Railtalk Magazine

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Put the kettle on - it's RHTT Time

Railtalk Magazine

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 11 - Readers Articles
Pg 14 - Pictures
Pg 32 - On Location
Pg 33 - The Nosh Report
Pg 34 - Rail Operator News
Pg 40 - Different View
Pg 42 - Preserved Railways
Pg 53 - International
Pg 56 - From the Archives

Submissions

If you have every wanted to submit pictures to a magazine, here is your chance.
Send us your news and pictures to email:
entries@railtalk.net

When do we publish

Railtalk Magazine is published on the last Sunday of each month.

More information can be found by visiting Railtalk forums.
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From the editor....

Welcome to issue 26 of Railtalk Magazine. Yet again we have another month without much sun to brighten up our lives and our pictures. With another month of dull, wet conditions, pictures have been very hard to come by and I know because everytime I go out I seem to get soaked.
But there is light at the end of the tunnel, as now we are moving towards winter, the sun seems to be returning and we can once again go out, enjoy our hobby and get some decent shots.

There are a lot more RHTT services being seen across the UK this Autumn. Along with the usual workings, there is quite a few oddities this year, have a look at some of the pictures in this months issue to see more. Maybe November is looking up for the railway photograher.

The best news that I've heard this month, is that Deltic 16, has been saved from scrap and bought by DRS. Goodness knows why, but the future for this loco seems secure at the moment.

Now for a bit of an appeal, I don't know if you are aware but along with the magazine, Railtalk offer a forum where you can leave comments about the magazine, and find out about all the latest information. But our problem is that numbers of visitors seem to have dropped right off, so if you are reading this (which you obviously are) please have a look and give us a quick hi, hello or how are you. **http://forums.railtalk.net**

As always thanks to everyone that has contributed to the magazine this month, in whatever way big or small. A big thank you to you!

Once again many thanks this month to:
Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Peter Cheshire, David Mead, Liam, Brian Battersby, Steve Madden, Steve Andrews, Gary S. Smith, John Coleman, David Hollowood, Yorkie, Mike Parsons, Craig Stretten, eezypeazy, James Stoker, Paul Godding, Lee Scott, and a big thanks to the Rail UK team for assisting in proof reading.

Andy Patten



Front Cover: Class 37 417 is seen sitting in the RTZ at Holyhead waiting to depart with 6F18 back to Arpley whilst 37 609 powers passed with 3J96 Holhead to Crewe RHTT.
Carl Grocott



Right: The latest example from the hands of Peter Cheshire.

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Charter Scene

charter.scene@railtalkmagazine.co.uk

This months round up of the British charter scene

Welcome to the November edition of Charter Scene, from Railtalk Magazine!

The aim of Charter Scene is to detail the monthly British Charter Scene, whether it be in the medium of pictures, reviews of railtours or of future notice of tours that are scheduled to take place. To contact us, please use the usual address to submit your railtour reviews, pictures and information of future tours. When submitting photos it would be appreciated if you could provide the location of the photos, the working and any relevant information regarding the charter in question.

charter.scene@railtalkmagazine.co.uk

Major picture alert... The Class 87 tour to Glasgow certainly brought out the photographers, despite some appaling weather. Also, the sight of a pair of Class 50's to Minehead was another crowd puller this month.



Above: Class 87 002 'Royal Sovereign' waits to depart Birmingham International with 'The Electric Scot Tribute' Railtour on the 15th October. ***Steve Madden***



Above: Despite the weather, and the fact that it was a weekday, the photographers turned up in large numbers along the West Coast main line to see the return of this loco. Class 87 002 passes Greyrigg with 1Z87 Birmingham - Glasgow. *Ian Furness*



Above: The Class 87 is seen departing Glasgow Central being hauled by Class 57 601. *Richard Hargreaves*
Below: Class 57 601 leads the ECS from 1Z87 Glasgow Central - Polmadie through Motherwell. Who would have thought at this point that the Class 57 would be needed to take the tour all the way back to Birmingham.
Derek Elston





Above: A few years ago the sight of a Class 87 coming into Stafford was nothing exciting. How things change!
Richard Hargreaves



Above: Already sporting the 1Z50 headcode, D444 and 50 049 depart Crewe station to pick up the coaching stock for the charter the following day.
Brian Battersby



Above: Class 50 044 (D444) and 50 049 depart Taunton for Minehead on 18th October. *Steve Andrews*



Above: Class 50 049 'Defiance' and 50 044 'Exeter' sit at Shrewsbury working the return 1Z50 Minehead - Manchester Piccadilly railtour on the 18th October. ***David Dawson***



Above: Class 67 017 “Arrow” works 5Z55 Northern Belle ECS from Oxford to Swindon at Shrivenham on 25th October.
Derek Elston



Above: 70013 Oliver Cromwell passes Westwell Leacon, near Charing working a London Victoria to Canterbury West “Cathedrals Express” railtour on 24th September. It was believed to be the first ever time that 70013 had visited Kent. *Craig Stretten*



Above: 30777 “Sir Lamiel” drifts past Denchworth with 1Z82 Waterloo - Gloucester on 11th October. *Derek Elston*



Above: West Coast Class 47 245 on the rear of 1Z82 passing Shrivenham on 11th October. *Derek Elston*

Left: 30777 Sir Lamiel runs as 5Z77 from Carnforth - Southall in the Northamptonshire countryside near Long Buckby on 9th October. *Derek Elston*





Above: Class 47 D1755 (47 773) hauls 1Z43 “Vintage Trains” Tyseley to Southend in the rain again! on the 11th October. *David Dawson*

Spitfire Railtours

Dedicated to providing
value for money railtours for the
discerning rail traveller



Above: On 18th October Compass Tours “The Lakeland Scotsman” from Codsall to Carlisle is seen at Shrewsbury with Class 47 839 and 47 815 at the helm.
Peter Cheshire

Virgin leaflet causes confusion

On a visit to Carlisle station last week, a Virgin-branded leaflet titled, "Is your Off-Peak ticket valid" caught my eye, so I picked up a copy and tried to make sense of it.

Now, for the background… The term "off peak" is no longer an informal term to mean any ticket type that isn't valid at peak periods – it is now the name of a ticket type.

The train operating companies were keen to state that there are only 3 categories of ticket as of September, one of which is Off Peak. If there is a more restrictive ticket, they say, it will be Super Off Peak.

The National Rail site gives a link to "full" conditions of Off Peak and Off Peak Day tickets. Needless to say, when clicking the link you are not actually presented with the restrictions – because there are hundreds of them!

But the suggestion is that Off Peak and Off Peak Day are identical, with the exception that the suffix of 'Day' means the ticket is only valid for one day.

So a passenger picking up the leaflet about Off Peak tickets should reasonably be able to assume it applies to the use of all Off Peak tickets along the routes detailed in the guide (a map is helpfully provided).

The leaflet states that restrictions only apply to journeys to, or via, Milton Keynes, Watford Junction and London (for completeness it even mentions Kensington Olympia and Paddington, in addition to Euston, as many tickets for WCML destinations are also valid via Banbury).

Now, it certainly is Virgin's policy that only journeys south of Milton Keynes inclusive, should incur restrictions on Off Peak tickets. But this does not extend to other TOCs who set some fares along Virgin routes,

for example London Midland recently introduced an Off Peak ticket at the old Saver price, as detailed in

previous articles. Admittedly, someone doing a journey such as Stafford to Birmingham, on an Off Peak ticket, on a Virgin train is probably not going to be challenged – after all Virgin's policy is to allow such tickets – but it is officially not valid, and probably would be challenged on a London Midland service, despite the leaflet suggesting it is valid.

How on earth is a passenger meant to understand that, because that particular fare is not set by Virgin, Virgin's policy does not apply to it? It is not easy for a passenger to determine who sets the fare – and, quite frankly – it should be irrelevant!

There is little sense in who sets the fares anyway. Warrington-Wigan is Northern;
Wigan-Lancaster is Northern. But the through Warrington-Lancaster journey is Virgin, to name just one example.

Worse still, there is the issue of Off Peak Day fares. Virgin had a policy of abolishing many of these fares (formerly Cheap Day Returns) in previous years, yet some do remain, and there are also the Off Peak Day fares set by other operators along the route, namely Northern and London Midland.

