

Railtalk *Magazine*

Issue 5
February 07

Railtalk magazine is brought to you monthly with all the latest News and Pictures



All 185's • To Stratford • Virgin's • Supertram
now in UK • and beyond • 10th Birthday • In flames

Railtalk Magazine

Front cover

The winning picture in last months Virgin Trains competition. A Virgin Voyager class 221 pictured here rounding the corner on the Dawlish sea wall heading for Plymouth

Picture: [Damon Cox](#)



About the magazine

Railtalk is the monthly magazine from Railtalk forums. Covering news and pictures, the magazine will also hold all the site and forum news.

Site/Forum

For more information please contact any admin on Railtalk

Railtalk.net

Submissions

Pictures and news can be entered through the forum, or by email us at entries@railtalk.net. Please give a description and your name and the date.

Railtalk magazine team

Andy - Editor
Robert K - Head of news
James P - Head of freight news

When is it published

Railtalk magazine is published, the Sunday closest to the end of each month.

Railtalk magazine is published by Railtalk forums.

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The 2nd place winner in the competition is this picture of the 07.24 Manchester Pic.- Bournemouth Virgin Train service passing 170 303 at Brockenford Lane, Totton 30.10.06

Picture: [David Mead](#)



The 3rd place picture is this picture taken at Manchester Piccadilly of a Virgin Voyager class 221 stopped in platform 14.

Picture: [Shauna Lowe](#)

Congratulations to all who took part in the competition, we have had some super entries and yes, the picture on the right is supposed to be at an angle, it was also a worthy winner to show just how good today's camera phones are.

Look out for further themed picture competitions later in the year.

We have a new forum banner

To coincide with the launch of our new forum, we have a new banner. This was designed for us by Liam. We would like to thank him and also there will be new logos for the magazine coming soon.



Welcome to issue 5 of Railtalk Magazine if there is anything you want to say or write for the next edition please let us know.

Many thanks to all who have contributed this month. Remember any news, articles can be sent to the address on page 2.

You can send us your email address so that we can email you as soon as a new issue is out. This means that you will never miss another issue ever again. Just contact an administrator or see the website for more information.



'one' West Anglia

'one' are often looked at for their achievement in the Anglia and Great Eastern sections. However, sometimes we forget the infamous 'one' West Anglia section.

The 'one' livery is one which is a matter of personal opinion. However steady improvement is being made under the 'one' franchise.

All: Robert K

'one' have been continuously developing the class 317 units, with refurbishment, fitting of CCTV and LCD screens on the interior. Class 315's are also being improved, as the users of particularly the Chingford line are not subject to the ex-Wagn grey white, graffiti stained, un-refurbished 'units' they had to endure under WAGN.

Some, may of course have enjoyed these units and will be out over the next few months trying to have a last ride on them before they are refurbished.





Above: 158710 waiting in Edinburgh Waverley

Below: 56302 on 4O90 Doncaster Railport - Grain TFT at Tamworth High Level on 4/1/2007

Pictures: [John Day](#)





Above: England is not the only country to have units replacing locos and stock, N. Ireland also have a wide range of units in operation. Unit number 3011 is pictured here in spectacular surroundings.

Picture: Jason Bell

37406 is seen leading 1Z38 across the Balcombe viaduct - 20/01/2007.

Picture: Jonathan Lewis





Above: 47847 drags the Tubular Belle tour into York on Saturday morning.
Below: 45112 on the head of the tour on Saturday night after returning to York.
[Pictures: Class47](#)



Transpennine 185's

Not even a year after the first unit entered service, the class 185 train built by Siemens in Germany for Transpennine Express, all 51 of these three-carriage units are now in operation, and have replaced most of the current Class 158 fleet and all of the Class 175 fleet. The trains are members of the excellent Desiro family, of which electric variants are already serving in Britain as classes 350, 360, 444, and 450.

