

Railtalk **Magazine**

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Britains fastest commuter train ?

Welcome

From The Editor

Welcome to Issue 34 of Railtalk Magazine, to start with, as normal I would like to thank everyone that has supported the magazine in any way, but a special thanks to the WLA supplying the pictures and information on D1062. Hopefully there will be more to come in future editions, other major news this month is that look out for issue34xtra, with all the international pictures and news in it..

I suppose the one things that I do need to talk about, as it involves my local line is National Express East Coast. A company that brought promise to the east coast only two years ago, has left it in the dumps. National Express was one of my preferred operators for the east coast when the bidding began for the franchise back in 2007. Just look at how well they ran Midland Mainline, and I thought that after the shambles with GNER we would actually have a company that could run the franchise correctly, how wrong could I be... Maybe it is time to re-nationalise the rail network, or even give it all to one company that will be able to run the our railway correctly. If we look across at our brother and sisters in Europe, we can see how the railway should be run, without trying to out do another company, without stupid prices, and without the amount of delays and cancellation that we see today. It's time to make a difference, is it not?

This issue wouldn't be possible without: Richard Hargreaves, Ian Furness, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Mike Byrne, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Madden, Andrew Flusk, Steve Andrews, John Coleman, David Hollowood, Yorkie, Craig Stretten, James Stoker, Steve Thompson, Liam, Richard Jones, Matthew Toms, Gary S. Smith, Ian James Allison, Ian Staniland, Roger Fry and a big thanks to the Rail UK team for assisting in proof reading.

Andy Patten

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Submissions

If you have ever wanted to submit pictures to a magazine, here is your chance.

Send us your news and pictures to email:

entries@railtalk.net

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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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Front Cover: Class 395 003 arrives at Ebbsfleet International with the 10.07 from St Pancras International on June 25th. *Steve Madden*

This Page: Class 37 109 works 2J60 Rawtenstall - Heywood past Heap Bridge on May 30th. *Carl Grocott*

Charter Scene

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This month's round up of the British charter scene



Class 37 670 leads Class 37 401 on Compass Tours 1272 "The Jorvik Fellsman" through Bolton Percy, York, on June 20th. [Andy](#)



Above: In fading light, Class 37 670 and 37 401 work the 1220 Northern Belle to Oban over Loch Awe on May 31st. [Richard Jones](#)

Top Left: On June 27th at Westbury, Class 37 401 sits on the rear of the "Cornish Explorer" railtour, with Class 66 188 at the 'business' end. The Class 37 would work the ECS out of Portsmouth. [Dave Dawson](#)

Bottom Left: Class 37 401 leads Class 37 670 on Compass Tours 1272 "The Jorvik Fellsman" ECS from York to Doncaster on June 20th. [Richard Hargreaves](#)



RETRO RAILTOURS LTD



We are pleased to announce our next tour,
 'The Retro Oldham Loop & Cumbrian Choppers'

Your last opportunity to enjoy loco-haulage on the Oldham Loop!



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The tour will run on **Saturday 29th August 2009** picking up at:
 Huddersfield, Stalybridge, Mills Hill, Rochdale, Shaw, Oldham Mumps, Manchester Victoria, Bolton,
 Leyland & Preston.

The train will then travel along the scenic Cumbrian Coast line, where you have the option to alight at Ravenglass,
 for the Steam Railway, Whitehaven or Carlisle. We will then pick up along the Coast line on the return.

If you book before the 31st July, Deduct £5 from fares below!

Fares boarding at stations between Huddersfield & Oldham:
 Standard Adult: £54, Standard Child £35
 First Adult: £80, First Child £65
 Premier Dining: £135

Fares boarding at stations between Manchester & Preston:
 Standard Adult: £49, Standard Child £30
 First Adult: £75, First Child £60
 Premier Dining: £130 *(not available from Leyland or Preston)*

We expect to leave Stalybridge around 7am, and arrive back at around 9pm, with between 4-5 hours at Ravenglass, Sellafield /
 Whitehaven or up to 1½ hours in Carlisle.

WE HAVE REQUESTED DRS CLASS 20s TO HAUL THIS TOUR.

