

The Railway Herald

15 July 2005

No.15

The complimentary UK railway journal for the railway enthusiast



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New Track Machine for Network Rail
plus Notable Workings and more!

The Railway Herald

Issue 15
15 July 2005

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Editor's comment

Welcome to this weeks issue of Railway Herald. Despite the fact that the physical number of locomotives on the National Network continues to reduce, the variety of movements and operations that occur each week is quite astounding, as our Notable Workings column shows.

The new look Herald continues to receive praise from readers across the globe - thank you!

Please do feel free to pass the journal on to any friends or colleagues who you think would be interested. All of our back-issues are available from the website.

We always enjoy hearing from readers on their opinions about the journal as well as the magazine. The aim with Railway Herald still remains to publish the journal weekly, although there are occasions when pressure of other work doesn't allow this! Apologies for any disappointment that is caused on our 'non-appearance' weeks, but there is only one person on the editorial team - your editor!

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 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

All the latest news from around the UK network. Including launch of Class 350 'Desiro' EMUs on Silverlink, Hull Trains names second Class 222 unit and Ribbleshead Viaduct memorial is refurbished.

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Rolling Stock News

A brand new section of Railway Herald, dedicated to news and information on the UK Rolling Stock scene. Included this issue are details of Network Rail's new Dynamic Track Stabilizer, which is now being commissioned.

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Notable Workings

A review of some of the more notable, newsworthy and rare workings from the past week across the UK rail network.

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Charter Workings

Part of our popular 'Notable Workings' section now has its own column! Charter Workings will be a regular part of Railway Herald, providing details of the charters which have worked during the period covered by this issue and the motive power.

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How you can help...

We are being continually asked how readers can get involved with The Railway Herald. We welcome readers contributions for the journal in both pictorial and written formats.

Contributions are welcome for all our pages, especially our news and notable workings columns and should be sent to the editor, by e-mail at editor@railwayherald.co.uk

New address

Please note our new editorial e-mail address. All submissions, both written and pictorial should now be sent to: editor@railwayherald.co.uk

FRONT COVER: On 9th July, ETS fitted Class 37/4 No. 37405 approaches Llanbradach in the Rhymney Valley, whilst working 2F34 14.15 Rhymney - Cardiff Central Arriva Trains Wales service. **MARK BEARTON**

BELOW: South West Trains now just have two units remaining to be delivered, Nos. 450001 and 450101. Their arrival will signal the end of a major rolling stock upgrade programme, which has seen the end of Mark 1 style 'Slam-Door' rolling stock. Two of the new commuter trains of Class 450, No. 450009 and 450082, are pictured at Basingstoke on 14th July. **PATRICK SEALE**



Silverlink launches the Class 350 'Desiro'



WEST COAST DESIRO
Archimedes

ABOVE: On 15th July, Silverlink officially launched their Class 350 EMUs into traffic, despite the units having been operating out of London Euston for the past few weeks! The official launch was carried out using Class 350 Nos. 350111 and 350115, both of which were named on arrival at London Euston. No. 350111 becoming Apollo, whilst No. 350115 was named Archimedes. Both named were chosen by the LNWR society and were originally carried by LNWR locomotives. The Class 350s, which are also operated by Central Trains out of Birmingham New Street, are employed by Silverlink on Euston - Milton Keynes Central and Northampton services. Due to a security alert at Milton Keynes, all trains in both directions were stopped for over 30 minutes on 15th July until matters could be resolved by the police. Pictured is Class 390 'Pendolino' No. 390037 Virgin Difference stopped in Wolverton station alongside Class 350/1s Nos 350111 & 350115 on the special run. **INSET:** The vynal nameplate on No. 350115. **BOTH:** BRIAN MORRISON

Wadebridge and Padstow rejoin National Rail Network

Wessex trains has announced a new 'virtual' branchline from Bodmin Parkway to Padstow!

The new service, is provided by bus connections at railway stations, allowing onward travel to and from destinations by bus, all with a single convenient ticket available from any National Rail station.

The connecting services (service No. 555) from Bodmin Parkways to Padstow is provided by local bus operator Western Greyhound, in conjunction with Cornwall County

Council and runs via Wadebridge every hour throughout the day Monday to Saturday and two hourly on Sunday's.