The first train started operating on 14 March 2006 and the full roll out of all 51 was completed by December 2006. Two depots have been built in Manchester Ardwick and York Leeman Road to maintain the trains, along with a new fueling facility in Cleethorpes.

As of December 2006, most of the Transpennine network will be class 185 operated, except the Manchester to Hull route, which ironically was the first line on which a 185 carried fare paying passengers.

The Hull line is currently operated by elderly class 158s, but will soon be replaced with class 170s, from South West Trains, as the 158s are withdrawn, and some are converted into class 159/1 for use with South West Trains.

The class 185s were delivered initially in the old Barbie livery,

But were soon covered up with vinyl, at Manchester Ardwick into the new , Dynamic Lines livery.



Later units were delivered in plain blue and vinyl's applied at Manchester Ardwick.

Above: One of first's class 185 is pictured here sat in platform 5 at York

Right: The inside the new class 185 units.

Below: The side of the 185's with the logo and the dynamic lines.

All: Elliot Waters



Stratford and Beyond



Facing the Facts:

It is almost a month now since Silverlink services ceased operating between Stratford and North Woolwich.

Silverlink trains Class 313 units now terminate at Stratford before heading back to Richmond.

Many trains before the closure of the line would terminate at Stratford anyway.

Class 313 EMU's were not the most welcomed source of traction on the line.

The North London line is to go under TFL (Transport For London)

At the end of the Silverlink franchise, new trains will be drafted in, along with many improvements

The stretch currently closed will be developed as a Docklands Light railway line.

The whole area covered by NLL / Ex-NLL will be much improved for the customer... unless people like to endure un-staffed overgrown under serviced, graffiti attacked, yob infested stations.

Are We Ready?

Since the announcement that London will be the host city for the 2012 Olympic Games, not much has changed at Stratford regarding the rail connection, except perhaps the axing of service East of Stratford on the North London Line.

It is now 2007, therefore we have approximately 5 years left to change a lot at Stratford.

Changes to 'one'?

Will the Olympic Games bring new rolling stock and new services to transport to a wider variety of locations?

Changes to London Underground?

With 2 lines currently serving Stratford at regular intervals does this need to change?

London Overground: Replaces the NLL Silverlink line to make a 'better railway for all'

Docklands Light Railway: With the current 1 platform Docklands Light railway interchange at Stratford, there is room for much improvement for the upcoming 2012 games.

We will see as time draws on as to changes occurring at this already large and busy North East London Interchange.



Arriva Rugby Special

Arriva Trains Wales is once again offering rugby fans an opportunity to travel on board a special , supporters train from South Wales to Edinburgh on Friday 9 February 2007 for the Six Nations rugby international between Scotland and Wales, taking place the following Saturday. This train is likely to be class 67 hauled throughout and is run as a joint Arriva/Pathfinder venture. The service will depart Swansea and call at Neath, Port Talbot Parkway, Bridgend, Cardiff Central, Newport, Cwmbran, Pontypool & New Inn, Abergavenny, Shrewsbury and Crewe before continuing on to Edinburgh Waverley Station with the return service leaving Edinburgh Waverley on Monday 12 February 2007.

c2c takes on Oyster

c2c, part of the National Express Group and the most punctual commuter railway in the country is giving its customers something else to smile about. From later this year Oyster pre-pay – already available at c2c stations between Fenchurch Street and Upminster - will be extended to Dagenham Dock and Rainham.

But c2c's determination to improve the travel experience for its customers does not stop there. The company is already working with TfL to extend Oyster outside the London area and plans to have it available at Purfleet, Grays, Chafford Hundred and Ockendon by the summer of 2008.



Above: A rare sight to see is a pair of HST power cars back to back 43076 + 061 are seen here at Derby.

