Railway Herald

"Providing a weekly round up of the UK rail scene"

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Arriva goes loco-hauled in North Wales

ABOVE: One of the replacement loco-hauled services worked by No. 47815 (out of sight) and 47816 departs from Chester bound for the coast with the 11.15 Crewe - Holyhead service on 3rd April. RAILFOTO

Passengers on Arriva Trains Wales services were thrown into chaos on Sunday 3rd April, due to an "unofficial withdrawal of Sunday working by some drivers based in Chester and North Wales."

The company provided an amended timetable with some services provided by buses and others worked by loco-hauled trains, however despite ATWs best laid plans, not everything went quiet to plan.

Additional loco-hauled trains were planned to depart Crewe for Holyhead at 11.15, 13.55, 16.00 and 20.35, with return services operating at 13.35, 16.55 and 18.39.

The trains were formed of WCRC Class 37 No. 37197, with a set of WCRC stock and Riveria operated Large Logo Class 47/8 No. 47847 on the other end. The second set of stock was provided by Riveria Trains with Class 47/8 Nos. 47815 and 47816 powering.

Class 37 No. 37197 had moved the WCRC stock from Carnforth the day previous to Bangor, its first working being the 10.43 Bangor to Crewe. Unfortunately this service was initially delayed due to lack of traincrew and then cancelled totally due to technical problems with the stock. The train finally went forward ECS to Chester, with 47847 continuing to Crewe where it was paired with 47843 and a replacement set of stock to form the 13.55 Crewe-Holyhead service. The latter finally departed Crewe at 15.13, running 78 minutes late.

Full marks should go to Arriva Trains Wales for attempting to operate a replacement service for passengers using loco-hauled stock.

Virgin Trains strengthed their 13.14 departure from Holyhead-Euston the same day. The train departed as a 10-coach train, formed of 'Super Voyager' Nos. 221109 and 221128.

BELOW: Following problems with the door locking on the WCRC coaching stock set, 47847 took the empty train to Chester, where it is seen on 3rd April. RAILFOTO

Elsewhere in this issue

Farewell to Isambard Kingdom Brunel — **Page 2**
An explosion in the engine sump of green No. 60081 could well have seen the end of this 'celebrity' loco.

Football Specials from Southend! — **Page 3**
With Southend FC playing at the Millenium Stadium in Cardiff on Saturday, three special loco-hauled services are to operate for supporters.

Rail Freight Update — **Page 4**
The latest rail freight news from across the country. GBRailfreight take over at North Walsham and DRS work to Harrison's Sidings

Notable Workings — **Page 5**
A brief look at some of the more notable and bizzare workings from around the network over the past seven days

Editorial

Welcome to this week's edition of the **Railway Herald**.

The aim is to produce **Railway Herald** on a weekly basis where possible. The idea is that the journal is available to all enthusiasts across the world, so please do pass it onto your friends and fellow enthusiasts.

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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.

Good quality scans of colour slides and prints are also acceptable.

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

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ABOVE: With DRS Class 37 No. 37606 on the rear, No. 37609 passes Hargrave with 1Z37 1500 Crewe to Crewe 'Wedding Belle' on 2nd April. The train was operated for Tony Moseley, the Managing Director of LNWR. JAMES ROSE

Farewell to 60081 Isambard Kingdom Brunel

On 3rd April, EWS Class 60 Nos. 60072 and 60081 were provided to top 'n' tail 6L55 10.15 Llandudno Junction to Crewe Basford Hall, loaded ballast working.

The train, with green liveried Class 60 No. 60081 Isambard Kingdom Brunel leading, had past Beeston Castle between Chester and Crewe when 60081 suffered an explosion in the engine sump which blew one of the bodyside doors off and damaged the actual bodyside steelwork.

The explosion created a hole in the crankshaft casing and a fire, to which the fire brigade attended. blocking the line. The train finally returned to Chester, hauled by 60072 around 11.45, where 60072 ran round and hauled the entire consist forward to Crewe.

LEFT TOP: 60081 stands at Chester with the damage clearly evident.
LEFT: The damage to the engine and bodyside of 60081. ALL: RAILFOTO

Hull Trains Class 222 'Pioneer' visits London Kings Cross

ABOVE: **The first Hull Trains Class 222 No. 222102 visited London Kings Cross station on 7th April. The new Bombardier built Class 222 'Pioneer' sets will start to be introduced into traffic from mid-May, with a total introduction from the start of the summer timetable period.** HULL TRAINS

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Our **NewsXtra** feature looks behind the scenes at Turbostar & Electrostar construction at Bombardier Derby, which comes to an end this summer.

