

The Railway Herald

7 April 2006

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The complimentary UK railway journal for the railway enthusiast



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The Railway Herald

Issue 36
7 April 2006

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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 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.

Once the 'new-look' Railway Herald is launched, the a reproduction fee will be paid to photographers.

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.

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FRONT COVER: Freightliner's Class 66/5 No. 66518 awaits departure from MoD Long Marston on 3 April with a rake of wagons for use on FLHH's new acquired Beeston-Cardiff Tidal scrap metal flow, previously operated by EWS.
KEVIN WILLS

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New sections launched on our website!

The initial response to the launch of our new website has been superb - thank you to all of you who have joined and to those who haven't, why not take a look?

You can find it on the web at www.railwayherald.co.uk or www.railwayherald.com and the site is packed full of news and information, updated as frequently as possible.

We have decided to launch the interactive website a few weeks in advance of the official launch of the subscription-based 'Railway Herald'. As a result the new website is totally free at present, and we welcome input from everyone. Once we are happy with its operation and the interface with the PDF 'Railway Herald' product, we will advise you that from a certain date, you will have to subscribe to 'Railway Herald' to continue using the site. This will then provide you with a weekly PDF magazine, plus all facilities of the website.

The 'Railway Herald' website offers some tremendous benefits over printed magazines. Providing immediate railway news through a number of news topics - UK News, World News, Preservation News to name but a few. These pages are updated as and when news stories break which may be several times a day. Our site also provides a large range of news illustrations including a 'Picture of the Day', showing the most interesting illustration received in the previous 24 hours.

Our main aim is to bring you news as and when it happens. To enable this service, the UK and overseas railway operators together with preservation



railways will be supplying us with constant news feeds.

The world of special trains, railtours and charter services are also covered, with the most up to date and accurate tour listings available, these will be updated and changed as details are amended by operators to enable you to be fully briefed on what trains are running and the routes to be covered, together with motive power to be used. In many cases full tour times will also be provided in advance.

By popular request we have also opened an 'Insider Gen' board where anonymous messages can be posted, our computer equipment does not record personal information on who posts to this board so your identity is safe. So, if anyone has information they wish to pass on to fellow enthusiasts they are free to do so without trace. We would ask that people are just a little careful in what is posted.

Other sections of the website include a 'News Archive' where all news stories carried on the 'Railway Herald' site will be stored to enable you to check

up on past events, 'Special Trains Timings', where site users are able to post detailed times of specials thus helping others see the services, 'Events Diary' listing all known railway events - you are welcome to send us entries for this section, 'Names Encyclopedia' a full on-line database of every named locomotive, multiple unit or carriage in the UK, 'Technical Data' full technical data for all UK loco and multiple unit classes and 'Reader Downloads' download wallpaper of your favourite railway subject.

All of the above however is just a start, the site includes other sections, not mentioned and a whole host of new sections, features and pages are planned to come on-line over the next few months. Let us know what you would like to see featured as well!

Over the past seven days, we have launched three new sections to the site; Recognition Photographs, Resource Centre and Video Feeds.

So why not log on and take a look? Joining the site only takes 30-seconds!

First ScotRail unveil refurbished Class 322

Special report by Bill Wilson

The first of the five Class 322 units for use on the First ScotRail North Berwick Services has emerged from the Hunslet Barclay Works in Kilmarnock after an extensive C6 overhaul.

Work started on the first unit No. 322481 in August 2005, and the remaining four units will follow with all complete by the end of the year.

The Class 322s now include a range of new features and positive enhancements over the unrefurbished sets which were originally designed for the London Liverpool Street-Stansted Airport service. All units will now have a 3 + 2 seat formation against the existing 2 + 2 layout, a full interior repaint together with new wall coverings and flooring has been fitted, plus a refurbished toilet. Major reliability modifications have also been made.

Passengers will notice a brighter vehicle interior, along with soft tone blending of the colour scheme providing a relaxed atmosphere, also for the disabled passenger a wheelchair space area has been provided adjacent to the tip up seat area, which will allow greater flexibility when wheelchairs are not using the area.

An on-board audio visual passenger information system has been installed giving passengers full journey information, along with end of vehicle destination boards providing passengers with an improved indication of a train's location. CCTV has also been installed in each carriage to give added protection and safety.