These fares are heavily restricted, yet there is no mention of this in the leaflet other than the claim that if travelling short of Milton Keynes on an Off Peak ticket there are no restrictions!

The leaflet has two columns, for travel toward London the headings are 'From' and 'Outward/return travel'. For travel away from London, the headings are 'Outward/

return travel' and 'Exceptions' which I find rather odd, especially as in two cases the 'Exception' column

states 'Valid on any train' – well, that's not an exception is it?!

Virgin have tried to produce a leaflet that presents the restrictions in a simple format, but ultimately it has

failed to do so because it omits so many restrictions and misleads customers into believing their tickets are unrestricted.

Even so, with many omissions, the leaflet runs to 8 pages of text in 1/3 A4 format and is difficult to follow.

Cheap First Class on Virgin

In keeping with the West Coast theme, the decision by Northern to rename their Saver fares as Anytime, gives the added bonus of a free upgrade to First Class at weekends.

It has long been Virgin's policy to allow Standard Open Returns a free upgrade, now it applies to Anytime fares (not Anytime Day), but an Anytime from Lancaster to Wigan is only £13.50! Preston to Warrington is £13.00.

Virgin trains website has not been updated to reflect the change from Standard Open to Anytime.

Andy Patten

The Electric Scot Tribute

With this being my first railtour review and with the excellent review that came from Andrew Flusk, I'd better make sure this is a good one. So here I go....

Waking up at 5:30 in the morning, may for some people sound like a mad time to get up, but any later and the day is already over. Anyway back to the railtour, waking up at 5:30 was like a insurance policy, just in case anything would happen on our way across to Crewe bearing in mind that the tour departed Crewe at 9:30 (ish) and we had at least a 2 hour journey to get to Crewe. The biggest task was to decide, do we trust the public transport, and take the train from York to Crewe or car it. With our luck and how things are, we took the latter. So after a couple of hours behind the wheel, and hearing on the radio "signalling problems between Preston and Carlisle" whitch made our hearts sink.

We arrived at crewe about a hour and a half early, and got some breakfast from a garage at Sandbach.
Upon arrival at the station we saw "Eddie the Engine" heading northwards. We then spent a few mins arguing and betting on which platform the 87 would be arriving on, eventually we found ourselves on platform 11.

I think everyone that was stood at crewe, had the thoughts of last December in the back of their mind. Thoughts like "will we even get on this time", "are the doors secure" and all other manor of thing, that related to the last farewell Class 87 tour.

Then a few mins after 9:30 the Class 87 arrived, complete with Mk II Blue and Grey stock it was just like back in the good old days. Although I can just remember the Class 87s, I felt like I kid again... well I'm not that much older now! We stumbled onto the train, coach C was going to be our home for the day. We settled down, knowing that we had a long trip ahead of us, up to Glasgow.

The majority of the trip up to glasgow was trouble free, apart from just before Carlisle, where we were halted for about 20mins due to the signal failure.



Right: 87 002 ***Ian Furness***

Bearing in mind, the signalling problem, was announced that it would be fixed well before we got into the section.

The rest of the trip up to Glasgow was trouble free. I spent a lot of time walking up and down the train, talking to contriubuters and readers. With only a few slight delay, the 87 soon had us across the border and into Glasgow. Although having a great trip up behind a Class 87 doesn't always mean that it will be good when you get there. Glasgow Central was bouncing with rain when we arrived, and I mean bouncing.



We expected there to be loads of people at Glasgow Central when we arrived, but it was fairly deserted. There wasn't a lot of people taking pictures at all, most seemed to rush off to catch the NXEC Class 91 to Edinbrough, or went into the city.

After the 87 we decided to move away from central, and find other location around the surrounding area to achive a more.. well less wet location.

As no one could really decide where they wanted to go, we all went out diffrent ways, a few of us went to Motherwell, a couple to Queen Street, me and the co-edior went to Bowling to meet Jonathan McGurk and a few people stayed on Central station itself.

As we left Central, and headed for Bowling the sun came out, we started to dry out and it made the rest of my day, sat on the harbour wall, taking pictures of the Class 320s and the Class 314s.

After spending about a hour at Bowling, we headed back to Glasgow Central but popped into Queen St station just to see what was about. We wanted to be back in plenty of time so that we could get a shot of the Class 87 coming back into the station.
Only then did it start to go down hill. We stood around on the end of platform 11 for a while, taking photos and chatting to other photographers and contrubitors/readers of the magazine.

As the time ticked by, and the time neared for the departure time, and then it passed. People started asking question as to where the tour was.

After the tours departure time came and went, we decided to walk back down the platform to see if we could fine anything out. As we walked down the platform, we were greeted by a Spitfire steward who told us that the Class 87 had failed, and we would need to get a Scot Rail service to Motherwell. This maybe something that they had not thought about, as they want everyone from a 12 coach train to get on 2 three car units.



Well never has such a well organized tour gone so badly downhill. We were crammed, almost to being crushed into these units all the way to Motherwell, and the units were all station stoppers!.

Once we were at Motherwell it was not long before the Class 57 came in with the stock and we hurried aboard.
When the tour got going, the head of Spitfire, came to tell everyone on board what the problem was with the Class 87. They said that the problem was the battery chargers had failed.



The Class 57 seemed to struggle out of Scotland, but once it got going, steady progress was made.

Later, and after a few sleeps , it was the time, like on every tour where the announce the winner of the rafle.
I could not believe that I was lucky enough to win the first prize, receiving a years membership to the AC Loco Group.

We arrived back into Crewe, around 30 mins down. Apart from the failure of 87002, I had a great day, and can't wait to be behind the Class 87 again. Thank you to Spitfire, West Coast and the AC loco Group for an overall excellent day.

All Pictures: *Derek Elston*



Above: HSTs in the Tyne Valley, It must be autumn. As the sun begins to set, 43317 leads the 1725hrs 1F30 Newcastle - Edinburgh via Carlisle through Wylam, George Stephenson's birthplace, on the evening of 27th September. *eezypeazy*



Right: Class 67 017 with 66 105 on the rear, works the 6Z60 Bescot - Wellington Regent Street on the 29th October. The train was dropping ballast on the new Telford Freight Terminal branch as far as Hadley. The terminal is due to open Spring 2009. *Carl Grocott*





Above: Class 66 197 and 66 213 pass Headlands Bridge, Kettering working 6B42 Forders to Toton on 27th October.
John Coleman

Top Right: Class 47 739 “Robin of Templecombe” is seen at Eastleigh on it’s first test run after an overhaul for Colas Rail.
Lee Scott

Bottom Right: Class 60 073 ‘Cairn Gorm’ nears Bedford St Johns with 6B42 Forders - Toton engineers trip on 14th October.
Steve Madden





Left: With autumn colours starting to appear, Freightliners Class 66 548 takes the 4H70 Rugeley - Daw Mill past Slitting Mill on 17th October.
Gary S Smith

Below: Network Rails Class 43 062 'John Armitt' leads 43 014 past Elford with NMT 1Z15 Derby RTC - Derby on the 9th October.
Steve Madden





Above: D78 London Underground Stock leaves for Ealing Broadway on October 18th.
Mike Parsons



Top Right: DRS Class 37 423 passes through Alsager station, Cheshire for the first time with the 3J96 Holyhead - Crewe Gresty Bridge on 22nd October.
Gary S. Smith



Bottom Right: Class 90 018 is seen sitting stable within Edinburgh Waverley station on 1st October.
Jonathan McGurk







Top: EWS Class 60 044 passes Bracebridge Pool in Sutton Park, Birmingham on Wed 1st October with the 6Z96 Ironbridge Power Station - Lindsey Oil Refinery. *Gary S. Smith*

Above: Class 66 731 passes Chart Leacon Depot, Ashford on the rear of an engineers trains hauled by 66079 on Sunday 28th September. *Craig Stretten*

Right: On the 5th September Class 66 624 is seen at Elford loop with 4G01 Hunslet Yard to Tyseley TMD. *Steve Madden*



Left: Riviera Trains are now using facilites at Warrington Arpley depot. With three contrasting liveries occupying the sidings on 5th October were Class 47 839 in Oxford Blue livery, 47 815 in BR Green and 47 853 in XP64 livery.