The times for the new 'Virtual' branchline are also published in Table 5 of the Wessex Trains Devon and Cornwall Timetable and on the net at www.westerngreyhound.com.

Wessex Trains also operates 'virtual' branchlines to the Eden Project from St Austell and to Helston from Redruth with another local bus operator Truronian.

RIGHT: EWS continue to ship Class 56 and Class 58 locomotives out on lease to several operators in France, namely Fertis. The 12th July saw the latest move when, Class 66 No. 66120, with 58021 dead in tow, passes Kensington Olympia with 6M44 Eastleigh - Wembley service.
JON BRADLEY



Great Western stations get new look

Several stations operated by First Great Western Link are being given a facelift as part of a £240,000 refurbishment programme.

The company is deploying teams of decorators across their network to carry out the repainting of everything from waiting rooms, toilets and booking halls to lighting columns and railings! At many stations, new vinyl floors will be installed, benches will be refurbished, and

customer information boards replaced. The next stage of the refurbishment programme includes work at the following stations: Acton Main Line, Bourne End, Burnham, Cholsey, Cookham, Goring and Streatley, Hanborough, Hayes and Harlington, Henley-on-Thames, Heyford, Islip, Langley, Maidenhead, Newbury, Oxford, Paddington, Pangbourne, Slough, Taplow, Theale, Tilehurst and Twyford.

Transport link for Eisteddfod festival

A special rail and bus link is being provided for visitors to the National Eisteddfod of Wales, to be held at Faenol Estate, Felinheli near Bangor between 30 July and 6 August.

Arriva Trains Wales is offering an all-inclusive ticket covering rail travel, return bus link to the Maes, and entry to the event.

Shuttle buses from Bangor Station to the event will run every half an hour from 8am until 7pm, and hourly from 7pm until midnight.

Ribblehead Viaduct memorial refurbished

The memorial cairn below Ribbleshead Viaduct has been refurbished thanks to Network Rail's Preston area team, which agreed to meet the costs.

Network Rail has been liaising with the Friends of the Settle and Carlisle Line to get the plaque refurbished after it became illegible due to severe weathering over the years.

The work, which has cost £3,250, has taken around eight weeks to complete and

involved new engraved plates, made by the original suppliers, installing them and re-pointing the stone structure.

The new plaque was unveiled in a re-dedication ceremony, which was conducted by Rev. Charles Ellis, the Vicar of Ingleton.

The service included a blessing and the reading out of the names of the people who died during the construction of the viaduct.



RIGHT: The recently refurbished memorial cairn situated beneath the 24 arch Ribbleshead Viaduct. NETWORK RAIL

£1m bridge project

A £1m project to strengthen Prescot Road bridge in Liverpool commences on 17 July.

The work is taking place to ensure that the structure can carry 44 tonne lorries and involves the A57 over the Bootle Branch.

Track Renewal Work

Network Rail is to renew a mile and a quarter of track in Shropshire.

The work is to take place in the village of Onibury will mean the temporary closure of the level crossing on the busy A49 trunk road for part of two weekends in July.

The track on this section of railway is life-expired and the operation to replace it will cost over £51,000.

Cheap tickets to Belgium Fare evasion crack down

The 21st July is Belgian national day when people across Belgium celebrate the anniversary of their country's formation, with this year's celebrations also marking the 175th birthday of Belgian independence.

To celebrate the anniversary a range of events are taking place throughout the year and 21 July, will be the main event, with the streets of Brussels be filled with musicians and special festivals until midnight. The day will culminate in a spectacular fireworks display in front of the Royal Palace.

Eurostar is offering return tickets from £59, available for travel from London Waterloo or Ashford to Belgium, or any Belgium station on 21st July.

A total of 128 people have been convicted for fare evasion in the West Midlands during June.

Posters naming and shaming the offender's who have had to pay out a total of £23,896, have been placed at stations around Birmingham.

During June, a select station block was carried out between Stourbridge and Snow Hill stations,

one of the routes with a high proportion of people travelling without tickets. A total of 151 people were penalty fared and will now have 21 days to pay their £20 fine.