The First Class seating area has been replaced by cycle racks. If required in the future, these racks can be easily removed and



ABOVE: Sporting the latest First ScotRail-livery, Class 322 No. 322481 is seen at Shields Road Electric Depot on 7 April. The unit returned to passenger service on 10 April operating on the Edinburgh-North Berwick route. **BELOW:** The new stick-on nameplate *North Berwick Flyer 1850 - 2000*.

seating installed.

On the exterior a full repaint has been carried out into First ScotRail's Corporate Blue. Few external structure alterations have been made, but a LED lighting assembly had been fitted on cab fronts, providing front, rear marker and headlight functions.

The driving cabs have also been fully refurbished with a new console giving an improved layout with LED lighting.

Andy Mellors, First ScotRail's Engineering Director said: "This refurbishment programme is testimony to our ongoing commitment to improve the quality and reliability of our trains, for the benefit of our customers."

To mark the return to traffic on the Edinburgh-North Berwick line, set No. 322481 now sports the name *North Berwick Flyer 1850-2000*.



ABOVE RIGHT: The refurbished drivers cab.

BELOW: Revised interior layout, now sporting the 2+3 high-density style, with pink-coloured bodyside dado panels, and now incorporates a wheelchair space with fold-down seating. All illustrations: **BILL WILSON**





Metronet Class 66/7s arrive in the UK

ABOVE: No. 66722 is slowly lifted from the hold of MV Jumbo Challenger, with Nos. 66721/718/719 on the left.
 RIGHT: Bodyside branding, showing the partnership of Metronet, London Underground and GBRf.
 BELOW: In all its glory, No. 66722 stands on the quay at Newport.





ABOVE: The lifting of the Class 66s from the ship's hold was a complex operation, with the high wind causing many problems, with the crane operator standing on the upper deck, Jumbo Shipping staff guide No. 66722 safely off the ship and onto the ground.

BELOW LEFT: Cabside branding, showing the Metronet, London Underground and GBRailfreight names. **BELOW RIGHT TOP:** The stamped works number of No. 66722 (20048652-005) set on the frame of the loco below the cab. **BELOW RIGHT BOTTOM:** Electro Motive stick-on makers plate. All: COLIN J. MARSDEN



Report by Colin J. Marsden
Saturday 8 April was a big day for Metronet and GBRf, when the first five of the Metronet fleet of Class 66/7s arrived at Newport Docks for commissioning. Nos. 66718-66722 are 'Tier 1' design, but fitted with the recently introduced five-door body structure and incorporate filtered low-emissions, larger intercooler header tank and slightly smaller fuel tanks with a capacity of 5,100lit. The locos have been built to works numbers 20048652-001 through 20048652-005 and date stamped 02/06.

This fleet of 66s was constructed at the Electro Motive Canada plant in London, Ontario and shipped onboard MV

Jumbo Challenger from Halifax to Newport.

At Metronet's request the first loco to be offloaded, No. 66722 had its blue protective cover removed in the hold of the ship, to allow photographs and a film to be made of the Metronet-branded loco being 'delivered'. No. 66722 was thus the first Class 66 to be off-loaded without a body wrap.

The offloading at Newport was a drawn-out affair, with high winds and a crew who had not off-loaded locomotives at Newport before. No. 66722 finally touched down on UK soil at 15.30, followed by No. 66718 at 16.39 and 66719 at 18.20. The final two locos Nos. 66721 and

66720 were offloaded on 9 April, touching down at 08.33 and 11.20 respectively. After dockside commissioning by EMD, EWS and GBRf, the five locos were transported by rail under their own power from Newport to Willesden Depot on 11 April, for full commissioning by Alstom (who look after the fleet of GBRf 66s).

The new GBRf/Metronet contract does not commence until August, and at this time it is expected that two locos will be warm stored at Willesden and three placed into operation with GBRf. By the autumn GBRf will have a fleet of nine Class 66s and 172 wagons working on the Metronet contract. The

GBRf contract will first see Class 66 operation over the LUL Metropolitan Line.