Dave Harris

Bottom Left: With "The Marauder" on board ex FGW Class 180 106 speeds through Crewe bound for Newton Heath and a new life with Northern Trains.

Brian Battersby

Below: Class 07 011 is seen stabled at St Leonards Depot, Hastings on 26th September.

Craig Stretten









Left: Class 60 054 heads 6D13 Drax to Immingham empty tanks through Stainforth on 16th October. *David Hollowood*
Above: 43 048 "TCB Miller MBE" heads south through Whooley Moor just south of Clay Cross with the 09:14 Sheffield - London St Pancras on 18th October. *Dave Harris*
Below: Due to diversions on the WCML near Weaver Jct some Intermodels have been diverted off the WCML at Golbourne Jct to proceed southeast towards Manchester, on the Liverpool - Manchester line. DRS Class 66 422 heads south through the frieght only line at Parkside Jct with the diverted 4Z16 Grangemouth - Daventry Tesco Express, 25th October. *Dave Harris*









Top Left:
A Bakerloo Line train, 3240 is seen approaching Willesden Junction station while working a Bakerloo Line train service to Elephant and Castle on 13th October.
Jonathan McGurk

Above:
Class 47 237 works the Advenza scrap train from Stockton to Cardiff Tidal, 6V95. Seen here pulling away from Elford Loop.
Steve Madden

Bottom Left:
Class 222 001 comes out of the early morning mist with the only EMT service of the day from Burton on Trent to St Pancras International at North Staffs Junction.
Steve Madden







Above: Fastline Class 66 301 waits for the road from Elford Loop with 4G81 Chaddesdon to Daw Mill on the 9th October. *Steve Madden*

Top Right: Freightliner Class 66 550 climbs through Cannock, Staffordshire, with the 6M66 Immingham - Rugeley coal train on Friday 24th October. *Gary S. Smith*

Bottom Right: Class 360 102 leads an eight car set National Express East Anglia service from London Liverpool Street - Clacton-On-Sea seen calling at Stratford station. *Jonathan McGurk*







Above: Class 66 714 “Cromer Lifeboat” heads a southbound liner near Long Buckby on 9th October.
Derek Elston

Top Left: Class 60 002 “High Peak” is photographed working 6B33 Theale - Margam empty tanks near Shrivenham on 25th October.
Derek Elston

Left: Merseyrail Class 507 010 is pictured in Hamilton Square station on 16th October. *Ian Furness*







Top Left: WSMR Class 67 013 leads the diverted 1P52 Shrewsbury - Paddington through Nantwich station on Sunday 12th October. 67 022 was at the rear. Now that the DVTs are being delivered, a scene like this, with a loco at the north end of a WSMR train, will be more unusual. *Gary S. Smith*

Top Right: 1P03 Wrexham - London Marylebone seen here leaving Ruabon hauled by Class 67 012 "The Shropshire Lad" with 67 025 "Western Star" on the rear of the train. *Dave Harris*

Bottom Left: The DVT's for WSMR are now entering service and this is 82 301 on test at Crewe *Richard Hargreaves*

Bottom Right: This is the 1J85 London Marylebone - Wrexham approaching Ruabon hauled by Class 67 025 "Western Star" with 67 012 at the rear of the train on the 27th September. *Dave Harris*







Top Left: Class 86 621 & 90 021 are teamed up to work 4M78 Coatbridge - Basford Hall Freightliner seen passing through Motherwell on 15th October. *Derek Elston*

Bottom Left: A very dirty Eddie leads 4S43 Daventry - Coatbridge through Greyrigg on 15th October. *Ian Furness*

Above: EWS Class 66 163 passes Elford Loop with 6D37 Bescot to Burton Wood on the 9th October. *Steve Madden*

Below: Class 60 097 heads 6D42 Forders - Toton trip working at Irthlingborough road, Wellingborough on 26th September. *Derek Elston*







Above: Great to see the Class 37's back in action again, this is Class 37 417 passing Brindle on the 22nd October. *Ian Furness*





Top Left: From the York based RHTT fleet Class 20 303 stands in the sun awaiting its next turn. *Andy*
Top Right: Class 66 070 passes through Highbury and Islington station with an RHTT working on the 24th October. *John Coleman*
Below are three shots of the strangest RHTT we've seen. Left: 67029 pushing a RHTT train with DVT 82146 leading. *Derek Elston*
Middle: 3J92 Toton - Cricklewood RHTT train, seen here approaching Bedford on 28th October. *Steve Madden*
Right: 67029 'Royal Diamond' and DVT 82146 in preparation for the RHTT season. It is seen here at Irthlingborough Road, Wellingborough. *Steve Madden*









Railtalk Magazine

Above: On the 10th October, Class 47 802 clags through Stockton on 3S10 05:28 Carlisle Kingmoor - Carlisle Kingmoor, 47 501 was on the rear. *James Stoker*









Top Left and Top Middle: Network Rail Class 31 105 stands at York on the 22nd October whilst working a Doncaster - Derby train. The loco was in top'n'tail mode with DBSO 9703. *Andy*

Top Right: On the 31st October, Class 31 105 was seen at Carlisle with DBSO 9703. *Andy*

Bottom Left: Earlier in the month, DBSO 9701 (Class 31 105 at the rear) is seen stabled at Glasgow Central High Level station prior to work the 15.20 1Q52 Glasgow Central High Level - Mossend Yard Network Rail test train. *Jonathan McGurk*

Bottom Right: Class 950 001 Network Rail test train is working the 2Q08 Mossend Yard - Edinburgh Waverley via Shotts test train on the 1st October. *Jonathan McGurk*









Top Left: Class 67 020 waits its next "Thunderbird" duty for National Express East Coast, seen here at Newcastle on the 31st October. *Andy*

Top Right: Class 60 059 nears Kettering with 6H72 Bletchley to Peak Forest on the 18th October. *John Coleman*

Left: Class 350 125 heads for Northampton with a service from Birmingham New Street seen near Long Buckby on 9th October. *Derek Elston*

Right: Class 66 719 and 66 720 run light from Peterborough to Wellingborough Up Siding passed Harrowden Junction on 24th October. *John Coleman*







Top Left: After 2 years tram 10 is back. Formed from one car of set 10 and one from 09 the set is seen departing Wolverhampton St Georges for Birmingham Snow Hill on 24th October.
Richard Hargreaves

Top Right: What could be better than spending a cold autumn day photographing the trams at Blackpool, especially when it is sunny. Progress Twin Car 683 approaches Pleasure Beach on the 1st November.
Right: Brush Railcoach 623.
Far Right: Whats better than a Balloon, a pair of course! 703 and 713 are seen along the front.
All: Richard Hargreaves





Southern England Class 73s

There have been a few updates on the Class 73 fleet this year.

Firstly is the return to service of 73 141 which has been refurbished by Knights Rail at Eastleigh.

Secondly is the return of 73 201 from store at long Marston, which has apparently been brought by RT Rail owners of 73 107 and will probably be repainted into a grey livery.

Below: Both of the RT Rail locomotives Class 73 201 and 73 107 awaiting to move into Tonbridge yard to collect classmates 73 208 and 73 206 to run them to St Leonards to collect 73 141 for weekend engineering work.



Right: Class 73 201 and 73 107 are seen smoking away nicely on the cold morning of 31st October. These locos were about to shunt onto 73 208 and 73 206 where they would then run to St Leonards as above, for weekend engineering work at Dock Junction .



Above: Class 73 201 and 73 141 stabled at Tonbridge yard, with fellow classmate 73 207 which is rumoured to be moving off to Eastleigh for refurbishment shortly.



The Nosh Report ©

Steve Roberts

Welcome to the another "Nosh Report", remember that this is your chance to let everyone know where to go for somthing to eat or drink, (ie cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This months highly recommended place is:

The Flag and Whistle
The Gloucester & Warwickshire Railway

A visit was made to this cafe located at Toddington railway station on the Gloucestershire & Warwickshire Railway where a wide range of light snacks are offered including hot and cold sandwiches, the bacon sandwich with a tea at around £2.99 was very welcoming, especially as it was a cold morning.

