

The Railway Herald

24 February 2006

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The complimentary UK railway journal for the railway enthusiast



In This Issue

New locos for Waterloo & City
Wilmslow line re-opening postponed

Brunel anniversary stamps from Royal Mail
Major investment order from GBRf

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Contents

Editor's comment

With the pending demise of 'The Plant' at Doncaster, following Bombardier Transportation's decision to close the site several months ago, it is pleasing to read that steam is to return to at least part of Doncaster Works. The National Railway Museum's LNER V2 No. 60800 Green Arrow is to visit Wabtec Engineering at Doncaster to be repainted into LNER Apple Green livery as No. 4771, before its use on this summer's York-Scarborough trains.

It is also interesting to see that the CTRL and UK arm of Eurostar has effectively been nationalised! With a number of franchises now under Government control, such as Virgin West Coast and Cross Country, is there the dim and distant signs of some kind of a new phenomenon ... a nationalised rail network?

Can I remind readers that any communication with Railway Herald should be via e-mail to editor@railwayherald.co.uk

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.

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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Newsdesk

New battery locos for Waterloo & City, Silverlink and Freightliner Intermodal namings. CTRL nationalised and Edinburgh Airport Rail Link bill moves forward.

3

Photo Special - English Electric Type 3s on shed

A look at Class 37s on shed in the 1980s.

6

Rolling Stock News

'Thunderbird' rescues a 'Thunderbird' and major investment from GBRailfreight.

7

Getting involved and contributing to Railway Herald

One of the most common questions we are asked by readers is can I submit news, information and pictures to you?

Yes, definitely is always the answer! Just like the printed magazines, we welcome submission from all our readers. The only requirement that we have is that pictorial submissions are digital (with the aim of being a weekly magazine we simply do not have the timescales to allow prints and slides) and that the original file off the camera is available to us.

To be of suitable quality this file should be around a minimum of 1.5Mb, although the higher the better!

To submit to us, just drop an email to the editor - our contact address and details are contained in the yellow box on the left!

Alternatively, if you don't consider your photograph to have a news value, why not sign up to our message boards and photo galleries, where you can create your own photographic album to share with friends and fellow readers. Just visit <http://www.railwayherald.co.uk>

Message Boards

Railway Herald has recently expanded its website, with the addition of a 'Picture Of The Day' and a Message Boards section where users can sign up for a free account and discuss a variety of railway based topics.

In addition, if you have a digital camera, you can also create your own photo album and upload your own pictures to share with other readers around the globe!

FRONT COVER: One of the few remaining operational EWS Class 37/4 locomotives, No. 37419 is pictured at Shipley in West Yorkshire on 13th February while working an overnight engineers train from Doncaster Wood Yard. **MARK ALLATT**

BELOW: The Class 40 Preservation Society's mainline certified Class 40 No. 40145 is caught by the camera passing Moore near Warrington on 25th February 2006 with a charter to Cardiff. Unfortunately the locomotive ran into difficulty on the return just south of Bromsgrove. Cotswold Rail operated Class 47/7 No. 47714 was commandeered to rescue the charter, after the Class 40 suffered a damaged brake pipe. From Birmingham the Class 40 and 47 were due to be replaced by Class 47/8 No. 47805 that had run light engine from Crewe. **MARK BARBER**



New battery locos for Waterloo & City line

Four new battery locomotives have been constructed for use by Metronet Rail and its contractor Balfour Beatty Rail (BBR) in upgrading London Underground's Waterloo & City tube line.

The new locomotives, which will be used to haul materials and plant along the 1.5-mile line, have been designed and built in just 17 weeks by Derby based Clayton Equipment. They took 2,000 hours to develop and 4,000 hours to build.

The Waterloo & City route is to close for five months from the end of March to allow the full route to be upgraded and refurbished.

The four locos, which have been named *Walter*, *Lou*, *Anne* and *Kitty* in honour of the name of the 107-year-old line, are 15 tonnes apiece and fitted with two 75hp motors. The design of the battery locomotives has been undertaken to ensure that the vehicles can navigate the tight corners and steep gradients of the Waterloo



ABOVE: Three of the new battery locos for the Waterloo & City are pictured at Clayton Engineering Derby. METRONET

& City line. When the work on the W&C route is complete, the vehicles can be easily adapted so that Metronet can use the locomotives in its track renewals work in the deep tubes of the Bakerloo, Central and Victoria lines.