Picture: Class47

Arriva launch new off-peak fares

The new fares will start from as little as £4.90 for an off peak day return ticket between Cardiff and Swansea from Tuesday, 2 January 2007. At peak times the fare between Swansea and Cardiff has now reduced from £10.60 to £6.40. An adult off peak day return will be £4.90, which will represent a cheaper fare option than the current Swansea, Cardiff shuttle bus service. Child fares start from £2.45 day return and normal railcard discounts will apply.

Mike Bagshaw, commercial director, Arriva Trains Wales said: , We feel it is important our customers should benefit from competitive pricing but at the same have the flexibility to use their ticket on all train operators services in the area – particularly when travelling home after a busy day. This means that Cardiff – Swansea by FGW HST should be available and there are now up to 8 trains an hour between Cardiff and Newport.

Better quality free Tea at Midland Mainline

From 21 January 2007, Midland Mainline will be providing complimentary FAIRTRADE tea and coffee for all its customers.

The FAIRTRADE Mark is an independent consumer label which appears on products as an independent guarantee that disadvantaged producers in the developing world are getting a better deal.

We believe people travelling with Midland Mainline should also get a great deal, so when you travel on our trains you will be served complimentary FAIRTRADE Tea and Coffee!

EX Eastleigh Works

Ex Railway works used to store Trains that Toc's don't need



Top left: Aerial view of the storage yard, Stock inside varies from SWT 442s to FGW 153s

Top Right: Shot across the yard at a stored Arriva 158

All: James Paice

South West Trains Class 442 Storage

Many of the class 442 EMUs have already started going into store in the Eastleigh Yard. The 442s will remain here until another Toc takes them on. There are rumours Gatwick Express or Southern want them, meanwhile 73136 (below) has been hired by GBRF and is on hand to shunt the 442s into the yard if needed.



GNER , what went wrong?

And where now

The simple truth is that GNER overbid for the franchise they were so paranoid that they would lose it that they failed to look at the economics of what they bid.

Looks like either Virgin/Stagecoach or one of the big bus companies will get the franchise, unless someone takes the DfT to court over the very short period of time given for potential bidders to submit their franchise

Not sure who I would prefer. First Group haven't exactly covered themselves in glory with the FGW franchise. If Moir Lockhead and his merry men had a sight of the DfT's TT for Greater Western, and were still willing to bid for it, then that tells you all you need to know about where customers come with First.

Arriva did wonders with the northern franchise, compare the state of things when they took over from MTL, and how it was when they signed off. A significant improvement, although they were paid well by for it. Then they went downhill with Arriva Trains Wales . Since their MD was replaced not long ago,

Arriva Wales have been on a cost cutting drive, perhaps driven by the possibility that they overbid for the franchise. Loco hauls have ceased - the coaches have been lying outside the LNW shed at Crewe for a while now - and the Cardiff Manchesters are frequently cancelled north of Crewe due to driver shortages. Even southbound services often get delayed at Crewe waiting a driver, blocking Platform 6, which with 12 and the adjacent through road closed until at least May, is something the local NR bods can do without.

They reckon to be starting a refurb program for the 158s, but the ones I see look increasingly tatty, with occasional noises from under the floor that are unfamiliar to me. Some of the Class 153's also look less than new although one good sign is that the Class 175 fleet seems to be getting more reliable. All they need now is to get them to ride decently at speed and passed for SP speed limits. No word on a Serco bid - of course Serco have lost Metrolink (from the spring) but performance is at its highest for the system ever. The fact that there is overcrowding is not a Serco problem - all of the fleet ordering is down to local politicians getting their finances sorted. but that's another story.

Anyway - as far as I can gather - with pre-qualifying having ended - four companies are interested in the East Coast franchise.

Arriva, First, National Express, Virgin/Stagecoach

Right:
Class 47

47828
Stabled at
Derby
20th January.

Picture: Class47



First Great Western refurbished coaches emerge from Derby works

Three of First Great Western's newly refurbished coaches emerged from Derby works on the 13th January. They were collected by two of GBRf's new low emission class 66s 66726 and 66727 that travelled up top and tail with the barrier coaches, returning the same day.



