

Railway Herald

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

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The complimentary railway journal

Friday 15th April 2005

Large Logo Class 37 returns to Wales



ABOVE: The first of two Class 37/4 locomotives to receive heritage repaints. Class 37/4 No. 37425 is pictured on 12th April outside the paintshop at Toton TMD. The locomotive has since moved back to South Wales and should feature on the Rhymney Valley services this weekend. **RICHARD TUPLIN**

The first of the heritage repaints emerged from the paintshop at Toton depot on Tuesday 12th April, in the form of Class 37/4 No. 37425.

The locomotive has been repainted into Large Logo livery, complete with yellow snowploughs and is destined to be used on the Rhymney Valley

commuter services for the remainder of its life with EWS.

The company, together with operator Arriva Trains Wales are painting two locomotives, the other being No. 37411, which should move to Toton in the next few days and emerge in a few weeks time, carrying BR green livery.

The one concession that EWS do

admit to is that the numbers on the side of the locomotive are the wrong typeface! That having been applied is the normal EWS font rather than the original BR style, but this will be rectified.

37 425

Elsewhere in this issue

By Broadband to Brighton!

Following GNER's lead, Southern have now fitted broadband internet equipment to one of their trains.

Page 2

Forders landfill site closes

The closure of the Forders landfill site at Stewartby means the withdrawal of the Cricklewood to Forders 'binliner' train. All however is not lost with the rubbish!

Page 2

Notable Workings

A brief look at some of the more notable and bizzare workings from around the network over the past seven days

Page 3

Cambrian line still shut

The Cambrian Coast line, which was breached during high tides at Easter, is not likely to reopen for three weeks.

Work on repairing the line at Friog cliffs between Barmouth and Tywyn should be completed at the end of April according to Network Rail

The line was closed after high tides caused a landslide when a cave collapsed and undermined the railway supports. It had been

expected to reopen this week to coincide with the end of the school break.

Arriva Trains Wales moved Class 158 No. 158829 by road to Porthmadog from Chester on Sunday 11th April. The two-car Class 158 unit is being used to operate a shuttle service from Fairbourne to Pwllheli. A similar shuttle is also being operated from Machynlleth to Llwynghwll.

Thanks to our readers...

Due to pressure of other work, this issue is slightly lighter than normal, however we would just like to thank readers across the globe, for the kind comments which are being received about - they are all appreciated! Thanks.

Railway Herald E-Mail Problems

Due to a system fault earlier today, some readers who have subscribed in the past seven days **may not** receive this issue of Railway Herald. If you know of anyone who has subscribed in this period, please ask them to contact us as soon as possible.

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.

To receive your own copy as soon as its published, simply send us an e-mail to railwayherald@tvmailcentre.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.

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.

Publication

The **Railway Herald** is published every Friday and is available by e-mail subscription from the above e-mail address.

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RAIL FREIGHT UPDATE

FORDERS BINLINER FINISHES

Following the closure of the landfill site at Stewartby, the Cricklewood - Forders binliner, operated by Freightliner Heavy Haul ran for the final time on Friday 8th April, complete with a commemorative headboard!

In its place, the company is operating the Cricklewood train to Calvert.

The new service departs Cricklewood around 10am and can currently return from Calvert anywhere between 1700 and 1800. Due to the current path being a short-term plan, the train has to fit in with other traffic in the area on a day-by-day basis. The return working runs via Aylesbury where it is due to depart at 1940.



ABOVE: On Sunday 10th April, three special charter trains operated from Southend to Cardiff, conveying Southend FC fans to the LDV Vans Final. The first two services were powered by EWS Class 67 locomotives, whilst the third was worked by Class 47/8 Nos. 47812 and 47815. Here the train passes Pitsea, with 47812 on the rear of the Mark 2 set. **PATRICK SEALE**

Broadband to Brighton!

Southern introduced the world's first genuine broadband Wi-Fi service on a moving train on Friday 15th April.

Passengers on the express service between London and Brighton are now able to send and receive emails or surf the internet securely while travelling on the train.

The Wi-Fi service, provided by T-Mobile, lets passengers enjoy broadband speeds from their Wi-Fi enabled laptops or PDAs for the whole journey between Brighton to London, even through tunnels.

A free trial service is currently available on a limited number

of trains on this route and the rollout will be completed in early summer. When fully operational the service will cost £20 per month.

GNER roll out continues

East Coast operator GNER, who first introduced an on-board Wi-Fi internet service is to continue the roll out of the service to all of its Mark 4 trainsets. The company plans to have every train fitted by 2007. Currently 10 of GNER's refurbished Mark 4 Mallard trains is fitted with the necessary equipment to allow at seat access to e-mails.