Each loco has an IGBT solid state motor control

system, spring-applied pneumatically released disc brakes and a camera system to aid shunting. They have been built using tried and tested components around a bespoke frame that is off-centre yet balanced to allow an escapeway down the side. Once in use on the route, the

locomotives will operate with specially designed wagons.

The four locos will be lowered into the Waterloo depot soon after Metronet takes possession of the Waterloo & City line at 11pm on 31st March.

During the closure, Metronet Rail and its

contractor Balfour Beatty Rail will renew all 4.3km of plain track in the 2.3km tunneled section between Waterloo and Bank stations, improve the signaling and install a new signaling control system. In 2007 this will allow five trains to operate in service instead of the current four.

Class 313 EMU named London TravelWatch



ABOVE: In the singled bay at Willesden Junction low level station on 22 February 2006, Silverlink Class 313/1 No 313111 awaits its naming as 'London TravelWatch'. The vinyl namplate (inset) was unveiled by London TravelWatch Chairman Brian Cooke. London TravelWatch is the new name for the London Transport Users' Committee. BOTH: BRIAN MORRISON

CTRL 'Nationalised'

The Channel Tunnel Rail Link and the UK part of the Eurostar operation were effectively 'Nationalised' on 21st February, following a ruling by the Office of National Statistics that they are under Government control, the parent company of the two businesses, London & Continental Railways (L&CR), having been reclassified as a public non-financial corporation.

This is because of the Government's overall influence over its policies and finances. The move adds £5 billion to the balance sheet of the Treasury and also means that the Government is now able to decide whether the proposed take-over bid for L&CR by Sir Adrian Morgan can go ahead.



ABOVE: Another part of the Trent Valley Four Tracking project was lifted into place, literally, on 18th February, when one of the new bridges, which will provide two additional tracks between Tamworth and Armitage with Hansacre, was lowered into place over the River Tame. The existing two track railway will be diverted on to the new bridge, after which the existing bridge will be replaced by a second new bridge, which will carry the additional two lines. A 1000 tonne capacity crane lifted the girders, which make up the structure into place. The bridge will consist of three spans making up a bridge of length 92 metres and 12 metres wide. **WILF SMITH**

West Somerset to benefit from engineering work

Following a recent meeting with local planning officials and the Environment Agency, the West Somerset Railway Association and West Somerset Railway PLC are in preliminary discussions that may eventually see a significant boost to the plans for a triangle at Norton Fitzwarren.

A major track renewal programme on the Berks & Hants and Great Western Main lines over the next two years will see a High Output Ballast Cleaning (HOBC) train based at Fairwater Yard, Taunton. The HOBC train, currently based at Reading, cleans the ballast and replaces the dirty unusable ballast with new aggregate.

The West Somerset Railway has received

an approach which may bring the HOBC onto the line, to offload spent ballast providing core fill for the new triangle banks, to re-build and re-profile the section of the Barnstable branch as far as the Allerford Bridge and provide enough re-usable ballast for use under track work on the triangle, 'Allerford Spur' and for relaying work elsewhere on the WSR over the next few years.

The whole operation, due to start in the Autumn and last for up to two years, could see the triangle constructed at no cost to the WSR. It would also significantly reduce the number of heavy vehicles required to access the Norton site to bring fill, a bonus not lost on Somerset Highways Department and Norton villagers.

Wilmslow line reopening delayed

The reopening of the line between Sandbach and Wilmslow has been delayed to enable the completion of infrastructure improvement work.

The line will now not open until early June while vital testing work is carried out on a new signalling system.

The line has been closed since December and was due to reopen on March 26, once the existing life-expired signalling system was replaced by a new computer based interlocking system. However a number of compatibility issues between the Italian system and the UK railway infrastructure have meant further testing is required to enable completion.