The Metronet Class 66 and wagon fleet will be stabled off the London Underground network at Wellingborough and will enter the LUL network at Amersham, Harrow-on-the-Hill, Gunnersbury or Wimbledon.

The livery of the joint GBRf/Metronet Class 66s is different from previous GBRf locos, using a slightly brighter blue, and as seen in the photographs, a number of bodyside logos and brandings are applied.

Log on to our website and go to the 'Video Feeds' section to watch the video of the unloading!



Class 20 traction returns to North Lincolnshire!

The first of two Class 20 locomotives return to North Lincolnshire on 10 April.

The locomotives, both owned by Harry Needle Railroad Company (HNRC), are to be based at Corus, Scunthorpe Steelworks and will be used for internal movements within the private works complex when the rail traffic, which is being transferred from the existing plant at Workington, starts operation.

The local Appleby-Frodingham Railway Preservation Society are to hold a diesel weekend on 28/29 April, which will see a number of locomotives hauling special trips around the works complex from Frodingham platform. The tours, places of which are available in advance only, will use Corus shunting locomotives, AFRPS's own diesel fleet and hopefully both Class 20s! Services will

run hourly from Frodingham Platform, although being a private industrial site, they will only be photographable from Brigg Road, which runs along one side of the works complex.

ABOVE: Still wearing its DRS base blue colour, Class 20/9 No. 20904 arrives at the main entrance to Corus Scunthorpe on 10 April. The other locomotive, No. 20901 arrived late on 11 April. **STEVE THOMPSON**

GBRf keeps Royal Mail contract

Royal Mail has extended its contract with GB Railfreight (GBRf) to move mail by rail.

The company took up the option to extend its agreement with GBRf to move around a million letters a day between London and Scotland by another year following a successful 12 months of operations.

GBRf will continue to run two trains a day between Willesden, Warrington and Shieldmuir in Scotland, using Royal Mail's Class 325 units.

No change to Merseyrail infrastructure

Merseytravel has failed in its bid to take control of the infrastructure over which the Merseyrail Electrics services operate.

Network Rail said there were more benefits to local passengers if it retained control, citing its experience and safety record. The company also said that the cost of transferring the rail assets would be costly, time-consuming and risky.

The infrastructure operator's Deputy Chief Executive, Iain Coucher, said the company would work with Merseytravel to develop a route improvement plan.

The original proposals put forward by Merseytravel suggested that reliability and punctuality would be increased while at the same time saving around £33 million. The company says the emphasis is now on Network Rail to prove its statements and improve the quality of service it provides.

Merseytravel are disappointed at the outcome but will push network rail to deliver performance improvements.

Railway Heritage Trust celebrates 21st anniversary



ABOVE: In sparkling condition Class 60 No. 60008 arrives at London King's Cross. **LEFT:** The naming celebrated the 21st anniversary of the Railway Heritage Trust, of which Sir William McAlpine is the Chairman. Pictured with the presentation nameplate following the ceremony are Railway Heritage Trust Executive Director Jim Cornell, Trust Chairman Sir William McAlpine and EWS Planning Director Graham Smith. **BOTH: BRIAN MORRISON**



IKB unveiling announced

Network Rail will unveil Brunel's name on the Royal Albert Bridge in Saltash, Cornwall on 16 May.

The letters 'IK BRUNEL ENGINEER 1859', have been hidden behind access platforms for many years and work has just started to relocate these to the opposite face of the end portals of the bridge. These platforms providing access into the tubes that support the entire structure.

Freightliner Maintenance

Freightliner Maintenance Ltd has taken over the assets and staff of LNWR's former Leeds Midland Road depot, together with field engineering support in Scotland and the South East.

DRS Class 37s replace Class 66 traction



ABOVE: The daily Ditton-Purfleet intermodal service that is operated by Direct Rail Services, has seen Class 66 motive power at the helm from the start. On 10 April however, the service reverted to being booked for haulage by pairs of Class 37 locomotives! On the first day of the new order, Class 37 Nos. 37067 and 37059 pass Tamworth with the Ditton-Purfleet service. JOHN WHITEHOUSE

East Croydon wins 'Station of the Year' award

East Croydon station has been named 'Rail Station of the Year' as part of the prestigious London Transport Awards 2006.