Above: 66726 waits for the right of way at Derby to take the stock back complete with the headboard Bristol Bluebirds.

Below: 66727 brings up the rear as it leaves Derby.

[Pictures: Class47](#)



Chiltern are first off the mark with £800,000 investment in booking office machines

, We are the first to sell the complete TfL Oyster range

Award-winning Chiltern Railways is the first train company in the United Kingdom to sell the complete range of Transport for London smartcard products at their main London Marylebone station. Passengers can now purchase all products including Pay As You go Oyster for the London Underground and has sold their first annual Oyster card on Fastis, new booking office ticket machines.

Commercial Director Neil Micklethwaite said: , We have worked very closely with Transport for London, ATOC and our ticket machine suppliers, Cubic Transportation Systems to bring this facility to London Marylebone station.

“Previously passengers could wait up to 15 minutes to purchase an annual season ticket from booking offices but through making our new machines Oyster compatible we have increased this service dramatically.

“It has cost us an additional £120,000 to make our Fastis machines at London Marylebone compatible with Oyster and we can even sell Pay As You Go to London Underground passengers.

“Fastis machines, located in all of our booking offices, speeds up face-to-face ticket sales by 50%.

Happy Birthday – Virgin, from underdog to top dog – 10 years old

Virgin Trains has led Britain's charge in becoming the fastest-growing railway in Europe, according to figures published today.

As Virgin Trains celebrates its 10th birthday, it announced that the number of journeys made on its routes has risen by a staggering 61.5 per cent, outstripping the national average of 40 per cent. The two Virgin Trains franchises – Virgin West Coast and Virgin CrossCountry – have seen some of the biggest increases in passenger numbers in Europe, with new trains, faster and more frequent services and innovative ticketing all attracting millions more passengers.

In the last 12 months more than 42 million journeys have been made with Virgin Trains – 16 million more than when the company began in 1997.

Virgin CrossCountry has seen massive growth of 75 per cent since 1997, with passenger numbers up from 12 million to 21 million, while on Virgin West Coast passenger numbers are up 39 per cent from 14 million to 19.4 million.

On Virgin CrossCountry's 10th birthday Managing Director Chris Gibb said: "We've taken a route that had ageing trains, infrequent services and long journey times and turned it into a modern, high-speed service with brand new trains and a turn-up

and go timetable. Everyone at Virgin Trains has worked really hard to improve our service and we are proud that our customers now rely on us to deliver them to their destination on time and in comfort."

As a birthday thank you to customers Virgin Trains has given away 10,000 free tickets through its website.

Customers have been enticed back to rail following the introduction of two new train fleets and a vastly improved timetable. The number of Virgin CrossCountry weekday services has been increased to run half-hourly from Birmingham to Newcastle, Reading, Manchester and Bristol and hourly to Edinburgh, Carlisle and Plymouth. The Virgin West Coast timetable has been improved with the Manchester-London service revamped to run every 30 minutes. In the last three years our share of the London-Manchester air/rail market has risen dramatically from 38 per cent to 61 per cent.

The Voyager and Pendolino fleets have revolutionised train travel across the network and have slashed journey times. The Pendolino trains on Virgin West Coast decelerate using regenerative braking, which returns power to the National Grid providing enough electricity to power 13,750 homes for a year. In a further environmental initiative Virgin Trains is now working with our partners to develop a biofuel for use with the Voyager trains on Virgin CrossCountry.

Hull Trains, dropped in it, after successful major training exercise.

Hull Trains has orchestrated the biggest safety training event in the company's history as a part of its groundbreaking staff development scheme. Following on from its pioneering evacuation training programme launched last year, a new simulation was created to include not only the evacuation of passengers but the entirety of an emergency situation, involving the co-ordination of teams and the creation of a crisis control centre.