In the afternoon on offer was Tomato and Basil soup, oven baked Cornish pasties and sausage rolls that where

thoroughly enjoyed by some members of the Railtalk team, but mind the crumbs!!

Tea, Coffee Soft Drinks and the usual Sweets and Crisps (50 pence a bag!)



All the cakes are home-made and extremely popular.

With ample seating room and very friendly staff this cafe is must visit during a day at one the railway's excellent diesel or steam galas.

As an addition to this if you have travelled to the Gloucester and Warwickshire Railway by train and feel a little peckish on the way home, then the editor can highly recommend Popeyes.



Situated just across the road from the Railway Station, it serves a wide variety of food, most freshly cooked in front of you. Chips, Pies, Burgers, etc are all available and reasonably priced.

The only problem we had was what to choose!

Until the next time, and don't forget if you have any reports or thoughts for this column, email me at :

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

THE CLAGGING HEADBOARD CHALLENGE

Visions International Entertainment Ltd are seeking sponsorship for our Clagging Headboard Challenge. The challenge is quite simple, we are trying to get our 'Carry On Clagging' headboard carried on as many different privately owned locomotives as possible up to and including the 31st August 2009.

All monies raised will then be split evenly between all the locos that have carried the headboard. We are aiming for 100 locomotives.

You can either sponsor us per locomotive or by making a lump sum donation. Everyone who donates or sponsors us will go into a prize draw, the winner announced on 1st October 2009 will win one year's supply of our DVDs, i.e. every new title Visions release between 1st October 2009 and 30th September 2010
You can download a sponsorship form and keep up to date with the locos that have carried the headboard by visiting our dedicated web page at:

www.visionsinternational.biz/html/clag_headboard.html

Visions have started the fund off with a £1000 donation.

A DAY'S WORK FOR 120 YEARS OF RAIL BENEFITS

It may have been standing for over a century, but thanks to a new method of bridge replacement, the Pill Bridge, in Avonmouth was replaced by Network Rail in just eight hours. This technique, being piloted in the West Country for the first time, forms part of Network Rail's ambitions to complete engineering work in less time.



Most of the bridge construction work was completed in advance, away from the railway to minimise the amount of time the railway would need to be closed.

The bridge's walkway, hand railings and stone ballast were assembled first before the bridge deck was slotted into place. The number of hours that the railway line was closed for this improvement work was significantly cut back by 75%.

Weighing in at 117 tonnes, the new railway bridge near New Pill Stream is built to last 120 years and is a more robust structure than the replaced bridge, which was over a hundred years old.

Dave Ward, route director, Network Rail, says, "This project went really well.

We delivered a more reliable infrastructure and brought the railway back on track on schedule - all within a day. The design of Pill Bridge, which has a short structural span and is single track, provided an ideal opportunity to trial this new delivery method."

The good weather conditions also played a critical role in the project as a 1000-tonne crane was required to remove the old bridge. The crane was also used to lift the new bridge at a height of 26 metres to put in place.

The new bridge is a steel-concrete composite structure, with a length of 14 metres.



The old Pill Bridge was a single span structure, originally constructed in 1899. The abutments and wing walls were constructed from stone, and the superstructure comprised a mixture of early steel and wrought iron main girders and cross girders.

Photos show the old bridge (Top) and the new bridge (Above)
©Network Rail

Railtalk Magazine

Passengers and staff name two new business trains for Sheffield

East Midlands Trains launches a brand new improved timetable on 14th December 2008. This will see improvements for Sheffield to London passengers with faster journey times and more available seats to the capital.

In preparation for the timetable launch the company has been asking staff and passengers in Sheffield to send in new names for two key business trains to London. And the winners have now been announced as:

- The Sheffield Continental (06.47 from Sheffield)
- The South Yorkshireman (07.44 from Sheffield)

These services will now sit alongside 'The Master Cutler' in the timetable.

Both names were suggested by more than one person and the winning entries drawn at random can now be revealed as:

- The South Yorkshireman –named by Stewart Dalton of Mosborough, Sheffield who said "My suggestion would be to revive an old, well loved, service – The South Yorkshireman."
- The Sheffield Continental – named by Sarah Cox, Safety Liaison Officer for East Midlands Trains said "I suggested this as services from Sheffield arrive directly into St. Pancras, the home of Eurostar. People in Sheffield now have great access to easy links to the continent and so it seemed very appropriate to us."

Commercial Director David Horne said "Thank you to everyone who entered this competition to find two new names. We received over 150 suggestions reflecting the pride people have in the region and the importance of this link we provide to the capital to them. Choosing two winners was difficult but I believe the names Sheffield Continental and South Yorkshireman will be well received by staff and passengers alike – we hope to see lots of business customers travelling with us on them to London from December."

WINTER OFFERS FOR TRAVEL ON THE SCENIC LEEDS - SETTLE - CARLISLE LINE

Special discounts of up to 69 % are being offered for travel this winter on one of Britain's most spectacular railway lines.

Northern Rail and Metro are offering anyone with a West Yorkshire MetroCard or Metro English National Concessionary Pass (ENCP) the opportunity to take advantage of great discounts to travel on the Leeds-Settle-Carlisle line.

The special offer is a day return ticket for just £8 from Leeds, Bradford Forster Square or any intermediate Metro station on the Airedale Line, travelling to anywhere on the Leeds-Settle-Carlisle and Lancaster – Morecambe routes.

The offer runs from Monday 3 November 2008 until Saturday 14 February 2009 inclusive. MetroCard holders can travel any day of the week and weekends and Metro ENCP holders can travel anytime from Monday to Friday.

NATIONAL EXPRESS STUDENT PROJECT FINALIST FOR BUSINESS AWARD

A pioneering engineering project set up by National Express East Anglia and Wymondham High School reached the finals of the Eastern Daily Press Business Awards, where the project was shortlisted for the Industry Partnership Award.
Sixth form students from Wymondham High School worked in partnership with the engineering fleet team at the train operator's Crown Point Depot, Norwich, as part of an engineering education scheme.

The four students worked on a project to come up with a solution to improve the reliability of the air-operated internal doors on the Mark 3 coaches which operate on mainline train services between Norwich and London Liverpool Street.
The solution involved adjustments to the operation of the doors through the development of an electrical box and replacement of relays to regulate the automatic movement of the doors more consistently.
The prototype was built by the students and fitted to a replica carriage door which was developed and built by Crown Point technicians Stuart Lawler and Luke Greenfield with the intention to move towards a proper vehicle trial. National Express East Anglia Engineers Nigel Teulon and Jason Mills also oversaw the project.

Stuart Lawler commented, 'The students demonstrated a high degree of engineering initiative and competence which impressed the team at Crown Point and the train leasing company, Porterbrook. We hope they will consider the rail industry in the future, if they decide to pursue engineering as a career.'

The students who took part in the project were Andy Knights, Matt Rudling, Ryan Frost and Tom Dougall.



Teacher, Simon Nicholson, commented, 'The students thoroughly enjoyed working on this project with National Express. They are extremely grateful for all the hard work that was invested by the team of engineers and other staff involved to ensure the project was a success.'

National Express East Anglia will be working with Wymondham High school students once again next year on a new electronics related project.

Nigel Teulon, National Express East Anglia, Mainline Route Engineer 'It has been fantastic to be recognised for the work we have done with Wymondham High School. To be able to help young people to develop their skills and learning by looking at real issues is of great benefit to them and to our company. We are now looking at how we can further develop this partnership.'

Mark Ward National Express East Anglia's Major Projects Engineer at Crown Point Depot added:
"The project has been really worthwhile all round. Not only have the students developed their skills but we have learnt a lot from it too. We are looking forward to developing this partnership and working with Wymondham High School once again next year."