The campaign was launched at the end of March and has now seen £83,073 collected in fines, compensation and costs and over 500 convicted.

Hull Trains names second Class 222

Hull Trains named their second Class 222 Pioneer DMU 'Professor Stuart Palmer' at Hull Paragon station on 13 July.

Class 222/1 No. 222102 was named Professor Stuart Palmer by

himself. Professor Palmer was responsible for major breakthroughs in the field of Ultrasound Bone Densitometry. His work in this field opened up the practise of Ultrasound for

commercial use and is now used worldwide for the diagnosis and treatment of diseases such as osteoporosis

The remaining two Class 222s are to be named in September.

BELOW: Professor Stuart Palmer (left) and Mark Levin, Hull Trains Managing Director are pictured beside the newly named unit, which then worked the 12.01 Hull - London King's Cross service. RICHARD TUPLIN



New engines for GNER HSTs

Great North Eastern Railway has followed the lead of First Great Western in re-engineing its HST fleet.

The company, whose HSTs operate mainly from London to the North East and Scotland, has issued a tender for prospective companies requiring between 25 and 34 new engines that need to be capable of a minimum power output of 2,250bhp.

The tender requires the re-engineing to commence in March 2006 and be complete by the end of April 2008.

The HST power cars currently employ Paxman Valenta 12RP200L or Mirlees MB190 power units, both of which delivered 2,250hp.



ABOVE: As reported last issue, Northern Rail has repainted one of its Class 150/1 DMUs into its house colours, but with a slight difference, No. 150145 also carries four pictorial vynals in the centre of each vehicle, depicting scenes from the Buxton Festival which is currently running in the Peak District town. Here the newly reliveried unit departs from Salford Crescent on 14th July, bound for Wigan Wallgate. **RICHARD TUPLIN**

Lineside fire brings more disruption to Marylebone line.

The line out of London Marylebone to Aylesbury via Amersham has suffered a disrupted train service in recent weeks, due to the tunnel collapse at Gerrards Cross, a situation which is still ongoing.

A serious fire in a chemical factory

alongside the railway line at Wembley on 14th July however further disrupted services, after the emergency services implemented a widescale exclusion area around the site.

The result has been a complete withdrawal of services between London Marylebone and West

Ruislip since the fire, with emergency services advising that no trains will be able to run until 18th July, hence there are no trains serving Wembley Stadium, Northolt Park or South Ruislip. Passengers are being advised to use alternative road and rail routes.

Shoes cause security scare on West Coast

Passengers are being reminded to be vigilant and not to leave their luggage unattended on trains and on stations, especially after last weeks events.

More than 125 trains were delayed and tens of thousands of passengers suffered extended journey times on 11th July after a cardboard box containing a pair of tatty training shoes was left on a Virgin train.

The unmarked shoebox was left on the 1346 Bournemouth-Edinburgh CrossCountry train and sparked a full scale security alert at Oxford.

Passengers were forced to leave the train until the all clear was given.

Specials for 'The Open'

First ScotRail has laid on several additional trains from 14th-16th July for the 'Open Championships'.

Four Class 47 locomotives from FM Rail were used in the trains which linked Edinburgh and Dundee to Leuchars for a bus shuttle to The Old Course at St. Andrews.

RIGHT: Class 47 No. 47709 approaches Leuchars on 14th July with 1Z01 06.44 from Edinburgh. **JIM RAMSEY**





ABOVE: Class 66/5 No. 66550 is pictured at Magor heading west with the new Plasser & Theurer Dynamic Track Stabiliser machine, No. DR73112, heading to Margam for final commissioning. Of note are the yellow squares behind the cab windows on the loco. This is a new addition by Freightliner to allow drivers to easily distinguish DFRT locos from those in the DFHH fleet. **CHRIS PERKINS**

New Dynamic Track Stabilisers for Network Rail

Network Rail have taken delivery of three newly constructed high technology track machines for use on the National Network.

The three tamper, No. DR73111 - DR73113 have been constructed by Plasser & Theurer and are 09-3X-D-RT models. The machines are

combined Tamper/Liner/Dynamic Track Stabilisers and are used to quickly return the track to line speed following relaying operations.