The simulation aimed to create as faithfully as possible the sheer scale of an event such as this and the number of people that would be involved during the course of the event. Procedures for what would happen when passengers had been safely evacuated were carried out and, in an effort to create an authentic situation; volunteers even played onlookers getting in the way.

However just after holding these safety schemes, it was sad to report that one of there trains suffered a major disaster when during a routine engine change at Crofton, 222103 fell off it's jacks and extensively damaged two of its coaches. Talks are now in progress to alleviate the stock shortage until 103 can be repaired or replaced.. It is rumoured that at least two coaches have been written off.

This is a major headache for the operator who has recently increased its service frequency

Picture: Hull Trains

A Better Quality Environment "Smoke free on Midland Mainline"

From 1 January 2007 smoking is not be allowed in all areas managed by Midland Mainline. This includes our stations, trains and platforms.

The decision to change Midland Mainline's smoking policy was made in anticipation of changes to legislation which will come into effect in July 2007 and also in an attempt to create a better environment for all customers and staff.

New "Supertram" bursts into flames

BLACKPOOL Promenade was sealed off after one of the resort's new "supertrams" burst into flames while on a test run.

The tram was not carrying any passengers when the blaze broke out Wednesday afternoon, 24th Jan, but the driver had a lucky escape as the electrical console behind him reportedly blew up.

Passers-by looked on in horror as flames engulfed the driver's cabin. The driver leapt out after hearing a bang and smelling smoke.

He was taken to hospital suffering from the effects of smoke inhalation where he is said to be recovering.

Three fire crews from Blackpool were called to deal with the blaze, thought to have been sparked by an electrical fault, while police cordoned off the Promenade.

Despite the tram looking like a write-off, Blackpool transport say's its will return to traffic shortly.



Above: 158788 is parked in platform 2 at Derby on the 20th January at 6am

Below: GNER class 08, 08331 is pictured here parked at Doncaster next to a coach from 465179

[Pictures: class47](#)



I've been following the FGW situation with interest, and couldn't help contrasting it with VXC.

The latter has stock shortages, yet is permitted/ can afford to hire in both an MML HST and class 90-hauled rake on weekdays (the former was in use yesterday too). Northern also seems able to borrow TPE units now and again. Over on Alison's turf we have 158s and 153s in store, whilst sick 150s are also out of traffic. An additional 'benefit' is that Par-Newquay is closed due to a landslip, which I believe should free up a 153 in the short-term.

So what are the reasons for some TOCs being able to borrow stock whilst

FGW seems to have thrown in the towel? Any ideas on the percentages contributed by the following:

- * VXC's cost-plus contract means no financial disincentive to hiring additional stock in the short-term.
- * Bombardier are contractually obliged to supply the required number of trains, so they bare the cost of the hire-ins.
- * FGW has a poorly drawn up contract (by the DfT?) with suppliers meaning it can only afford to lease x number of

units whether they are in traffic or not. Is it receiving compensation from ATW for failing to maintain units to the required standard at Canton, or are they the scapegoat for St. Philip's Marsh not being ready to cope with the influx? If there is compensation, why isn't it used to reinstate the units dumped at Eastleigh? Are the ROSCOs subject to any risk here at all? I'm trying to work out how much of this mess is down to lousy management (overbidding due to lack of understanding of the Wessex routes, then failing to negotiate when announced as preferred bidder), and how much of the blame should be placed on Mike Mitchell for imposing the cuts that no bidder was seemingly prepared to challenge.

With GNER, I'd say 60% blame on the TOC for a business case based on ludicrously low profit margins with no room for error, plus a fares structure and yield management system that fail to fill both peak and off-peak seats. 40% is down to the DfT for its greed in accepting the unworkable bid. With FGW it's less clear to me what's going on...



Top marks this month have to go to Victa Westlink. With the sad failure of FM Rail, Victa have taken over the running of the Merrymaker tours run under the Hertfordshire Railtour banner.