The award collected was sponsored and judged by London Travelwatch.

The judges stressed that East Croydon beat

off the competition, chiefly because of the dramatic changes to the station's environment.

Those changes include improved station signage,

CCTV security, ticketing facilities and toilets. East Croydon's staff were also commended for their exemplary customer service.

First Great Western honours Isambard Kingdom Brunel

The cast name *Isambard Kingdom Brunel* was returned to a main line train on 11 April when a nameplate incorporating a pictogram of Brunel was unveiled on the side of First Great Western (FGW) Class 43 No. 43003 in a ceremony at Bristol Temple Meads station.

A number of events are being held this year to mark the 200th anniversary of the great engineers birth, these have included a huge firework display over him famous Clifton Suspension bridge on the evening of 8 April, the opening-up of the I K Brunel name on the Royal Albert Bridge, Saltash in May and many rail, shipping and local events.

The naming at Bristol Temple Meads on 11 April, just two days after the anniversary of Brunel's actual birth (9 April), was hosted by FGW Managing Director Alison Forster, who invited the Lord Mayor of Bristol, Cllr Peter Abraham and his wife to unveil the name.

The plate, cast by Newton Replicas, is one of the longest presently carried by a powercar, measuring 1.65m in length. It was

decided that the plate carried by the HST would reflect the original modern traction 'Brunel' nameplate carried by Class 47 No. D1662 (47484), using all capital letters, however this time a pictogram motif of Brunel is carried on the left side of the plate.

A number of locomotives and trains have carried the *Isambard Kingdom Brunel* name over the years. In the steam era the name was carried by GWR 4-6-0 'Castle' No. 5069. In the 1960s, with the Western Region modernising its motive power, the name was applied to Class 47 No. D1662,

(later No. 47484) in a ceremony at Bristol Temple Meads. In August 2000 the name was applied to Class 60 No. 60081 by EWS at Old Oak Common, when the loco was returned to a mock-GWR green livery. On 12 April 2005 a stick-on *Isambard Kingdom Brunel* nameplate was applied to Class 158 No. 158860 in a ceremony at Bristol Temple Meads organised by Wessex Trains, to pre-advertise the 2006 Brunel events.

At the unveiling ceremony Alison Forster announced the name would be retained on No. 43003 for at least the next ten years.

RIGHT: The Lord Mayor of Bristol, Peter Abraham, unveils the name on No. 43003 under the watchful eye of FGW Managing Director Alison Forster.

BELOW: The cast nameplate Isambard Kingdom Brunel. Both: COLIN J. MARSDEN



Bus & Rail cards expanded

From 1 April, the FirstBus&RailCard (South West) offers unlimited travel in Devon & Cornwall on First Great Western rail services and First Devon & Cornwall bus services for £11 per day. A similar scheme operates around Bristol for £9 per day.

As a result of the merger of First Great Western and Wessex Trains, to form the new Greater Western franchise, the scheme has now expanded from its original 13 stations west or and including Totnes, to include 46 more stations including the branch lines to St Ives, Falmouth, Newquay, Looe and Gunnislake and all stations on the main line not currently served by First Great Western.

A similar scheme, which operates around Bristol (costing £9 per day) has been extended and now covers a total of 27 stations, included from Bristol Parkway in the north, to Weston-super-Mare in the west, to Bath Spa in the east and including the Severn Beach branch line.

The FirstBus&RailCard is now available from First Great Western staffed stations, on board First Great Western trains, from First bus drivers and bus travel centres. It will shortly be sold at stations and on-board services previously run by Wessex Trains.

The FirstBus&RailCard is not valid on buses and trains operated by non-First companies, on Bath and Bristol's open top tour buses, Park&Ride services, the Bristol International Flyer airport link or the Night Flyer services.

Full details on the FirstBus&RailCard can be found at www.firstgreatwestern.co.uk.



ABOVE: After hitting a tree in the South London area in early April, Class 375 No. 375812 is pictured on 4 April passing Belvedere during a depot to depot move, heading for Grove Park. Two vehicles of the set were taken away by road to Bombardier Crewe for accident repair. IAN CUTHBERTSON

Flying Scotsman story opens at York Railway Museum

Amidst a stage of grandiose titles, old friends and performing arts, the National Railway Museum, York officially opened their new 'Flying Scotsman' Story exhibition on 5 April.