As has been the case since the blockade began in December, long distance services are being diverted with replacement coaches running between Wilmslow and Macclesfield. Local trains will continue to be replaced by a high quality coach/bus service, with links to Congleton station from Holmes Chapel and Sandbach during peak periods.

Trains will also continue to run between Wilmslow and Manchester Piccadilly via the Styal line (Wilmslow to Manchester via Heald Green) during weekdays. A direct service is also available between Crewe and Manchester Oxford Road during weekdays.

S&C line closure

The Settle & Carlisle line will close from 5th March for four weeks to allow track replacement and reballasting work to take place between Settle and Appleby.

It is expected that Northern Rail services will continue to operate between Carlisle and Appleby and between Settle and Leeds with a road replacement service operating between the two railheads.

Award for Stoke

Stoke-on-Trent station has won an award from the North Staffordshire ACES Group for its helpful staff, efficient service and safe and welcoming environment.

Every year ACES honours a company or location within its area with its Service and Public Transport Award and its unanimous vote saw the station beat competition from other local transport operators including bus companies.

New Stamps from Royal Mail

To celebrate the bicentenary of the birth of Isambard Kingdom Brunel, Royal Mail has released a set of six stamps commemorating some of his greatest achievements. In addition to those shown below, the 47p stamp features the PSS Great Eastern, the 60p features Clifton Suspension Bridge and the 68p features Maidenhead Bridge



Gatwick Express goes to Barry!



ABOVE: Class 66/7 No. 66714 *Cromer Lifeboat* heads down the Great Western Main Line on 22nd February, with No. 73136 *Perseverance* on the rear, bound for Barry. **CHRIS PERKINS**

One of the final sets of Gatwick Express Mark 2 coaches has been purchased and moved to the Vale of Glamorgan Railway at Barry in South Wales.

The vehicles were moved by GB Railfreight's Class 66/7 No. 66714 on 22nd February, with privately owned Class 73 No. 73136 *Perseverance* on the rear. The latter locomotive was used at Barry to shunt the set on to VoGR metals. The shunt was the first to take place over a recently installed connection.

The former Gatwick Express set is to be stored at Barry pending a decision as to its future use.

New wheel lathe for Old Oak Common depot

BELOW: The Niteq automatic self propelling locomotive used for powering vehicles into and away from the new Old Oak Common wheel lathe structure is seen on 19th February, with stored Motorail van No 96603 positioned ready for wheel profiling. **BRIAN MORRISON**



Freightliner naming



ABOVE: Freightliner named its 100th Class 66 loco No. 66619 *Derek W. Johnson MBE* at Barking on 17th February. The name was chosen and unveiled by Mr. Johnson (right) himself, the founder and Chairman of Johnson Stevens Agencies, the UK's leading shipping agency company. Mr. Johnson made the winning bid of £7,500 for the chance to name No. 66619, during a charity auction at Freightliner's 40th Anniversary Dinner in November 2005. The funds raised were donated to Freightliner's corporate charity Transaid. On the left is Freightliner Intermodal MD, Peter Maybury. **BRIAN MORRISON**

Edinburgh Airport Rail Link bill submitted to Holyrood

The next stage of the rail link bill for Edinburgh Airport is underway after the parliamentary Bill was submitted to Holyrood officials.

The £500 million scheme will allow passengers and airport users to travel on trains to and from Edinburgh, as well as destinations to the north, west and the south including Glasgow and Aberdeen.

The proposals for the link include the construction of a railway station at Edinburgh Airport's main terminal, with trains arriving and departing via a tunnel. The parliamentary Bill for the railway will go through a similar process to Edinburgh's proposed tram network, and residents will shortly be invited to submit objections.

It is hoped that the new rail link will get Royal Assent next year, if approved by MSPs.

It is planned to connect the rail link to the main Edinburgh-Glasgow line via a newly constructed route through Winchburgh and Edinburgh Park station. A further link will join the Fife lines to this route, before reaching the airport station.

However, Transport Initiatives Edinburgh has made the prediction that removing the rail tunnel from the plans could save over £200million. The disadvantage would be the positioning of the station, making the journey time from the centre of Edinburgh 36 minutes, rather than 16 minutes if the rail link was to keep the £500million tunnel.



