

# Railtalk Magazine

Issue 1  
October 06





#### Front cover

Midland mainline HST power car 43066 on hire to virgin waits at Stafford with the return trip from Newquay to Man vic. on 19/8/06.

#### **Class 47**

#### About the magazine

Railtalk is the new monthly magazine from Railtalk forums. It concentrates on you as a photographer. The magazine will also hold all the site and forum news. Thanks Robert (head of news), James (head of freight news) and Andy (editor).

#### Picture submissions

Pictures can be entered through the forum, or by email us at [entries@railtalk.net](mailto:entries@railtalk.net)

#### Site/forum

For more information please contact any admin on railtalk.

[Railtalk.net](http://Railtalk.net)

[Railtalk.net/forum](http://Railtalk.net/forum)



Above: 31107 pictured here on the back of a low loader. It had just arrived from Barrow Hill for the filming the next day. **Dave Dawson**



Above: 37029 + 47839 approach the a red on the down fast through Crewe station. They both worked up from York with the sandite tanks and 37029 returned after the weekend to replace the 47 on driver training. **Andy Patten**

# Welcome

Welcome to this launch issue of the Railtalk magazine. I'm sure most people receiving this magazine are well aware of the Railtalk site and forums and know that between the team a lot of work goes towards making Railtalk a good well functioning forum and making the site Presentable, and full of up to date and good quality information.

Now we have launched the magazine scheme which aims to bring everyone up to date with the events and happenings of the modern railways in Britain ... Railtalk although well established does not have the facilities to get news from every region of the country, so if you witness anything you judge to be worth a mention in the next Railtalk magazine, please contact any administrator on their RAILTALK e-mail address.

Robert: swt450@railtalk.net  
Andy: admin@railtalk.net  
James: 73201@railtalk.net

## Forum:

On the forum at the moment, we are looking at staffing and deciding when and weather any extra staff members as moderators would be necessary. We believe that the forum community is a well working and quite functional family in which everyone can have their say and be fully accepted on to the forum.

If you feel as though you don't know enough about the railway, you can easily get a „tutor“ to help inform you about anything you want to know. The tutors are the admin team, although if other members have outstanding knowledge about a certain area, they will help you. We can make arrangements for people with difficulties and because we have such a friendly community, we like to know people by name and keep everyone talking to each other.



I would now like to take the time to thank everyone that has been evolved it the site and forum. Especially to the admin and moderation team. SWT 450, 73201, class 47, David Dawson. Thank you for all the pictures that have been sent in by members for the site. All pictures can be send to [entries@railtalk.net](mailto:entries@railtalk.net) or post on the forum.

I would like to thank personally, Rob, James and Andy for all there hard work in producing this first issue. If you want it to continue, then please let us know, we are already accepting contributions for forthcoming issues. Railtalk is here to provide you with a platform for your pictures and thoughts, please use it.  
**dave36**



# Pictures - Gloucestershire Warwickshire Railway



Above: Visiting Class 20 D8142 from the Llangollen Railway, running around its train at Cheltenham Racecourse station at the G&WR diesel gala. **Brian Battersby**

Bellow: 73129 runs round at Cheltenham racecourse in great light. As you can see the name plate has been removed and the paint work is not at its best anymore. **Andy Patten**





# Franchises and Companies

One of the many railway terms is the word FRANCHISE... a lot of people non-rail enthusiasts would assume that their local train operating company is there and will remain there. This is not the case! The word new franchise makes any train operating company probably quite scared ... but why?



The answer is simple! Train operating companies are owned by other parent companies ... for example Stagecoach owns South West Trains and National Express owns Silverlink. By boarding a train operated by Silverlink trains, you may not believe it is owned by the same company that run bus services between many areas in the UK.

Franchises are lengths of time where a company owns a region.

Franchises suggest regions ... for example the East Anglia franchise is now under the control of national express and has been for approximately 5 years now. The South Western franchise is shortly to be announced (i.e. the parent company who will run the services is announced). Although all this sounds good, it is quite common to see companies suddenly disappear. They can disappear and reappear which FIRST seem very good at doing...



(FIRST Great Eastern—FIRST Great Western) or they can simply disappear ... e.g. Anglia! Franchises can be good or bad depending on what you locally as passengers gain or lose!

I hope this page has provided some information and interest



# Pictures



Above: 50049 Defiance returns in good afternoon light as it passes St. Ishmael working 1B97, for the last time of 2006. **Jonathan Lewis**

Bellow: 'Large Prairie' 5199 complete with a full rake of Chocolate & Cream coaches pauses at Berwyn on the Llangollen railway Autumn Steam Gala. **Dave Dawson**





# The Train Simulator Times



Next month, we will witness one of the greatest events ever in Microsoft Train Simulator!