These three Dynamic Track Stabilisers (DTS), were all built by Plasser & Theurer in Austria, are the only three DTS's operated by Network

Rail, the remainder are operated by private infrastructure companies.

The final machine to be delivered, No. DR73113 is equipped with adapter plates for working on switches and crossings.

No. DR73111 was delivered to the UK during April, whilst

DR73112 arrived in late June and is to be based on the Western Region. The final member of the fleet, DR73113 is still to be delivered from Austria.

DR73112 is now located at Margam in South Wales for final commissioning before entering service.



ABOVE: Recent weeks, have seen Direct Rail Services supplying Thunderbird locomotives to Virgin Trains, due to the Class 57/3 fleet being heavily involved in dragging diverted services on the southern end of the WCML. A surprise move on 10th July however, was the use of DRS Class 47/8 No. 47802 on the late evening Euston - Holyhead service forward from Crewe! The locomotive spent the 11th July sat at Holyhead, before returning to Crewe with the 16.09 Holyhead-Euston service as far as Crewe. The return train is pictured, as No. 47802 enters Bangor, together with Mark 3 DVT No. 82101 101 Squadron. **WILF SMITH**

New loco order?

Industry sources have suggested that one of the major railfreight companies, most likely EWS, are on the verge of announcing an order for new locomotives.

Suggestions are that the order could well be constructed in Europe and will not be built to the Class 66 design.

It is known that there is a lack of light axle-weight motive power in the UK following the withdrawal of the majority of the Class 37 fleet, whether this factor will form a backbone to the order is not known.



ABOVE: The DRS weedkilling train has been operating for several weeks now with 'top and tailed' Class 20 locomotives. On 11th July, the train operated a test run from Carlisle Kingmoor south along the West Coast Main Line with Class 20 No. 20306 at the helm and Class 37/6 No. 37605 on the rear. Here the train prepares to depart from Carlisle Citadel. **MICHAEL J ALDERDICE**

On Friday 8th July, Class 87 No. 87012 The Olympian was provided to work a Class 325 unit through to Scotland, the locomotive then taking up Thunderbird duties for the weekend at Polmadie.

The following day saw problems start early for Virgin CrossCross with cancellation of the ECS move from Neville Hill to Manchester Piccadilly (5V29) due to mechanical problems with HST set. The same day

however, saw Class 47/8 Nos. 47811 and 47841 both employed with Virgin Trains, working to Holyhead, whilst Class 57/3 Nos. 57301, 57302, 57303, 57306, 57309 and 57311 all found use on diverted West

Coast services in the North West.

DRS Class 47/8 No. 47802 was used as the Thunderbird at Carnforth during the day, remarkably the locomotive was then used to work 1D26 19.13 Euston - Holyhead forward from Crewe!

BELOW: An all 'one' image at Liverpool Street on 14 July. 'one' is at last now moving along briskly giving the new company colours to its previous Great Eastern and Anglia stock. Class 90s Nos 90005 and 90003 Raedwald of East Anglia form the 12.00 to Norwich and the 10.00 from Norwich, respectively, while Class 170 Turbostar No 170205 has just arrived as the 09.00 from Lowestoft. **BRIAN MORRISON**



GBRailfreight's Class 66/7 No. 66708 ventured north to Aberdeen again on the 7th July in readiness to work a set of tanks south the following day, as 6L59 Aberdeen - Harwich. Another Class 66 working away from its booked area was DRS's No. 66404. Due to an AWS fault on Freightliner Heavy Haul's No. 66519, No. 66404 piloted 6E65 14.00 Ravenstruther-Cottom as far as Ferrybridge on the 8th, before returning north light engine. More problems were in store for Freightliner Heavy Haul, when Class 66/5 No. 66530, working out of Immingham Docks with a loaded coal service for one of the Aire Valley Power Station's failed between Wrawby Junction and Scunthorpe during the early evening.