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to
 2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.

Enquiries ☎ 0161 330 9055

Above: West Coast's Class 37 706 heads a steam convoy to the Eastleigh open day. Running about an hour late the formation is seen passing just outside of Guildford. Locos from the Mid hants include, 35005, 41312 and finally Lord Nelson 850. *Matthew Toms*

Top Right: Class 47 804 heads 1276 "The Midsummer Cambrian Coast Express" from Leeds to Aberystwyth, past Buttington Junction, on June 25th. *Pete Cheshire*



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Top Left: Class 66 101 is seen passing Coed-Y-Dinas, near Welshpool, working the 1291 Aberystwyth to Euston special service on June 23rd. [Pete Cheshire](#)

One of the major tours this month was that of D1015, working "The Western Chieftain" a three day Pathfinder tour that took the train from Bristol to Inverness and Kyle, the Wizzo working from/to Birmingham.

Top Right: On June 19th, D1015 "Western Champion" arrives at Crewe on the outward leg of the tour. [Brian Battersby](#)

Left: D1015 took over the 1252 Bristol Temple Meads - Inverness railtour at Bescot. The train leaves Bushbury Junction in Wolverhampton as it heads north on the first day of the tour. [Gary S. Smith](#)



More shots from "The Western Chieftain" railtour.....

Top Left: D1015 "Western Champion" passes Winwick with the 1252 Bristol - Inverness also on June 19th. [Dave Harris](#)

Bottom Left: D1015 powers out of Hilton Tunnel arriving into Perth on June 19th, the first day. [Richard Jones](#)

Above: Ready for the journey home, the loco stands at Perth Station on June 21st. [Richard Jones](#)



"Western Champion" is seen leaving Perth on June 21st, on the last day of the tour. [Richard Jones](#)

Right: Following the failure of Class 37 401 and 37 670 on the previous day, June 20th, Class 67 005 was used to haul 1Z20 Hooton - Carlisle "The Fathers Day Fellsman" from Hooton to Carlisle.

Dave Harris

Below: Another shot of the same tour, 1Z20 Hooton - Carlisle, sees the royal skip passing near Helsby on the outward journey.

Brian Battersby

Bottom Right: 5043 "EARL OF MOUNT EDGCOMBE" brings 1Z50 north through Chorlton, on its journey to Llandudno, June 6th.

Pete Cheshire





Another busy month for Class 40145

Top Left: Class 40 145 passes Wearde Quay, Saltash whilst working the Portsmouth to Penzance railtour on June 27th.

Steve Andrews

Left: On June 13th Class 40 145 worked from Rawtenstall to Aberystwyth with "The East Lancs Crusader". The tour is seen here passing Sutton Bridge Jct, Shrewsbury. *Carl Grocott*

Above: Again on June 13th, the Class 40 is seen on the return journey of "The East Lancs Crusader" approaching Crewe. *Class47*



Class 40 145 is seen propelling its train out of Penzance station after arriving with a railtour from Portsmouth. *John Coleman*



Top Left: 34067 "Tangmere" rushes through Finsbury Park with the ECS to form 1290 Kings Cross - Lincoln on June 27th. [Derek Elston](#)

Above: 34067 "Tangmere" worked from KX to Lincoln on June 27th and is seen here passing the wonderful MR signalbox at Swinderby on 1291 return from Lincoln to the capital. [Steve Thompson](#)

Left: Possibly one of the only times that a pair of Class 47's will work to Aberystwyth was on June 26th when Class 47 826 and 47 804 worked "The Midsummer Cambrian Coast Express." This is Class 47 826 leading through Heston, working the 1277 return journey. [Carl Grocott](#)



Top Left: Impressive line up at Wrexham General on June 25th sees Class 67 026, 37 401 and 67 015.

Class 67 026 was working the Northern Belle from Northampton - Chester.

Carl Grocott

Above: On June 14th, Northern held a Stakeholders day out at the NRM. They ran four special trains, one from Chester, one from Southport one from Newcastle and one from Chesterfield.