Stoke-on-Trent company to produce china for Virgin Trains

Virgin Trains is using Stoke-on-Trent based company Dudson Ltd to supply its Pendolino trains with china as part of the new First Class catering offer that will be introduced alongside the improved timetable this December. This order for more than a quarter of a million pieces is enough to equip approximately 300 restaurants and is a very welcome addition to the company order book. Dudson, a 208 year old family owned business, specialises in tableware for the hospitality industry and continues today to manufacture all ceramic products in Stoke-on-Trent sourcing local materials such as Cornish clay. The stylish but simple design of the place settings that will be used throughout the first class accommodation will replace china that had been in use since the start of the Pendolino services in 2004. Better utilisation will mean that the total number of pieces in each individual set will reduce from nine to five.
Nic Cuthbertson, Virgin Trains' Product Development and Purchasing Manager said today: "We have been impressed by Dudson's professionalism in understanding our requirements and converting our ideas to something real and workable. They are an excellent example of fine British workmanship and materials."

Sold for charity

South West Trains raised £8,500 by auctioning 17 nameplates from our old trains (Class 442), which ran on the London to Bournemouth line, to raise funds for Naomi House Children's Hospice near Winchester.

Virgin train travel for the cost of a gallon of petrol!

Virgin Trains has announced that it is to slash the price of leisure travel from December by as much as 50%. The reductions come immediately after Prime Minister Gordon Brown told petrol companies that forecourt prices remained too high.

The cheaper fares, which must be booked in advance, will be available for travel from mid-December. The cheapest Advance fare from Birmingham to London will be cut from £10.50 to just £5 - offering travel at four-and-a half-pence per mile. This is substantially less than the average 48.21pence per mile cost of motoring. The London-Birmingham ticket is about the same price as a gallon of petrol, the London Congestion Charge and a fraction of the price of a day's car parking at Heathrow Airport.

Throughout this year car owners have seen the cost of motoring increase, on a monthly basis, with petrol costs around the £5 per gallon mark and users of diesel fuel paying over £5.50 a gallon. Added to this is the unpredictability of travel times for longer car journeys (see Note 4), with delays running at 3.92 minutes for every ten miles travelled on the most congested inter-urban roads.

Virgin Trains currently offers on average 25,000 Advance tickets across its network on weekdays. Purchase of these tickets has risen by 26% over the last year for Standard travel with a 19% increase for First Class travel. More Advance tickets have also been made available this summer.

Virgin Trains Commercial Director Graham Leech said: "Despite evidence that motorists are switching to cheaper public transport, delays on longer road journeys still exist. Motorists stuck in traffic jams just use up more fuel making their journey even more expensive, whilst also contributing to increased carbon emissions.

"We want to make rail the first choice for travel in the knowledge that it is environmentally friendly, whilst also making it cheap enough for people to continue to make leisure journeys, despite the recent increases in the cost of living." The cheaper advance fares are on sale now. Advance fares will also be reduced on other routes with Advance fares from Liverpool to London starting from £8 (currently £13); Manchester to London from £8 (currently £13); Carlisle to London from £11.50 (currently £17.50); Lancaster to London from £10.50 (currently £16.50) and Glasgow-London from £12 (currently £18.50).

Virgin Trains Advance tickets can be booked at www.virgintrains.com, by calling Telesales on 0845 222 333 or at manned rail stations. From the end of this month tickets@home will be offered as an option for all Advance tickets for travel on the London-Manchester route, providing fast track access at stations without the need to queue at ticket offices to buy a ticket.

NATIONAL EXPRESS EAST ANGLIA LAUNCHES SAFER TRAVEL SCHEME

National Express East Anglia has introduced a 'Safer Travel' scheme for customers travelling on their Metro route services between Shenfield and Maryland, where trains call at stations including Romford and Ilford. The train operator has employed a team of new 'Safer Travel' officers to patrol trains between these destinations.



The new officers will wear head cams which they can operate to provide footage rather like CCTV coverage. The new team will focus on the enforcement of Railway Byelaws with a view to curbing anti-social behaviour, fare evasion and vandalism, thereby making travelling on the route more pleasant for everyone.

The scheme is also intended to act as a positive visible deterrent for those who seek to commit acts of anti-social behaviour, as well as providing reassurance to customers. The scheme has been launched after the successful introduction of a similar 'Safer Travel' scheme on National Express East Anglia's Colchester to Clacton services earlier in 2008.

Clive Morris, National Express East Anglia's Metro Route Business Director commented:

'The launch of a National Express East Anglia 'Safer Travel' team on our Metro route will build on the success of the scheme operating on our Clacton branch, and the new team will be a reassuring presence for our customers travelling between Shenfield and Maryland. The 'Safer Travel' scheme demonstrates that we have listened to customers' concerns and that we're working to deliver improvements to our train services for the communities we serve.'



National Express is working in partnership with the British Transport Police on the Safer Travel initiative, which has been very successful in North Essex. Photos: © NEEA

East Midlands Trains secures new power car

East Midlands Trains is pleased to announce that it has been able to secure an additional power car for its HST fleet. Power car 43089, on lease from Porterbrook, will be joining the East Midlands Trains fleet at the start of December.
Commenting Richard Elwen, HST Fleet Manager said:
"We know that there has been much industry speculation about where 43089 will be going, and we are pleased to announce that it will be coming to East Midlands Trains at the start of December and will help to support the HST fleet throughout the new timetable.
"In addition to securing this new power car, which will help support the fleet and improve reliability, we are also in the process of installing new engines in our HSTs, and will be embarking on a range of interior improvements to the coaches early in the new year."

Alex White, Operations Director for Porterbrook said "We are delighted to be able to offer 43089 to East Midlands Trains as an augmentation vehicle to the existing HST fleet. 43089 has only recently returned from deployment on the successful Hayabusa project. We believe that the introduction of 43089 will add some resilience to the East Midlands Trains HST fleet as they embark on some ambitious refurbishment projects in 2009. 43089 will become the 26th power car in the East Midlands Trains fleet.

CROSSCOUNTRY UNVEIL FIRST REFURBISHED HST

Operating from Glasgow to Plymouth (via Edinburgh), CrossCountry's first refurbished High Speed Train (HST) entered into service on Monday 29 September. The 125mph diesel-powered HST, one of five being introduced this year, will regularly operate on CrossCountry's North East – South West route, serving key towns and cities including; Edinburgh,Newcastle, Durham, Wakefield, Leeds, York, Doncaster, Sheffield, Derby, Birmingham, Cheltenham, Bristol, Exeter and Plymouth.



The Company's exciting HST refurbishment programme includes a redesign of the First Class and Standard carriages, providing extra capacity that will see each HST having 542 seats spread between eight carriages – that's more seats than a jumbo jet!

The carriages feature contemporary and modern colour schemes and have been fitted with new seating and tables, carpets, curtains, refreshed toilet facilities, enhanced lighting and power sockets throughout. Importantly, the refurbishment also delivers significantly more space for luggage. The power cars are fitted with new MTU-built engines to increase reliability, improve fuel efficiency and produce lower emissions.

Andy Cooper, Managing Director at CrossCountry said; "We're delighted to have our first HST operating. These trains deliver the extra capacity our passengers and stakeholders tell us they want, and their introduction also means we're on track to deliver our promise of increasing seating by 35 per cent.
I'm certain these trains will provide our customers with a comfortable and relaxing journey."

Andy added; "We have already received excellent feedback from passengers who have travelled on this train and we will continue to monitor their comments and feedback to help provide the highest possible standard of customer service and experience on our HSTs."

New work of art for Tube map cover by Pae White

Tube customers can now pick up the latest Pocket Tube map cover from stations. The new artwork '...fragment of a Magic Carpet, circa 1213' is now on the front of millions of Pocket Tube maps. Artist Pae White's new design was commissioned by Art on the Underground, London Underground's award-winning art programme. White will also make the next work for the flagship exhibition space at Gloucester Road station. '...fragment of a Magic Carpet, circa 1213' takes the form of a section of a Persian rug, woven from the colours of the Tube map.
White is the first artist to both design a Tube map cover and to make work for Gloucester Road. Her Tube map cover design uses the flying carpet motif as a suggestion of magical transport. White says: 'The work plays on the idea of networks, storytelling and mythology, weaving the colours of the different Underground lines from Harry Beck's iconic Tube map together as a rug. 'Tapestry is considered to be one of the highest forms of art in the Middle East and by taking this form, the work is a small tribute to cultural integration.'