To say that they have started at the deep end is an understatement, there first Merrymaker tour was a pair of 31's from Birmingham to Preston. The tour was slightly delayed leaving Birmingham in the morning, but went to time for the rest of the day, however when the 31's were diagnosed with low fuel on the return journey they quickly arranged a replacement 33 to come on at Derby without too much delay.

The second tour was even more challenging, 45112's last main line outing, from York to Holyhead. This loco has been out of use for quite a while now, and was not particularly reliable even on it's last couple of outings. The fact that the tour ran was amazing, but that the Peak managed to get there and back in one piece, seemingly intact is brilliant.

So my hat comes off to you Victa/Westlink, You seem like a very competent charter company. You've pulled off what most people thought impossible, long may you continue. And to the men who resurrected 45112, how about IXION ????

Alison's First Great Writing

First Great Western has come into a lot of criticism lately regarding poor performance..

Alison Forster, Managing Director of First Great Western, has this to say

, Firstly I would like to apologise to our customers for not meeting their expectations. Our team has been working hard to implement measures to improve our services.

, It is clear that we underestimated demand for our train services and too much capacity was removed from the timetable we implemented in December. We have listened to our customers and increased capacity on the worst affected journeys and are now implementing measures which will further increase capacity.

, Since December these problems were compounded by difficulties with fleet availability and we have leased additional trains to meet timetable needs and will provide further trains to support our reliability recovery programme.

, In the last few days we have started to deliver the correct number of trains for our services. With the additional trains and with better reliability from our existing fleet we are already seeing an improvement. Our plans will enable this improvement to continue in the coming weeks.

Following the additional timetable changes we made last week and with additional trains coming in to strengthen our services in the short term plus the refreshed High Speed Trains about to enter service creating new capacity on commuter flows into London, we believe we will greatly improve the match between available capacity and demand.

In summary therefore, changes we have recently implemented include:

1. A package of timetable changes which came into effect on 15 January. This package increased capacity on morning peak services from Oxford, Didcot, Maidenhead and Twyford to London and between Frome, West Wiltshire, Bath and Bristol.
 2. We are investing £8m in a new maintenance facility in Bristol. Bringing the maintenance of our fleet in-house will be better for our customers. We have recruited additional staff, as well as using specialist contractors, to deliver a more reliable fleet of trains.
 3. We are investing an additional £1m in the interior refurbishment programme for the West trains fleet taking the total spend to nearly £2m within the next 18 months. This will significantly improve the on-board environment and comfort for our customers.
 4. FirstGroup have provided 11 Class 158 units from a sister company to help us to deliver improved services to customers more quickly.
 5. We will lease additional units to further support the reliability recovery programme.
- , We will continue to monitor all aspects of our operation and to react speedily where necessary to deliver an improved quality of service to our customers."

However points 4 and 5 are interesting as it doesn't mention the fact that they sent some units into store at Eastleigh at a time when they would have helped greatly.

We cannot help but think that this current farce will dent their chances of winning the East Coast franchise

Saturday 20th January 2007 saw Hertfordshire Rail Tours run their Lancashire Witch MerryMaker from Birmingham New Street to Preston and return. The outward leg of the journey was in the hands of 31128 'Charbydis' and 31454 'The Heart of Wessex'. The route took in the likes of Derby, Sheffield, Moorthorpe, Healy Mills, Wakefield Kirkgate, Hebden Bridge, Copy Pit, Blackburn and its destination Preston.

Passengers had a two hour break at Preston, giving them time for either going into the town, or for the rail enthusiast's time on the station. The highlight of this was the DRS light engine movement consisting of a Class 47, Class 66 and two Class 37's which stopped at the station before proceeding north. 15.15 came and the two 31's departed for its return trip to Birmingham New Street. This time round, a slightly different route was taken in the form of Bolton, Manchester Victoria, Stalybridge, Standedge Tunnel, Huddersfield and then rejoining the original route at Wakefield Kirkgate.