Friday 8th July saw yet another powercar test by FGW, with 43010-43183 running as the 0Z77 1100 Laira to Laira via Newton Abbot. Cross-Country



ABOVE: As a result of the G8 summit taking place at Gleneagles, Royal Mail were unable to fly the majority of its mail traffic north from Edinburgh. As a result GBRailfreight hired Cotswold Rail Class 47 No. 47200 to power a Class 325 EMU from Glasgow Sheildmuir to Aberdeen Guild Street. The train is pictured passing West Ferry whilst working 1Z96 11.30 Aberdeen to Shieldmuir on Thursday 7th July. **JIM RAMSEY**

problems continued later in the day, when Class 43 Nos. 43193 and 43157 failed at Par, whilst working 1V49 Newcastle - Newquay, due to problems with the rear power car. The train worked forward to Truro where it was terminated.

Class 47/8 No. 47802 should have returned from Holyhead on the 9th July, on 1A41 13.09

Holyhead - Euston however, the service was cancelled and the Type 4 returned on 1A53 16.07 Holyhead - Euston instead, powering the train as far as Crewe (see Rolling Stock News) where Class 90 No. 90034 took over.

The 11th July found the Shanks & McEwan liveried Class 66 No. 66522 working

6V36 Southampton Western Docks - Westbury ballast service, while on the Southern Region, Class 37/4 Nos. 37416 and 37406 were enjoying more Class 1 action, following their railtour activities to Aberystwyth at the weekend, by working the SERCO test train, they returned to the West Midlands the following day,

light engine. The Type 3s were replaced on the SERCO test train by Class 67 Nos. 67012 and 67014.

On the West Coast Main Line, Class 87 No. 87012 returned south on 11th July, following its Thunderbird duties on 1M44 mail working, with Class 325 No. 325012 in tow. Problems ensued for Class 90 No. 90020

BELOW: Direct Rail Services have recently won the contract to provide traction to SERCO Railtest for their Ultrasonic Test Unit 4 train. On 11th July, Class 37/6 No. 37608 and 37602 were in charge of the train, seen here at Burn on the East Coast Main Line, north of Doncaster, working 4Z10 18.11 Derby RTC - Tyne Yard service. The pair returned south to Neville Hill depot in Leeds later in the night. **RON COVER**



at Coventry the same evening, while working 1B14 20.06 Wolverhampton - London Euston service. The train eventually went forward behind Class 57/3 No. 57304 around an hour late.

The following morning, a bogie fire on Class 390 'Pendolino' No.390016 shortly after 4am, saw a full overhead line possession take place. The set should have worked 1R08 05.10 Lancaster - London Euston, which in the event started from Preston with a different set. No. 390016 was later dragged south from Lancaster behind Class 57/3 No. 57301.

Freightliner's 'Five-Door' locomotives, the Class 66/9s continue to gain a following. On 12th July, No. 66951 was employed on the company's limestone flow from Tunstead Quarry, near Peak Forest, to West Burton Power Stations, where the limestone is used as part of the flue gas desulphurisation process.

Not long after the end of the Class 87's and Virgin continue to feel the strain on their Pendolino fleet. On 12th July, after working one of the morning Silverlink Cobbler services, Class 90 No. 90034 found itself employed on the Euston - Wolverhampton services throughout the day.

Cotswold Rail took delivery



ABOVE: The 11th July saw the rear sight a pair of EWS Class 37/4 locomotives employed on SERCO duties around South London and Kent. With Royal Scotsman liveried Class 37 No. 37416 leading and EWS liveried No. 37406 on the rear, the pair approach Hoo Junction with 1Z14 09.46 Hither Green - Hither Green via Paddock Wood, test train. **PATRICK SEALE**

of more Class 87 locomotives from Porterbrook the same morning when, Nos. 87030 and 87029 top and tailed DRS liveried Class 87 No. 87006, 87022 and 87028 from Wembley to Wolverhampton Oxley.

The 12th July also saw Class 37/4 No. 37406 and 37416 provided for a departmental service, 6W56 22.03 Bescot -

Machynlleth - Bescot. Another Class 508 unit was delivered back from Eastleigh to Birkenhead the same day, with motive power being supplied by Class 67 No. 67016, while Cotswold Rail liveried Class 47/0 No. 47200 returned south to Wolverhampton Oxley depot from Polmadie following its spell on the mail traffic to

Aberdeen.