The *Flying Scotsman* Story is a permanent exhibition at the NRM celebrating the history and the story behind one of the world's most famous steam locomotives. By the exhibition isn't just about the locomotive - it's also about the train, people involved and the route.

The launch party brought together some familiar faces and old friends. Back in 1969, when the then owner of Flying Scotsman, Alan Pegler, shipped the locomotive to the USA. An independent company added to the fun by shipping a group of eager young ladies and two 'Routemaster' buses to accompany the tour. Despite several

problems while the tour was in the USA, the ladies returned home and their whereabouts were not known. For the launch, the NRM were able to trace three of the ladies who were part of the trip, Anna Turner, Tania Hopkinson and Julia Kauntze, all of which were present at the launch!

However, the exhibition is unusual in some respects, the locomotive after which it is named, is not present! The real LNER Pacific No. 4472 *Flying Scotsman* is currently undergoing a ten-year overhaul and the chassis can be seen by visitors in another section of the NRM. Taking its place in the exhibition is GNR Stirling No. 1, a locomotive which, in its working days, would have been involved with the 'Flying Scotsman' train, hauling it northwards over Great Northern Railway metals. In 15-months time, the real star of the



ABOVE: The man who started it all! Alan Pegler is seen admiring the new exhibition at York. RICHARD TUPLIN

show, will be back in steam and will feature in the exhibition, in

between visits to other railways and mainline operations.

EWS locos back in store

After a few short weeks of activity, EWS Class 37/5s Nos. 37669 and 37670 have been returned to store at Margam.

Over the short period of reinstatement, the locomotives have been based around South Wales and worked a number of local trips. One of the highlights of their latest period of activity was their final working before being placed in store. The two locomotives worked the East Usk to Westbury Cement Works and return on 10 April, following which the locomotives ran light to Margam LIP.

Passenger trips for 50s

One of The Fifty Fund's locomotives will be in use working additional services for ATW over Easter.

The full details are available on our website, in the Special Train Timings section.



ABOVE: A number of Class 87 locomotives are now located at MoD Long Marston. Nos. 87009, 87020 and 87034 (pictured) arrived on 30 March from MoD Bicester behind Cotswold Rail Class 47 Nos. 47714 and 47813. A further two locomotives (Nos. 87011 and 87017) arrived on 10 April behind 'one' Anglia liveried No. 47818. KEVIN WILLS

Back to France!

Class 56 No. 56091, which was repatriated from France on 2 April, has undergone technical repairs and a general exam at Old Oak Common and is to be returned to France in the next few days.

The fleet of Class 56 locomotives currently employed in France are due back in the UK later in 2006.

Direct Rail Class 66/4s help out Freightliner

Freightliner Heavy Haul currently have a shortage of locomotives. As a result Direct Rail Services Class 66/4s Nos. 66407 and 66409 have been hired to FLHH.

No. 66407 is currently employed in the Chiltern area, with its classmate finding work on coal traffic throughout Yorkshire and the East

And West Midlands area.

It has also been suggested that once all of the outstanding issues with the new GBRf/Metronet Class 66/7s have been rectified, two of these locos could also be hired to Freightliner Heavy Haul until the Metronet contract commences operation in August.

More 47s to Horton Road

Following our report on the re-opening of Horton Road last issue, No. 47033, which has languished at Doncaster West Yard for a number of months was transferred to Gloucester on 7 April powered by Nos. 47818 and 47714.

No. 47033 is almost complete and should be back, working on the network shortly.

Fastline Type 5 Update

The second Class 56 locomotive for Fastline Freight moved from Loughborough to Doncaster on 10 April and undertook its first mainline test run to Derby and back the following day.

The locomotive is reported to have performed very well.

Unfortunately, class pioneer, No. 56301 has been returned to Brush after suffering bogie problems, during a crew training run to Derby.

RIGHT: On its maiden mainline test run, Class 56/3 No. 56302 approaches Conisborough, near Doncaster, on 11 April with one of the Jarvis 'Slinger' wagon sets in tow.