Also in this issue, we look at the work that has been taking place on the West Coast Route Modernisation (including views of Euston and Proof House Junction at Birmingham from the air!) We visit one of Europe's most advanced test centres at Wildenrath (featuring the first of the Heathrow Connect Class 360 EMUs) and look at freight traffic around Peak Forest, with the majority of trains featuring Class 60 power.

PowerScene Magazine is scheduled for release in February, July & October

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New station for Beattock?

A new feasibility study has backed the idea of opening two new stations on the West Coast Main Line.

Under the study, new stations have been proposed at Beattock and Symington and it has been suggested would have a train every two hours, which would also call at the exisiting Carluke station. Operation of the new stops is estimated to cost just under £5m per year.

The study was commissioned by Strathclyde Passenger Transport and Dumfries and Galloway Council who are now expected to discuss the project with the Scottish Executive.

Football specials to Cardiff for Southend Football Club

Special trains are operating from Southend to Cardiff this coming Sunday (10th) to allow football fans to travel to the LDV Vans Cup Final.

The trains are being operated by EWS, using Virgin Cross-Country drivers to operate over diversionary passenger only lines, will allow 1,200 fans of Southend FC to visit the Millenium Stadium in Cardiff.

An additional service should also operate from Wrexham (1Z67) departing at 08.40 for Cardiff where it is due to arrive at 12.04. The return service (1Z69) departs at 17.30 to Chester, arriving at 20.29

At the time of going to press, the only traction confirmed was 47812 and 47815, which were expected to work the 07.55 departure. The other two trains were expected to be powered by EWS Class 67 locomotives.

The trains from Southend are booked to operate as follows:
1Z24 07.05 Southend - Cardiff (arr. 12.08)
1Z25 07.30 Southend - Cardiff (arr. 12.40)
1Z26 07.55 Southend - Cardiff (arr. 13.02)

ABOVE: **The latest Class 170/4 to be reliveried, No. 170409, is pictured approaching Carnoustie on 2nd April with the 09.42 Glasgow Queen Street-Aberdeen service. Other Class 170s have had new colours applied as vinyals, create a variety of colour schemes, but this is the first of ScotRail 170s to carry the proper First Group colours since, 170401 and 170405 which were reliveried for the launch of First ScotRail.** JIM RAMSEY

Rail Freight Update

DRS work Hardendale lime train!

In an unusual move, Carlisle based Direct Rail Services were contracted to work the Hardendale - Harrisons Sidings (near Shap) limestone train on 8th April.

The train is normally operated by English, Welsh & Scottish Railway, who for various reasons were unable to fulfil the customer's requirements. Hence, Direct Rail Services provided Class 66/4 No. 66401 from Carlisle Kingmoor to work the train.

Class 67s to Fort William

Following on from our story, last issue, it has now been confirmed to Railway Herald that Class 67s will take over the Fort William portion of the Caledonian Sleeper from July 1st.

Loco-Hauled to Blaenau Ffestiniog

On 16th April, Lancashire Railtours are running a special charter train from Carnforth, via Bentham, Giggleswick, Clitheroe and Blackburn, to Chester and Blaenau Ffestiniog.

The train is booked to be worked by a pair of Class 37 locomotives and will allow passengers to enjoy a day out in Chester, Llandudno Junction, Betws-y-Coed or Blaenau Ffestiniog (an arrival time of 1300 is expected.)

The tickets are still available, priced at £45 adults and £30 for children standard class. First class tickets are also available. Contact Lancashire Railtours on (01524) 389969.

Extra train services for Royal Wedding!

Train operator First Great Western Link is to provide additional services between Slough and Windsor tomorrow, 9th April, to cope with the crowds, which are expected to visit the historic town for the wedding of HRH Prince Charles to Camilla Parker Bowles.

The increased frequency will see trains operating every 20 minutes on the branch line between Slough and Windsor and Eton Central station, instead of the usual half-hourly service. Each train will also include an additional carriage so that more customers can be accommodated.

Extra staff will be on duty at Slough to help with the flow of passengers and crowd control measures will be in place at both Slough and at Windsor and Eton Central stations to ensure that customers board trains in safety and comfort.

Bluebirds take over at North Walsham

GB Railfreight took over the North Walsham - Parkeston Quay tanks from Monday 4th April. The train, which was previously worked by EWS, currently runs MWFO with initial traction being 66703.