Class 90 No. 90001, allocated to work 18.30 London Liverpool Street - Norwich One service, failed before departure due to communication problems with the DVT. The train was cancelled and No. 47813 was provided to work the stock back to Norwich Crown Point.

BELOW: On Thursday 14th July, First Great Western exchanged several ex-Virgin Mark 3 HST coaches between Minehead (on the West Somerset Railway) and Laira depot at Plymouth. Freightliner Heavy Haul provided the traction in the form of Class 47 No. 47150. The locomotive is pictured with the return trip, 5Z49 15.06 Laira - Bishops Lydeard, conveying coach Nos. 44068, 42305, 42304, 42303, 42302, crossing Blachford Viaduct between Cornwood and Ivybridge. **SAM FELCE**





ABOVE: Following the problems involved in the previous tour along the Cambrian Coast Line, the Worksop Depot Open Day Committee's charter from Worksop to Aberystwyth was completed without problems. Here Class 37/4 Nos. 37416 and 37406 pass Pen-y-Garn, near Bow Street, with 1Z57 16.05 Aberystwyth - Worksop. **RICHARD W. JONES**

More FGW stock moves occurred on 12th July when Class 57/6 No. 57602, together with barrier coaches Nos. 6330 and 6348 and HST Power Car No. 43124 worked up to St Phillips Marsh from Plymouth Laira as 5Z74.

The same day saw Direct Rail Services Class 47 No. 47501 work light engine from Carlisle

Kingmoor - York via the Tyne Valley route and the ECML. The following day saw the locomotive engaged on crew training runs to Hull, before heading back to Carlisle. That morning also saw Class 67 No. 67028 deliver the final Class 444 unit, No. 444001, from Eastleigh Yard to Bournemouth depot, the train running as

7X53. South West Trains have now received all of their Class 444 units from Siemens in Germany.

On 13th July, Freightliner's Class 47 No. 47150 moved Nos. 3583, 3585 and 3475 from Ramsgate to South Wales for scrap. The same morning saw the Royal Train visit Newtown on the Cambrian line, hauled

by Class 67 Nos. 67005 and 67006. In Scotland, Network Rail Class 31 Nos. 31233 and 31285 worked 5Z20 07.50

Edinburgh Craigentiny - Derby RTC with two test cars.

The 13th July also saw Class 47/3 No. 47316 haul Class 87 Nos. 87022, 87006, 87028 and 87029 from Oxley to Glasgow Springburn Works. The train





included two Mark 3 vehicles, which were to be detached at MoD Longtown en-route. Problems occurred at Crewe however and the train did not proceed any further north, due to a DSD fault on No. 47316.

Problems with Southern's Turbostar fleet on the 13th found Hastings unit No. 1001 in action on the Hastings to Ashford route. Another two Class 465 units were returned to Gillingham depot following refurbishment at Wabtec Doncaster on 13th July, behind Class 67 No. 67030. Class 66 No. 66088 powered 6V29 Furzebrook - Hallen Marsh LPG tanks that evening.

The same evening saw DRS Class 37/6 Nos. 37608 and 37602 continue their tour with the Ultrasonic Test Train, working from Neville Hill to Swindon via Princes Risborough overnight. The following evening saw the train head to the Dean Forest, working 4Z10 20.45 Swindon - Bristol St. Philips Marsh via Gloucester, Newport and Kemble!

The morning of 14th July saw another pair of DRS Class 37/6

locomotives, Nos. 37609 and 37610 employed on Serco Duties. The pair worked from Derby RTC to London Euston via Litchfield before powering a return trip to Rugby and then heading back to Derby RTC from the capital.

A stock move of Class 322 EMUs operated the same morning from Ilford, returning three sets to Scotland, where they will undergo refurbishment before taking over the North Berwick services. The sets involved were Class 322 No. 322481, 322483 and 322485.

Staying in Scotland and EWS Class 37/4 No. 37417 was provided by Motherwell TMD to work the Linkwood tanks. The same after brought two failures to the North Berwick services out of Edinburgh Waverley, when Class 90 No. 90029 failed before departure, although fitters attention saw the problem rectified quickly, before classmate No. 90039 failed!