BELOW: Tonbridge Yard is rapidly becoming the locomotive centre of the Southern Region, thanks to the variety of locomotive types now in use! On 13th April, Railtrack liveried Class 73/2s Nos. 73212 and 73213 are pictured in the yard awaiting their next duty. **PATRICK SEALE**



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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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ABOVE: DRS Class 87 No. 87022 piloted Class 66 No. 66410 on 4M44 Grangemouth-Daventry freight service, operated by DRS for The Malcolm Group, on 11th April. The ensemble is pictured on the southern section of the West Coast Main Line at Tamworth. [RAILFOTO](#)

On Friday 8th April, WCRC operated Class 37/0 No. 37197 was in trouble the same day on the West Coast Main Line. The locomotive was working 5Z63 10.00 Carnforth-Tyseley, conveying several coaches for tyre turning when it expired at Wigan Springs Branch. The train was rescued by 47854.

Network Rail liveried power car Nos. 43014 and 43154 ran light engine from Craigenlinny depot in Edinburgh to Derby RTC the same afternoon.

On the Southern Region, GBRf Class 66/7 Nos. 66708 and 66716 hauled Network Rail Class 73 Nos. 73212 and 73213 from Hither Green depot to Tonbridge West Yard during the day.

The 9th April saw First Great Western Class 57/6 No. 57602 in trouble whilst working the overnight London Paddington-Penzance sleeper. The train slipped to a stand on Dainton Bank and was eventually rescued by 57605 from Laira.

No. 57605 returned from Penzance, dragging the HST set that should have formed 1A88 to London Paddington. The set had failed due to technical problems and the 57 returned it to Laira. The same morning saw 50031 and 50049 on the first leg of an Ashford to Holyhead charter, Police liveried Class 47/8 No. 47829 was attached to the rear to provide train heating! The Class 50s were removed at Crewe in favour of steam traction. Class 37 Nos. 37401 and 37406 employed by

Pathfinder Tours on the 'Solant Syphons' tour from Derby to Weymouth.

The afternoon of 9th April, found Freightliner's Class 47/8 No. 47841 hauling Class 66/5 No. 66562 on a car train from Mossend via the ECML. The class 47 being removed at Heaton.

In last week's Herald, we reported on the three trains running from Southend to Cardiff for Southend Football Club's final. The locomotives involved were 67018 and 67012 (on 1Z24), 67001 and 67030 (on

1Z25) and 47815 and 47812 (on 1Z26). Also out were 47805 and 47843 on a Wrexham to Cardiff special the same day.

On the morning of the 11th April didn't start well for One Railways when 86234 failed at Claydon whilst working the 0655 Norwich-Liverpool Street service. Anglia liveried Class 47/7 No. 47714 assisted the train back to Stowmarket before hauling the set to Norwich Crown Point.

More automotive work for Freightliner's Class 47s followed the same day when 47853 was

provided for 4M26 from Dagenham Dock to Crewe Gresty Lane. The following day and Wessex Trains named Class 158 No. 158860 Isambard Kingdom Brunel in a ceremony at Bristol Temple Meads.

In what is thought to be a first, FM Rail's Class 31 No. 31190 hauled Network Rail liveried Class 43 No. 43014 from Derby to Edinburgh Craigenlinny on the morning of the 12th April. The same afternoon, 47830 was provided to work 5Z23 12.30 Wimbledon to Caerwent service, conveying units 3459 and 3569. The next morning found Class 66/7 No. 66716 moving redundant 3rd rail stock, this time working 5V86 10.45 Clapham Junction to Meldon Quarry with No 1399, departing over two hours late!

On the 13th, GBRf operated Class 87 No. 87013 piloted 325005, 325015 and 325003 on 1S96 Willesden-Sheildmuir postal as far as Warrington RMT.

Large Logo blue liveried Class 37/4 No. 37425 (see front page) was moved to South Wales on the 14th April, as part of the consist of 6V19 18.00 Immingham - Newport ADJ Yard, the tractor being attached at Toton. The locomotive then ran light engine from Newport to the Arriva Trains Wales depot at Cardiff Canton on the 15th, before working its first passenger train in heritage colours, 16.50 Cardiff-Rhymney.



ABOVE: The next Class 56s, with No. 56096 and 56105 stand on the apron at Toton Depot on 12th April with silver liveried Class 67 No. 67029 and Class 66 No. 66142 alongside. [RICHARD TUPLIN](#)