BELOW: **On 7th April, Class 205 'Thumper' No. 205012 was moved to Hastings Diesels Ltd at St. Leonards. As the unit is no longer registered to operate under its own power on the National Network, Network Rail de-icer No. 930301 was used to provide power. With 205012 marshalled between the two driving cars, the Special from Selhurst passes the signal box at Lewes.** DON BENN

■ Notable Workings ■ Notable Workings ■

Thanks to GWOT and 'Trains' gen

The early hours of 2nd April started well, with the visit of Network Rail class 31 Nos. 31105 and 31106 to Penzance. Despite official diagrams showing only an early morning and late evening weekday Class 87 diagram, No. 87002 worked to Crewe on 2nd April with 1K02 06.40 from London Euston, returning with 1A20 at 09.17.

The Buxton area saw the rare sight of a Type 4 the same day when 47832 and 47709 top and tailed a NENTA charter from Norwich, via Peak Forest.

66102 powered 4D05 Intermodal service from Inverness to Mossend on the 2nd April, which included No. 37421 in the consist. The latter locomotive is assigned N/ONE at Motherwell, following its period as one of the Inverness standby locos.

On 3rd April, 60072 and 60081 were provided to work top and tail on 6L55 10.15 Llandudno Junction-Crewe Basford Hall ballast working. Unfortunately 60081 was declaired a total failure near to Beeston Castle after part of the engine exploded (see news pages)

The following day, Class 31 No. 31128 worked 5Z47 0830 Crewe CS-Clapham Junction, conveying the Pullman Bar Car Pegasus. Also on the 4th April, 56068, 56103, 56104 and 56110 were moved from Immingham TMD to Healey Mills Yard within the consist of 6M30 Immingham-Knowsley, for storage, thus creating room at Immingham for more Class 60s to be stored.

The pioneer Pendolino was in trouble on the 4th whilst working 1S44 08.45 London Euston - Glasgow. After hitting an object on the line, the service was terminated at Carlisle, just under 60 minutes late.

ABOVE: Still carrying its Freightliner Grey colour scheme Class 47/0 No. 47197 was entrusted with a Wimbledon - Shoeburyness stock move on 5th March, conveying stored EMUs Nos. 3408, 3470 and 3411. The train is pictured passing Crouch Hill. PAUL BIGLAND

Class 59/2 No. 59202, which has been under repair at Thornaby, finally returned to the South the same afternoon, within the consist of 6V49 20.36 Tees Yard - Newport Docks, powered by 66006. On 5th March, 47813 worked the 0622 Great Yarmouth-Norwich One service. The first of several stock moves from Wimbledon depot ran the same afternoon to Shoeburyness, powered by Freightliner Class 47/0 No. 47197. SWT 'Desiro' liveried Class 73 No. 73235 also moved slam-door unit Nos. 3516, 3402 and 3458 to Bournemouth depot during the morning. The locomotive returned with Nos. 3581 and 1393.

The 5th April also saw the start of a two-day tour for Intercity liveried Class 31 No. 31454 The Heart of Wessex. The locomotive was paired with the LMS liveried observation saloon for a trip around several lines from Derby to Skegness via Leeds, Worksop and Lincoln! The following day the train headed back to Derby running via Lincoln, Immingham and Gascogine Wood.

67002 Special Delivery, delivered Class 377456 to Lovers Walk depot on the 6th April.

The 2nd April should have seen SWT's scheduled services entirely operated by sliding-door stock, however each day has seen some slam-door examples in evidence. On the 6th April, Nos. 1304, 1396, 1398, 1890, 3401, 3520 and 3536 were all to be seen working. Also on the 6th, GBRailfreight used Class 66/7 No. 66711 to convey 4CEP Nos. 2311 and 2315 from Wimbledon to Appleby for the Eden Valley Railway and Class 90 No. 90029 was employed with a DVT set, working between Manchester and Birmingham all day. On the southern end of the WCML, Black liveried Class 87 No. 87019 worked the 18.22 London Euston-Wolverhampton service, replacing 90028 which had failed. The same day found Class 37/4 No. 37427 working 6G63 17.29 Wolverhampton ST-Bescot.

On the 7th, large logo Class 47 No. 47847 was on another stock move from East Wimbledon to Shoeburyness, conveying Nos. 1881 and 3581. The same day found Siemens No. 444006 delivered to Bournemouth Depot. Also out, this time on crewe training runs, was DRS liveried 87028, which worked from Carlisle Kingmoor to Carnforth and return.

CORRECTION

In last week's Notable Workings we referred to 507123 being moved to Merseyside. It was actually 508123.

CORRESPONDANTS

Thanks go to the several correspondants around the country who now regularly contribute information for this column.

BELOW: The Class 92s have never been a common sight on freight services on the ECML until recently, when they gained a booked diagram to work the overnight Doncaster - Mossend enterprise service. However on 4th April, 92011 was employed on 6G80 Doncaster - Tyne, seen at Croft. IAN HARDY