During this time it was revealed that both of the 31s were low on fuel, and that a replacement loco would need to be put on at Derby. This turned out to be 33103 'Swordfish'.

On departure from Derby, the train came to a sudden halt due to 33103 struggling to pull the load. 31454 was fired up and assisted the 33 all the way to Birmingham New St. The tour arrived back at New St. approx. 30 minutes late, arriving at 20.55 instead of its booked time of 20.20.

The Lancashire Witch



Above: 33103 attaches to 31454 at Derby.

Picture: David Dawson

Right: The DRS convoy that was at Preston when the tour was there witch consisted of a pair of class 37 and a 66 and 47.

Picture: Andy Patten



31128 is pictured here at Preston on the head of The Lancashire Witch Victra/Fm rail tour.

[Picture: David Dawson](#)



Below: The pair of class 31s return after running round at Preston with 31454 leading [Picture: Class47](#)



EWS's January Sale

This month has seen EWS s put up for sale a lot of there locos. They have for sale most of their class 47 fleet and also a few class 08s and 37s.

Could this be to do with record high scrap metal prices.

Class 47's

47721 TOTON
47722 TOTON
47726 TOTON
47736 CREWE TMD
47741 TOTON
47742 TOTON
47749 HEALEY MILLS YD
47750 HEALEY MILLS YD
47758 TOTON
47759 CREWE TMD
47770 BESCOT
47773 HEALEY MILLS YD
47776 HEALEY MILLS YD
47781 TOTON
47782 OLD OAK COMMON
47783 CREWE TMD
47784 CREWE TMD
47786 HEALEY MILLS YD
47787 HEALEY MILLS YD
47791 SALTLEY
47737 HEALEY MILLS YD
47739 MOTHERWELL
47789 TOTON

Class 08's

08894 ALLERTON
08902 ALLERTON
08926 ALLERTON
08946 ALLERTON
08526 MARGAM
08683 TOTON
08915 TOTON
08947 WESTBURY
08955 BESCOT
08411 ALLERTON
08414 TOTON
08635 TOTON
08910 TOTON
08912 TOTON
08942 TOTON
08460 ALLERTON

Class 37s

37116 at EASTLEIGH
37146 at TYNE YARD
37216 at MOTHERWELL
37372 at MOTHERWELL
37505 at AYR
37518 at AYR
37520 at CREWE
37674 at MOTHERWELL
37679 at AYR
37683 at TEES YARD
37705 at MOTHERWELL
37803 at TYNE YARD

Freightliner uses new wagons for first time

On the 5th of January, Freightliner ran the UK's first train to use the newly designed HXA wagon type. Having left Immingham at 1145 am the 1470 tonne, 21 wagon train arrived at Eggborough power station 13 minutes earlier than its booked arrival time of 1600 hrs. In total, Freightliner has ordered 109 of the wagons, enough to run 5 full sets. With eight brand new class 66 locos on order to supplement the Heavy Haul business, Freightliner Heavy Haul will increase its capacity for coal haulage by over 20% over the coming weeks. Built by Greenbrier in Poland, the wagon features a brand new design of track-friendly bogie and, despite being one metre shorter than its predecessor, can still carry the same volume of coal, increasing the payload per train by up to 10%.

Freightliner Heavy Haul (FHH) has taken delivery of six new, 102 tonne petroleum industry tank wagons. These wagons, coloured in distinctive Freightliner Green, are destined to enter service on the 29th of January, covering the existing FHH hauled route from Humber to Kingsbury on behalf of Conoco. They will supplement the fleet of Conoco owned wagons and enable FHH to run the maximum train size of 30 wagons, optimising efficiency and network capacity. Also built in Poland by Greenbrier, the wagons also feature track friendly bogies.

47802 and 47501 on 6M60 Seaton P.s - Sellafield
flasks at Dawdon 26-1-07.

Picture: [John Day](#)