For almost 2 years now Making Tracks have been producing the Great Eastern route to Ipswich and most branches to places such as Clacton, Southend Victoria, Sudbury and Harwich.

Many times a release date has been questioned and estimated and now in the third quarter of 2006 we will hopefully witness the grand release of the Great Eastern.

So much work has gone in to this route it is unbelievable, and during the course of making the route so much has gone on. The team have worked extremely hard and once

Again their efforts will not be in vain! All Making Tracks products push the boundaries of MSTs and all are of such great quality and are so realistic. You can go to the Making Tracks website and you will see the amazing progress being made.

Be one of the many who order the Great Eastern and have the pleasure of driving to so many places in the Anglia Region.

This is a release so many people look forward to, and a release no one will forget.



# ACoRP Community Railfest 2006

The weekend of the 23 - 24th of October, ACoRP held their yearly community railfest at Darlington. The festival was deemed to be a great success.

List of locos/units listed to be there:

**Class 156 - Northern rail**  
**Class 89 - GNER/ACEG**  
**Class 57 - Virgin trains**  
**Class 185 - TransPennine Express**  
**Class 56 - Fastline**  
**Class 40 - NRM/NYMR**  
**Class 55 - DPS**  
**Class 66 - GB Railfreight**  
**Class 45 - FM Rail**  
**Class 77 - EM2 locomotion Society**



Although all this was planned to be there on the weekend. The only Locos that were there on the Sunday was only the Class 55 and the 45.

With the 156 and 185 booked units there. Much to the disappointment to all that visited. As was stated by many that this had been the worst ACoRP event there has ever been. Although the GBRF class 66 and Fastline 56 were there on the Saturday both left midday on Sunday and 66717 was, to the disappointment of everyone at Darlington, later named "old boy" at York.



Above: First great western HST power car 43093. One of the first HST power cars to have the new engine fitted is pictures here at Exeter.  
Brian Battersby



# MAKE UP YOUR MIND!!!!



I think from the title and the picture, most people know what I'm talking about!

South West Trains, after re-gaining the franchise (incidentally including the 28 SWT class 458s) have decided they want the class 458s back in service and by that they mean all 30 of them! Yes... many thought this day would never come, but SWT are actually hassling Gatwick Express for the 2 Class 458s with them back!

SWT were making a massive event out of taking the class 458s out of service, and then only two would leave service at a time, until recently when it was for real and about 26 went out of service. Now they want them back!

This is a great thing! But I do wish SWT would make up their minds to keep them in the first place!!





Above: 47826 is seen here leading 1Z40 SRPS tour to Mallaig at Achallader in a lucky burst of sunshine on the 12/08/2006. **Jonathan Lewis**



This months archive shot Class 303006 stables at Glasgow central between turns on the 25/3/1993. **Brian Battersby**



# Portsmouth Line Engineering works



Major Line renewals are taking place on the Portsmouth to London via Guildford line over the next month or so will see a major track renewal.

Left: 73204&73205 on 6G13 with new ballast Right: same 73s Further up the station unloading the ballast.



Left: Finally the EDs have left the station. On one days work they had already had the old stuff up and were laying the new sleepers by 5PM. Right: 66701 With Sundays new ballast as you can just pick out on the left of the 66 the track is down just needs welding into place.



Week 2: GBRf did not have the contract this week EWS had it instead.

Above: EWS 66138 with old ballast waiting for its path to be cleared. Shot taken from kingsferndown lane.



# Oh Desiro What Can The Matter Be?

A class 350 EMU  
at London Euston  
forming a  
Silverlink County  
service semi-fast  
to Northampton



Different people think different things. This is my opening line, because I'm sure many people saw the picture and firstly scrolled straight past to something a little more loco hauled. On the second flick through you probably will read this! I have written this to enlighten you hopefully!

There is no argument... the Desiro trains were not the finest ever made trains! Even I will admit to this. Although they are in my opinion great trains and in others opinions not so great, they are actually quite pleasing for a large number of people.

Passengers on the services from London Euston and Liverpool Street are probably the most affected by Desiro trains, as the companies (Silverlink and ONE) operate a mixture of class 321 and Desiro trains on all outer suburban work... Whereas a rail enthusiast would not appreciate seeing a shiny new desiro sat in the platform ready to take their homeward train, a normal person would look and admire the fact that it's a new train and that it has many pleasing features. Normal Passengers look at the LED screens and the new interior and lack of ambient noise and enjoy a pleasant journey. Rail enthusiasts do not look at trains with these eyes and prefer an older slam door unit or better a loco hauled set. In reality we have to face that the 'new trains' were not built for the small rail enthusiast minority but for the common passengers who would actually find it quite a luxury!