Liverpool train depot expands to meet growing demand

More train services on the west coast main line and the prospect of longer trains in the near future has prompted Network Rail to invest £15m in brand new facilities at the Traincare Centre in Edge Hill, Liverpool.
Work has started on building a new maintenance shed on redundant sidings within the depot that Alstom uses to maintain Virgin's fleet of Pendolino trains.
The shed will have state of the art technology including a `rail removal` system that will enable train wheelsets to be swapped out and the major underside mounted equipment to be removed and refitted, overhead cranes, and a high-level platform allowing roof access for maintenance staff. It will also be electrified.
Peter Strachan, route director for Network Rail, said: "The £15m we are spending on Edge Hill is just part of an overall package to upgrade five Alstom Traincare Centres, which provide a full service provision for Virgin's Pendolino trains, on the west coast route.
"The start of the Virgin High Frequency or VHF timetable in December means that this depot will handle seven Pendolino trains each night compared with the five it currently looks after. In addition to this, we are also building it sufficiently long enough to take the 11-carriage Pendolino trains in the future. The investment in the depot supports the wider regeneration of the area under the Edge Lane scheme "
From the start of the new timetable on 14 December, the 52 Class 390 Pendolino trains will be more heavily used to provide extra services on the west coast route. This means there is an even greater dependency on efficient servicing and maintenance of the fleet, with Virgin Trains needing 47 of their 52 trains to be available every weekday, rather than the 46 required today
Terry Sherliker, Alstom Traincare Centre Manager for Liverpool and Manchester said: "We have been preparing for the VHF timetable for almost two years, improving our processes and training our people in order to be ready for the opening up of the seven day railway, of which Edge Hill is an important part.
"There are currently 23 maintenance staff at Edge Hill; the ramping up of services will ensure continuing employment and the new scope of facilities will enable the depot to take on new work and potentially grow the workforce."
Virgin Trains Chief Operating Officer Chris Gibb said: "Edge Hill will play a key role in Alstom delivering 47 Pendolino trains to Virgin Trains every day. significantly reducing the time that our Pendolino trains are out of service undergoing maintenance."
Edge Hill will also play a pivotal role in Alstom`s programme to integrate the four new 11-carriage Pendolino trains and the additional Pendolino vehicles when 31 of the trains are extended to 11-carriages from their current nine carriage formation.
The first of the new trains will arrive by end of 2010 and all new vehicles will be integrated and in service by 2012.

BRINGING IN THE CHANGES AT BRADFORD

Rail improvements works which will speed up journey times and reduce train congestion at Bradford Interchange have been carried out during the October half term.
Network Rail has invested £8.5m on works to track, station buffers and signals to improve passenger services at the station.
Network Rail is taking advantage of the school holidays, when there are traditionally fewer travellers, to complete the more complex works.
Warrick Dent, area general manager for Network Rail, said: "The massive amount of work we are carrying out at Bradford is to get rid of an historic bottle neck. It will speed up journey times between Leeds and Bradford by up to a minute and a half and will also mean that we can bring trains from Halifax in to platform one at the same time as a service from Leeds comes into platform two or four."



Steve Butcher, area director, Northern Rail said: "Passengers will benefit from more reliable journey times once this work is complete. It will also help us deliver more journey opportunities for our customers along the Calder Valley with the introduction of our new timetable in December, including a fast service between Bradford and Manchester taking less than an hour."

First new 100mph fleet arrives in the UK

The first four car Class 350/2 Desiro train unit has arrived in its new 'home'; Siemens' Kings Heath Depot in Northampton, where the trains will be based and maintained.
This is a major milestone in the London Midland story, and after final testing on the West Coast Mainline, the first train will be one of ten brand new four car trains to be introduced into passenger service for the introduction of the new rail timetable on 14 December.
The trains are capable of 100mph and carry passengers in air conditioned comfort. They are the very latest in the Siemens Desiro UK series, which celebrated its fifth birthday in service in the UK this year.
Steve Banaghan, Managing Director of London Midland, said: "The arrival of the first new train is a significant landmark for London Midland and our passengers.
"They will transform the experience of passengers on our longer distance routes and, combined with our new direct services between the London, Birmingham and the North West, will provide new opportunities to travel with London Midland."

London Midland will have taken delivery of a total of 37 new four car 350/2 Desiros by July next year, including the ten that will be in service this December. The deal for the 37 trains between London Midland, Siemens and train leasing company Porterbrook is worth approximately £190 million and includes maintenance of the fleet.

NORWICH TO CAMBRIDGE RAIL SERVICE CELEBRATES SIX YEARS OF SUCCESS

The Norwich to Cambridge rail service is going from strength to strength as it celebrates its sixth birthday. Train operator National Express East Anglia has revealed that over 700,000 passenger journeys are being made on an annual basis on the thriving link between the two East Anglian cities. The number of journeys made on the popular service has grown by over 40 per cent since the introduction in 2002.

The rail link was launched six years ago following the award of a £9.2 million grant from the Strategic Rail Authority under the Rail Passenger Partnership (RPP) scheme amid strong support from county councils, MPs, rail user groups, regional media and the business community who recognised the pressing need for a direct link between the two cities. Utilising new, fast and comfortable Class 170 diesel trains the service was an instant hit, encouraging additional journeys by train and offering an excellent alternative for road users on the A11. Research carried out in the second year of the service's operation revealed that 44 per cent of passengers using the link said they would have previously travelled by car.



The service has seen further improvements since its launch with the addition of an extra return trip each day giving 16 trains each way (32 trains in total) on Mondays to Saturdays, plus 10 trains each way on Sundays and additional stops at Brandon, whilst at Wymondham and Attleborough part-time staff have been introduced on weekday mornings in a highly successful initiative which has improved customer service, provided extra assistance and enhanced the image of the town (a project which won the "Putting Passengers First" award at the 2007 National Rail Awards).

The aim of attracting passengers to the service by providing a high quality, direct train service with modern Class 170 trains which offer First Class and Standard accommodation, air conditioned carriages and facilities for those with disabilities and cyclists, is certainly being met as passenger numbers continue to grow beyond expectations.

Day Leisure fares between Norwich and Cambridge are £12.50 return for adults, or £26 for a three day pass, and £2 each for up to four accompanied children with both tickets.

Andrew Goodrum Business Director for National Express East Anglia said: 'The Norwich to Cambridge service continues to grow and meet customer expectations. It is difficult to imagine that a little over six years ago it did not exist. Now the service is an essential part of the East Anglian rail network with commuting from towns such as Wymondham, Attleborough or Thetford, to Cambridge or Norwich now an attractive and feasible option. The service has proved itself to be vital for the life of the local economy and for the quality of life of those who live in the area,'

Photo: © NEEA

Chiltern to Virgin Railways: 'What took you so long?'

While Virgin Trains are slashing their advance fares from Birmingham to London, Chiltern Railways have announced no such plans. Why? We don't need to – our prices have always been low.

Chiltern's Head of Marketing, Kirsteen Robertson said: "It's great that our friends at Virgin are following our lead and are slashing prices to encourage people onto trains as a more cost effective option than the car. However, I can't resist a gentle tease - What took you so long? Our Advance tickets start from £5 from Birmingham to London and are available through all channels including as bar codes on mobile phones and as print at home. Our passengers have always known that Chiltern represent the best value for money around. Only this weekend, Observer readers voted us the second best railway company in Britain, after Eurostar. She added: "It's not just our advance fares which keep people coming back. Our trains are the most punctual in the country and if passengers aren't able to get Advance tickets, we have walk up returns from Birmingham to London from as low as £18. Industry experts and passengers alike know that Chiltern are the original low cost and most reliable way to travel between London and the West Midlands It's fantastic that other train companies are following our lead to bring prices down for passengers."

ARRIVA'S NEW TIMETABLE RESPONDS TO PASSENGER DEMAND

More services, new destinations and shorter journey times will be introduced in the new December timetable as a response to growing passenger demand. Starting on Sunday, 14 December, the new timetable aims to improve performance, increase seating capacity and offer more journey opportunities across key destinations on mainline routes in Wales and the English border area.