The two trains from Chester and Southport coupled at Manchester Victoria. This is Class 156 423 (newly painted) which formed the Southport train pictured here at York ready for the return journey, Class 156 461 (Chester train) was the rear unit. *David Hollowood*

Left: Class 47 826 brings up the rear on the rear of the SRPS tour to Kyle, here approaching Perth.

Class 47 804 can just be seen on the front. *Richard Jones*

Below: The 1951 built Britannia 4-6-2 70013 "Oliver Cromwell" has been a regular visitor to the south of England this year and has performed well on various railtours. The loco, was noted for being involved with the "15 guineas special" on 11th August 1968 and although part of the National Collection, it spent many of its retirement years land-locked at Bressingham Gardens. 70013 is seen here at speed on 1Z82 0830 Poole - Bristol TM on May 30th, passing Foxhills, between Ashurst (NF) and Totton.

David Mead



Above: Bulleid Pacific 4-6-2 35028 "Clan Line" (built Eastleigh in 1948) is seen here approaching Millbrook (Southampton) on May 23rd, whilst working 1Z82 0717 Waterloo - Eastleigh via Andover. The tour was one of three which visited the Eastleigh 100 Open Weekend. The special was booked to be looped for 40 minutes in the Southampton Up Goods Loop, due to pathing constraints between there and Eastleigh

David Mead

Right: Class 47 787 is seen at Perth station whilst working "The Royal Scotsman" on June 4th.

Richard Jones

Below: In appalling weather, on June 6th, 60007 "Sir Nigel Gresley" eases through Leamington Spa with 1227 Paddington - Chester "Cathedrals Express" charter.

Derek Elston

Below Right: Running as 5Z57 Carnforth - Skegness on May 29th, Class 37 516 with Class 47 760 on the rear, are seen here at Stow Park under the influence of the only bit of cloud in the sky, but that's life, so they say.

Steve Thompson





Top Left: Class 37 087 and 37 194 back onto the train at Birmingham International before working "The Kernow Growler" railtour to Penzance on June 27th.

John Coleman

Top Right: Class 37 087 and 37 194 pass the classic location of Cockwood Harbour whilst working the return of Spitfire's "The Kernow Growler" railtour from Penzance to Birmingham on June 27th.

Liam Yates

Right: Yet another shot of the tour, this time Class 37 194 leads 37 087 passed Wearde Quay, Saltash.

Steve Andrews



Class 37 087 and 37 194 work 1273 Penzance - Birmingham Int. seen here passing Cockwood Harbour on June 27th. *Carl Grocott*

Buying to a station beyond can cost less

Everyone knows about splitting their tickets at intermediate stations can reduce the cost, but did you know that buying to a station further along the line than your destination (or before your origin) can actually be cheaper?

There are several reasons why this may occur, including longer journeys being priced by a Train Operating Company (TOC) that has had lower increases than the TOC that prices the shorter journeys, but it can also be due to withdrawal of Day tickets, or route specific tickets on shorter flows not being available for the longer flows.

For example, fares to Whitby are expensive from intermediate stations between York and Middlesbrough. It costs the most from Northallerton, where no Day tickets are available. In all cases booking from York is cheaper.

From York, the Off Peak fare to Doncaster actually costs more than the Anytime fare to Mexborough – which is just a couple of stops beyond Doncaster toward Sheffield. The reason? Northern have increased fares at a lower rate than National Express East Coast (NEXC) and their pricing manager felt that a Saver should become an Anytime. So not only is it cheaper to go further, but you can also buy on board and the outward portion is valid for 4 days instead of 1.

Anomalies are starting to creep in on fares on Cross Country (XC) routes to the North West. Now that the XC franchise is no longer run by Virgin, and it doesn't go further north

than Manchester in the West, the fares from the South to Preston and beyond routed 'Not London' are now set by Virgin West Coast. As XC have risen prices massively, some fares on flows to Wigan (still set by XC) now cost more than to Preston!

Pricing doesn't always reflect the Routeing Guide

Some Cross-Country journeys are priced as if there are no permitted routes via London; this usually means that they are cheaper than some intermediate journeys via London and they do not have the Maltese cross ('+') symbol, meaning they won't work the barriers at London termini and interchange stations.