With the start of the Golf Open in Scotland, several loco-hauled additional services operated from Edinburgh and

LEFT: In connection with the testing of the Overhead Line Equipment on 16th July around Larkhall and Motherwell and completing load bank tests over the Larkhall branch the two Yellow liveried Network Rail Class 86/9 'Load Bank' locomotives were moved north on 14th July. Freightliner provided Class 66/5 Nos. 66510 and 66547 to 'top and tail' Class 86/9 Nos. 86901 Chief Engineer and 86902 Rail Vehicle Engineering pair north as 6Z98 Rugby-Carstairs. Both 'Load Bank' Class 86s were converted by the Deltic Preservation Society's Commercial Services division at Barrow Hill. The convoy is pictured passing through Carlisle, while heading for Scotland. **MICHAEL J ALDERICE**

Charter Workings

This column lists any known Class 1 loco-hauled specials, i.e. those services which are loco-hauled and not scheduled services. It can include private and public charter services. Readers observations for this column are welcome, e-mails via the editorial address.

8th July

31452 & 31190 1H86 13.10 Aviemore - Stirling (RS)

9th July

31452 & 31190 1H87 08.48 Stirling - Edinburgh (RS)

37197 & 31190 1H95 13.40 Edinburgh - Spean Bridge (RS)

37406 & 37416 1Z56 06.40 Worksop - Aberystwyth
1Z57 16.05 Aberystwyth - Worksop

47709 & 47832 1Z47 06.32 North Walsham - Brighton

1Z48 17.22 Brighton - North Walsham

47851 & 47854 1Z61 06.12 Bridlington - Edinburgh

1Z62 16.45 Edinburgh - Bridlington

67020 1Z72 11.45 Edinburgh - London Kings Cross

1Z81 09.05 London Victoria - Holyhead (NB)

67014 1Z71 05.30 Chester - Par

1Z72 16.05 Par - Chester

67028 1Z67 07.28 London Euston - Paignton

1Z68 18.40 Paignton - London Euston

10th July

37197 & 31190 1H96 08.05 Spean Bridge - Taynuilt (RS)

67025 1Z21 11.30 Oxford - Oxford (NB)

11th July

37197 & 31190 1H97 07.00 Taynuilt - Wemyss Bay (RS)

67025 1Z41 13.50 Holyhead - London Victoria (NB)

12th July

37197 & 31190 1H98 06.40 Wemyss Bay - Edinburgh (RS)

13th July

33202 1Z87 17.50 Eastbourne - Hastings

37261 & 31190 1H93 12.24 Aviemore - Dundee (RS)

67018 1Z67 09.00 Newcastle - Chester (NB)

1Z68 17.00 Chester - Newcastle (NB)

14th July

37261 & 31190 1H94 08.10 Dundee - Edinburgh (RS)

37261 & 37197 1Z30 17.27 Wemyss Bay - Keith (RS)

45112 1Z47 18.10 York - Scarborough

1Z48 20.20 Scarborough - York

47712 & 47709 1Z01 06.44 Edinburgh - Leuchars

1Z32 08.24 Dundee - Leuchars

1Z43 17.48 Leuchars - Dundee

1Z08 18.40 Leuchars - Edinburgh

47832 & 47703 1Z07 07.55 Edinburgh - Leuchars

1Z38 10.24 Dundee - Leuchars

1Z35 17.28 Leuchars - Dundee

1Z10 19.06 Leuchars - Edinburgh

Notes:

ET - EWS Executive Train NB - Northern Belle

RS - Royal Scotsman

Dundee to Leuchars (see Charter Workings.) The trains used four FM Rail Class 47 locomotives and ex-Virgin Mark 2 stock from the same provider. The ensemble moved north from Barrow Hill, via the ECML, the previous day (5Z59) on 13th July, with two Type 4s at either end of the train!

Following the problems last Saturday, when No. 43157

failed at Par, Nos. 43059 and 43057 worked back to back from Derby Etches Park to Plymouth Laira (0Z77) on 14th July. The object of this exercise being to replace the failed power car following last weekend's Cross-Country HST failure. No. 43059 then hauled 43157 back to Neville Hill as the 0Z43 1800 departure from Plymouth the same evening.