English Electric Type 3s on shed

This week, we look back to Class 37s on shed in the 1980s and feature a location that is no longer with us and one which does remain, but unfortunately not complete with its turntable anymore.

ABOVE: Sunderland South Dock shed, pictured above during the mid-afternoon on 7th April 1980, is no longer a railway location. However, on shed was 37198 (preserved today on the Wensleydale Railway), 37065 (stored at Toton), 37250 (stored at Tyne Yard), 37106 (cut up in 2000 after having been stored at Wigan CRDC) and 37032 (preserved on the North Norfolk Railway). The photographer draws an interesting comparison with the current scene - on 7th April 1980 he visited six depots and saw no less than 256 locomotives!

BELOW: One of the local celebrity's, No. 37207 William Cookworthy is pictured on St. Blazey shed on 30th May 1982. The locomotive stands on the turntable after returning light from Drinnick Mill. Today, the area's freight remaining china clay freight traffic is down to little more than one or two workings, all of which are powered by GM Class 66s. No. 37207 was named William Cookworthy at St. Austell station five days before this photograph was taken. William Cookworthy (born in 1705) discovered kaolin in deposits near St Austell, which is used in the China Clay industry.

BOTH: COLIN J. MARSDEN





ABOVE: Class 57/3 No. 57305 *John Tracy* hauls a failed No. 57314 *Fire Fly*, plus Class 390 'Pendolino' No.390001 *Virgin Pioneer* out of Hellifield on 18th February, running two hours late after a brake fault on No. 57314. The train was the 07.35 Glasgow Central - London Euston. **FRED KERR**

Refurbishment for Class 321/9s

The West Yorkshire PTE funded Class 321/9 units are to be refurbished during the summer.

The units, which were originally constructed as an add-on order to the Network South East Class 321/3s and 321/4s by BREL York, are now approaching 20 years old having been built between 1988 and 1990.

The 321/9s are to be brought up to the latest standards as part of the work, with a variety of modifications being undertaken including the fitting of CCTV equipment.

Multi-million pound order from GBRailfreight

GB Railfreight has announced a multi-million pound order for new locomotives and wagons.

The order is for a further five Class 66 locos from Electro-Motive Company of Canada (previous GM EMD), 140 'Falcon' box wagons, 10 Autoballasters and 22 FEA wagons flat wagons. The latter will be used with a batch of 63 specially constructed modules to convert the flats into 'Salmon' or 'Tench' type wagons. Both locomotives and wagons will be leased through HSBC Rail (UK).

The FEA and Falcon wagons will be built in Eastern Europe by Greenbrier, while Wabtec at Doncaster will build the Autoballasters. The wagons are scheduled to be delivered throughout the summer while the locos, being built in London,

Ontario, Canada, are due in the UK towards the end of the year.

The order is interesting as the motive power side is for general freight use while the wagons will be used by the company on its Metronet contract commitments.

In addition, GB Railfreight has announced that it has won a three-year contract with M. Dickerson Limited of Cambridgeshire to move aggregates from the Network Rail depot at Whitemoor to a new stone terminal at North Walsham, Norfolk.

The traffic, which is new to rail, will be brought into North Walsham in box wagons and transported out by road by Frimstone Limited of Downham Market.

This material, spent ballast

which has been reclaimed during engineering possessions, currently comes into the county at the moment by road. A direct result of GBRf winning this contract is to take around 1,200 lorries off of Norfolk's roads.

The first 18-wagon trainload of the 25,000 tonnes per annum contract arrived at North Walsham for Frimstone on 3rd February.

It is expected that GBRf will run around 25 trains a year.

M. Dickerson runs the track ballast recycling operation at Whitemoor on behalf of GBRf, who manage the terminal for Network Rail.

GBRf has taken over the operation of the former EWS yard at North Walsham to develop the stone terminal.

How the new GBRailfreight Class 66/7s will look!

The latest batch of Class 66/7 locomotives now under construction at EMCC in Canada are to be delivered in a revised version of GBRailfreight's livery, to reflect their operation on engineering traions for Metronet. This artists impression shows how the revised branding will sit on the locomotives.