STEVE THOMPSON





ABOVE: On 31 March, West Coast Rail operated a Peterborough - Aberystwyth charter for Railtourer. The train, powered by Class 33s Nos. 33029 and 33207 throughout is pictured during the layover at the Welsh terminus in the Spring sun. [RICHARD W. JONES](#)

BELOW: The sole operational FM Rail Class 73 No. 73107 *Spitfire* is pictured approaching Bognor Regis with a Littlehampton - London Bridge charter, 'The Blueberry Fool' on 1 April. On the other end of the train was blue liveried Class 73/1 No. 73136 *Perserverance*. [STEVE HODGSON](#)





North Yorkshire Moors Railway

Pickering - Levisham - Goathland - Grosmont



Running Daily

18th, 19th, 25th, 26th March and
1st April to 29th October 2006
plus some winter dates, call for details

Re-live the Golden Age of Steam on one of Britain's most popular heritage railways.

Forthcoming Special Events

NEW Steam & Swing 22nd & 23rd April - The first ever '40s railway event dedicated to Song & Dance. Complete with a comprehensive line up of steam locomotives providing an intensive train service. Plus! **The Wartime Dance**, with two Big Bands, headlined by the Opus One, will be the biggest dance ever

- Pickering Station - Jive Dance Lessons, Lifestyle exhibition
- Levisham Station - Jazz Café with great sounds from the 40's
- Goathland - USA Training Camp & Field Hospital
- Grosmont - Jitterbug dancing with donuts and Coca-Cola
- Period cars, vehicles and fashions displayed throughout



Saturday Evening (22nd April) - Swing Dance
held at Lady Lumley's School
featuring

Opus One Jazz Band

Jive dancers and lots of revellers dressed in 1940s clothes, plus bars and cafes.

Lindy-hop and jive dancers will make this the 'fun' re-enactment weekend of the year - **don't miss it!**

Special Steam & Swing combined rail and Dance tickets are available in advance from the railway.

'City of Truro' visits Yorkshire

The historic No. 3440 *City of Truro* will be visiting the railway on 29 April - 1 May, 13/14 May and 19-21 May.

New for 2006

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Enjoy all the delights of a journey through the North York Moors National Park and the Esk Valley, calling at stations along the way, to the historic seaside town of Whitby.

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Railtour Pictorial

In fine style, Great western 'King' No. 6024 *King Edward I* blasts through Filton Junction on 8 April with a Birmingham - Shrewsbury charter, which travelled out via the Welsh Marches line. **MATT TURNER**



Heritage Classes in East Anglia

ABOVE: In recent weeks, Direct Rail Services have undertaken several moves, hauling civil engineering equipment around the country, most notably the stoneblowers. On 5 April, Class 37/6 No. 37608 is pictured passing Manea with the 13.10 Doncaster Marshgate - Broxbourne trip. **JOHN PINK**

LEFT: FM Rail operated Class 31 No. 31128 is caught by the camera departing from the Down Goods No.1 road at March with the 13.30 Hornsey ETD-Peterborough trip. The train, which has been recessed awaiting a clear road, was conveying a rake of GBRailfreight FEA wagons back to Peterborough following attention to their wheelsets on the Hornsley wheel lathe. **PETER FOSTER**



ABOVE: Freightliner Heavy Haul operated Class 47/4 No. 47841 is pictured dragging 'Wessex Electric' No. (44)2405 past Worting Junction on 3 April bound for Bombardier Ilford, where the unit will be refurbished. No. 2405 is the third Class 442 to undergo refurbishment, with the two previous sets having now been returned to South West Trains. **CHRIS NEVARD**

RIGHT: Although we're now in April, proof that Winter has not totally dissappeared across the country! On 6 April, the pioneer Class 67 No. 67001 departs from Perth with the 11.37 Inverness - Mossend parcel vans off the overnight service from Walsall. In the background, snow still covers some of the highest peaks. **JIM BINNIE**



Happy Easter!

*With the bank holiday weekend approaching, Railway Herald will take a short break next week. Our next issue to be published will be on **Friday 21 April.***

However, you can still keep up to date with the latest news and information by checking out our online newsroom, part of our ever increasing website at www.railwayherald.com