170205, 153326 and 150231 used to form the 09.00 Norwich - London Liverpool Street as far as Ipswich where passengers transferred to the 09.30 Norwich - London Liverpool Street service hauled by 90007!

The 15th found No. 67029 heading for Immingham light engine from Toton (0D07) to collect Class 56 Nos. 56018 and 56032. The silver GM returned the grids to Toton on the 16th as 0F54. 66710 took charge of 205009 on the 16th March, when it powered 6Z05 Tonbridge Yard to Appleby move.

The same evening found 37405 heading for the Central Wales Line with 6W60 Newport ADJ - Newport ADJ departmental working.

BELOW: Class 37/4 No. 37401 The Royal Scotsman, in Royal Scotsman colours, powers through Coseley near Wolverhampton on 12 March with 1Z45 06.48 Northampton to Aberystwyth charter. The type 3 was replaced at Shrewsbury by steam traction. **GWOT**