A London Underground 1995 Stock train is seen coming into Euston station while working a service to Kennington via Charing Cross. *Jonathan McGurk*



Top Left: Well they say time waits for no man but it does here at Glazbrook station, Cheshire as it clearly has no hands!

Dave Harris

Bottom Left: Looking up Edgware station on the Northern Line as a 1995 Stock train prepares to leave for a late night Edgware - Morden via Bank Northern Line service from Platform 3.

Jonathan McGurk

Below: A long exposure photograph of an unidentified Class 365 EMU Networker train is seen passing through Platform 2 at Finsbury Park station while working a First Capital Connect service to London Kings Cross on the 13th October.

Jonathan McGurk







Railtalk Magazine

The Autumn Gala season continued in October with some really great events.
We start the month with the Nene Valley Diesel Gala and this shot of Class 47 270. *Richard Hargreaves*





Top Left: Class 37 518 now carrying Railfreight livery looks smart as it departs Wansford with Class 31 270.

Bottom Left: One of the visiting locos to the Nene Valley was Class 73 136 seen here with the line's resident DMU.

Below: Another visitor for the event was GBRf's Class 66 729, seen arriving at Orton Mere.

All: Richard Hargreaves







Above: Class 20 069 is seen at Wansford.
Mike Parsons

Top Right: Was this the star of the Nene Valley Gala. Hanson Traction's Class 56 312 in a striking purple livery.
Richard Hargreaves

Right: Looking rather work stained is Class 25 057 pictured on the rear of a service to Wansford, at Orton Mere.
Richard Hargreaves





The Great Central is always a delight to see photos from and the benefit of October sunshine was a definate bonus.

Left: 5690 is seen on passenger duty at the GCR Gala on Sunday 12th October.

Bottom Left: 70013 Oliver Cromwell works a short van train passed Wodthorpe at the GCR gala on Sunday 12th October.

Bottom Right: 63601 storms the "Windcutter" goods service passed Woodthorpe on the Great Central Railway.

All: Derek Elston











Top Left: 60163 'Tornado' passes Woodthorpe on the 12th October.
David Dawson

Top Right: Looking immaculate now that it has been repainted into BR Green is Class 421 4-CIG 7059 seen parked up at Swithland on the Great Central Railway.
Peter Cheshire

Left: 70013 Oliver Cromwell with an Express train passes Wodthorpe on the 12th October.
David Dawson

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

RECORDS TUMBLE - EXTRAORDINARY SCENES AT STEAM RAILWAY GALA

Great Central records best weekend in 39 year history as four star engines draw unprecedented crowds

Four big names equals three days of record crowds. An estimated seven thousand passengers travelled over the Great Central Railway during its recent Steam Railway Autumn Gala. It's a record for the line - its busiest ever weekend since preservation began in 1969.

The previous best attendance was set at this years War Weekend when 5000 people visited the railway. It's thought at least another thousand people were on the line side watching the procession of trains. Bill Ford, president of the Great Central Railway said, "This was a wonderful one off. With Britain's brand new main line steam engine Tornado, Oliver Cromwell, Leander and Lord Nelson coming together we really fulfilled our main line double track image. We'd like to thank everyone who turned out to support us. We've got to work on what we can do next year now!"

At one point on the middle day of the event Leicestershire police closed the road leading to Quorn and Woodhouse station as so many cars were queuing to get into the site. Seven coach trains ran full to standing during the days and the Saturday night steam show (featuring a 'night mail' run with Leander) was attended by a record crowd.

The beer tent entered the spirit of the event with four specially brewed ales – Tornado, Cromwell, Nelson and Leander! The LMS design was the first one to sell out…

Remarkably, the son of legendary GCR general manager Sir Sam Fay was at the event, celebrating his 100th birthday. His Honour Edgar Fay QC was able to enjoy his father's legacy from the comfort of the preserved lines dining train. Fay senior ran the GCR between 1902 and 1923.

"Thanks are owed not only to our team who burnt the midnight oil to plan, timetable, promote and staff the event, but also to owners of the visiting engines and the National Railway Museum," concluded Bill. "The event marks the last passenger trains with Tornado at the Great Central Railway and I'd like to pay tribute to the A1 Steam Locomotive Trust who have been a professional, diligent and excellent group of people to deal with. I wish them every success for the future."

City of Truro is due to arrive at the Great Central very soon for a brief stay. It is the last visitor of the "Year of Express Engines" at the railway. During its visit it is hoped to team it up with Oliver Cromwell and if possible, Leander.





Left: 60163 Tornado works the mails on the Great Central on it's last day at the railway, 12th October.
Derek Elston
Above: 63601 crosses Swithland viaduct in splendid autumn light. ***Peter Cheshire***

OLIVER CROMWELL GETS A (TEMPORARY) NEW NAME

Royal renaming ceremony to mark the centenary of the Territorial Army (8th November 2008).

The Great Central Railway is staging a national event of commemoration and thanksgiving to mark the service and sacrifice of the members of the Territorial Army in its centenary year. The highlight of the event will be the renaming and numbering of British Railways Standard 7, Britannia Class, no. 70013 "Oliver Cromwell" by HRH Duke of Gloucester.

Britannia class engine, no. 70048 was named "Territorial Army 1908-1958" by the then Duke of Norfolk. The TA, the National Railway Museum and the Great Central Railway are teaming up to arrange the temporary renaming and renumbering of Oliver Cromwell. The NRM have given special permission for this to take place.

"It is a particular honour for us to be part of the team marking this centenary. The sacrifice and courage of the Territorial Army deserves recognition and we look forward to welcoming HRH Duke of Gloucester to the railway for the ceremony" said GCR president Bill Ford.

The event, which is open to the public, takes place on Saturday November the 8th at Quorn and Woodhouse Station. The site will open to the public at 10am. The VIP party will join ex servicemen, civilian employers and others paying respects to the fallen with a two minute silence. Then the temporary new identity for Oliver Cromwell, "Territorial Army 1908 – 2008" will be unveiled. The engine will also carry a 'new' smokebox number, no. 70048.

It is also hoped a special travelling post office train will run carrying a first day cover marking the occasion. After the ceremony the VIPs will be invited onboard the GCRs first class dining train.

"It is a fortunate but very fitting coincidence that Oliver Cromwell could play the part once reserved for her long scrapped classmate no.70048" concluded Bill. "The 15 guinea special wasn't the only anniversary the engine needed to meet this year!"



Above: Another line to have a gala in October was that of the Great Central (North), a splendid little line that has a lot to offer the visitor.
This is Class 20 154 and classmate D8007 on the 11th October at Rushcliffe halt.
Richard Hargreaves







Top Left: Ex Freightliner Class 47 292 is seen in action at Ruddington on the Great Central (North) Railway.
Class47

Top Right: Ex-works Class 56 action at Ruddington is provided by 56 097.
Richard Hargreaves

Left: On the 18th October Class 37 109 makes a noisy departure from Summerseat, with Class 50 015 giving the slightest bit of assistance on the rear.
David Dawson



Above: Still wearing it's unique EWS livery Class 31 466 pauses at Lydney. *David Dawson*

Below: Standing in the car park at Toddington on the 25th October is Ex Freightliner Class 47 376. *Richard Hargreaves*



60163 Tornado, Britain's new £3 million steam locomotive, moves to the NRM to start her main line trials

Speaking about Tornado's move from the Great Central Railway, Mark Allatt, chairman of The A1 Steam Locomotive Trust said: "Tornado is leaving the GCR after two amazing months of tests, trials and initial passenger operations which culminated in the record breaking Steam Railway gala, attended by over 7,000 people, and test runs at up to 60mph. The Trust can't thank the GCR enough for their professionalism, helpfulness and warm hospitality during our stay and we look forward to returning many times in the future. However, Tornado is now ready to stretch her legs on the Network Rail main line, where she will be tested at speeds of up to 75mph during November in preparation for her Network Rail passenger début in the New Year." Commenting on Tornado's time on Britain's only double track, main line heritage railway, Bill Ford, president of the Great Central Railway, said: "It has been a real honour to host the running in trials and first passenger trains for Tornado. She's a handsome machine and her smooth début is a tribute to the skill and determination of The A1 Steam Locomotive Trust. We wish this great team of people and their engine every success in future endeavours and hope to welcome her back to the GCR in future." Although Tornado will only be on display in the NRM's Great Hall for a few days, she will be behind the scenes at the Museum until at least February 2009. Following her appearance at the Dinner at the NRM on Thursday 23rd October she will undergo final preparations for the main line. Tornado will then undertake her main line tests and trials before completing the certification process and receiving the go-ahead to operate on Network Rail. Tornado's test runs will take place on Tuesday 4th (locomotive and support coach from York to Scarborough and return), Thursday 6th (locomotive and train to 60mph from York to Barrow Hill, Chesterfield and return) and Tuesday 18th November (locomotive and train to 75mph from York to Newcastle and return). The locomotive will then enter the NRM's paint shop where she will loose her now familiar test livery of photographic grey. Andrew Scott, Director of the NRM, said: "Hosting Tornado during her main line trials confirms the NRM's position as the centre of all things rail. Not only was York the final home of the Peppercorn class A1s but the original drawings used to recreate this extinct class of steam locomotive are preserved by the NRM and without them this fantastic project, which has been over 18 years in the pipeline, would not have been possible.

Mark Allatt, chairman of The A1 Steam Locomotive Trust added: "We are looking forward to introducing our locomotive to new generations of enthusiasts at the NRM. Tornado at the NRM is the next chapter in the story of a project that many said could never be completed. In 1990 a group was formed with a vision and the determination to make it succeed – to build and operate a Peppercorn class A1 Pacific steam locomotive for main line and preserved railway use. 18 years later, and thanks to that shared vision and determination, Tornado turned her wheels in anger for the first time on 1st August 2008 in front of the world's press. It is thanks to our more than 2,000 regular monthly and other donors, our sponsors led by William Cook Cast Products Limited and the hard work of our volunteers and contractors that all that remains now between Tornado and main line operations is the successful completion of her tests and trails programme on Network Rail in November. The Trust is now looking to the great British public to help us get Tornado onto the main line passenger service by making a donation, sponsoring a component, taking part in our covenant scheme and/or our £500,000 bond issue.
There is only £50,000 to help fund a support coach and £66,000 to pay for tests and trials between now and Tornado's main line début."

The Class 58 Locomotive Groupare pleased to announce our new fund-raising initiative: "£58 for a 58"

What is "£58 for a 58"?

With the uncertain future that the Class 58s are facing, the Class 58 Locomotive Group are looking at ways to raise some more funds in order that we are in a suitable position to seriously think about purchasing spare components and ultimately a locomotive as and when the opportunity arises.

As a result, we are launching this new sponsorship scheme whereby members and non-members of the C58LG are able to 'sponsor' individual parts of a locomotive. Everything on a Class 58 – from the main engine block to the power handles to the nuts and bolts that hold the whole thing together, have been accounted for and all one-thousand items have been allocated a hypothetical cost of £58 (or a multiple thereof for larger items).

If we are successful in getting all the components sponsored, we will be able to raise £58,000 which is an ideal amount of money to be in a great position to be able to buy any spare parts and possibly a locomotive when the time comes.

Of course, there is no limit on which parts anyone wishes to sponsor and everyone who sponsors an item(s) will receive a certificate detailing their sponsorship.

Obviously we expect items, such as the power handles, to be the most popular item for sponsorship so we ask sponsors to identify a number of items in order of preference they wish to sponsor.

A table of items is provided on our website (www.c58lg.co.uk) and we will make constant updates to the table so everyone can keep track of which items are still available. We would like to make it clear that this sponsorship is purely a fundraising event and we will not necessarily purchase the items on the list unless they are required at some time in the future.

Finally, rest assured that the C58LG committee, in line with our Business Plan, will look at buying only the best available locomotive and components that come up for sale, we will undertake a detailed inspection utilising our team of technical experts and our standard identification form to identify any problems/missing components and we will make all inspections equally exacting and un-biased.

For a copy of the "£58k for a 58" prospectus, please either write to the C58LG at 107 Woolaston Avenue, Cardiff, CF23 6EW, e-mail: info@c58lg.co.uk or you can view it online at http://www.c58lg.co.uk/html/58k_project.html. An online copy of the Sponsorship List can also be found online at: http://www.c58lg.co.uk/html/58k_sponsorship.html.

C58LG

CLASS 58 LOCOMOTIVE GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving a Class 58 locomotive and we invite you to join us!

For more information on the C58LG, please see our website www.c58lg.co.uk, e-mail info@c58lg.co.uk or you can write via 'snail mail' to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW.



See our website for information on our new fund raising initiative: "£58 for a 58" – sponsor a part of a 58!



The Gloucester and Warwickshire Gala on the 25th/26th October saw the final runs of Class 47 701 before it returned to Long Marston.

Left: What a line up at Toddington on the Saturday morning with Class 47 701, Class 31 5580 and Class 24 D5054 on view.
Richard Hargreaves

Bottom Left: Class 24 081 and Class 24 D5054 are seen at Winchcombe.
Richard Hargreaves

Bottom Right: Class 37 215 looks immaculate as it approaches Toddington.
Class47





Above: Super power for this oil train in the Czech Republic as Class 751 176 and 751 354 depart Lickhov.
Paul Godding

Right: Another pairing of locos is this shot of Class 740 601 and 740 550 seen at Ceska Lipa with a coal train probably bound for Chomutov.
Paul Godding





Three shots from Strasbourg station.

Above: Wearing the SNCF “en voyage” livery is veteran electric loco 525607.

Top Right: In the UK the sight of a shunter in the station is now quite rare, but in France along many other European countries it is still an essential item. This is SNCF’s 8083 in the main station.

Right: Interesting that if you search on “Google” for this loco, you not only find that it is a Lima model but it is also described as Ancient.

All: Brian Battersby



The huge freight yard at Muttenz is an excellent place to visit. Muttenz is in the east of the town of Basle, Switzerland and sees a great deal of freight traffic.
Below Left: These shots really don't do the yard justice, it is vast.
Below Right: As expected from its location there are a large number of Swiss electric locos stabled there, waiting for their next turn of duty. *Both: Brian Battersby*





Above: A pair of Class 37's, 37 059 and 37 212, power through Crewe on the 21st April 1990. Both locos are wearing the Railfreight "Red Diamond" sector branding, and have a matching rake of Freightliner containers. *Jon Jebb*

Right: Looking decidedly dodgy for its future at Derby Works on the 4th September 1982 is Class 25 261. As can be seen in the picture, the loco has already been well stripped. *Jon Jebb*









Above: Doncaster works on the 3rd October 1982, and a sad looking Class 55 011 stands alongside Class 37 079. *Jon Jebb*

Top Right: Loco visits into Marylebone station have been rare for quite a few years until WSMR has recently returned with the Class 67's. However on 7th August 1991 Class 47 112 was pictured stabled in the station. *Pete Cheshire*

Bottom Right: During sectorisation of British Rail and should sectors find shortages of locos, " hiring " happened on many occasions. Here, one such loco from the Parcels Sector, in splendid red livery - 47 712 Lady Diana Spencer was performing on 17 August 1991 working the 12.20 Exeter St. Davids - London Waterloo through the former Seaton Junction. Locomotives in the 1990's were given "pools" and sectors which required locomotives were given a selection of suitable locomotives, which they took responsibility for and were also permitted to paint them in their own liveries, thus it was the end of the formal BR corporate blue! *David Mead*





Above: This is an ICI Soda Ash Train topping Shap Summit on 22nd July 1967 headed by Standard 2.10.0. - 92212. This locomotive eventually was "saved" from the scrapyard at Barry and after a chequered time in preservation is now on The Mid-Hants Railway !

Left: This is the 11.08 Edinburgh - Blackpool North headed by a 4.6.2 - Britannia Class - 70010 Owen Glendower and I took this passing Shap Summit Signal Box on 22nd July 1967. Sadly this locomotive was scrapped.

Both: David Mead



This is the 1P03 Wrexham - London Marylebone at Cefn Viaduct with Class 67 No 67003 leading and 67022 at the rear on 27th September. *Dave Harris*