So, how do you know which journeys these are, and how can we prove they are actually valid via London? Simple: the National Routeing Guide (NRG, often just referred to as the Routeing Guide or RG) lists all the map combinations that are valid between any two sets of Routeing Points. If 'London' is listed as a valid map, then that means you can go via London and all the routes from the origin to London, plus London to the destination, are all valid.

The RG clarifies the issue by stating "In some instances (particularly long distance cross country journeys) the Manual will show an "any permitted" fare but without the via London, Maltese cross symbol. Reference to Section C (the "yellow pages") may show via London to be a permitted route for this journey and in such instances travel via London to include cross-London transfer would be permitted." But be warned – barrier staff are not told this and incorrectly refuse to accept these tickets.

Perhaps the best example to be discovered so far is Ipswich-Cambridge, which is priced cheaper than Ipswich to London. Another

example is Grantham to Stroud, which I used successfully via London without question apart from having to argue with inadequately trained LU barrier staff. If undertaking such a journey I always arm myself with the appropriate text from the RG.

Not London fares can be valid via London

Back in the early days of the RG, it was discovered that some journeys routed 'Not London' appear to be valid via London. ATOC confirmed this was the case, in a letter they admitted that some 'Not London' tickets can be used via London, "The routes 'London' and 'not London' are not necessarily mutually exclusive," ATOC say.

Thanks to the changing franchise maps and some TOCs imposing greater increases than others, there are now more 'Not London' fares valid via London than ever before! Many long distance Cross Country journeys have seen massive price increases for the 'Not London' flows set by XC, and where these are more expensive than the 'London' flows they are also valid via London, while others are called 'Any Permitted' without the + symbol (cue arguments with barrier staff, as mentioned above!) and there are no permitted routes via London, but the existence of a cheaper '+ London' fare makes them valid via London!

Perhaps the best (or should that be worst?) example is Newquay to Kyle of Lochalsh, the First Anytime is the most expensive ticket in the country at £1,002, for the extra £253 you get to sample the delights of an almost non-existent First Class service by going via the dingy Birmingham New Street trundling along at 90mph if you're lucky, but often at little more than 60mph on a rattling Voyager, and if you do go via London you get the chance to argue with barrier staff that it

is in fact valid that way because you paid £253 more to have the opportunity to avoid London!

Virgin & XC revert to less restrictive conditions

Back in March I revealed the issue of Virgin imposing ludicrous peak restrictions to its Off Peak (formerly Saver) fares for journeys wholly north of Milton Keynes back in January. Previously unrestricted, these tickets were given complicated restrictions based on arrival times. However Virgin have reversed the decision and all these fares are now unrestricted, as before.

And that's not all. XC changed their mind to impose the 0930 restriction on their long distance tickets, and these are now valid from the early hours after all. It was, in any case, very easy to avoid the price hikes by simply splitting the ticket at the first stop after 0930.

WSMR finally accept valid 'Birmingham' tickets

The Association of Train Operating Companies (ATOC) have made it clear to Wrexham Shropshire & Marylebone Railway (WSMR) that 'Route Birmingham' tickets should be accepted on WSMR, and WSMR are now accepting them. As reported in this article previously, WSMR were totally wrong to refuse to accept – or even excess – the tickets, and this has now been corrected by the company. It is unfortunate that WSMR didn't listen to advice and it took the intervention of ATOC for them to accept valid tickets, and I'd now like to hear from anyone using such tickets if they are indeed accepted without question as promised?

Some of the more unusual workings for June



Above: Virgin Class 57 303 and Class 314 209 with two barrier coaches in between the unit are seen passing through platform 2 at Springburn station while working the late running 14.00 5Z14 Shields T.M.D. - Glasgow Works working. The Class 57 was dragging Class 314 209 to Glasgow Works, Springburn for a C4 overhaul and new electrical powering system built by Alstom which will be fitted to all of the sixteen 3 - car sets that make up the Class 314 fleet.

Top Right: ADVENZA FREIGHT REVEALS.....: Advenza Freight Class 66 842 (ex - D.R.S. liveried Class 66 407) is seen looking smart in the new Advenza Freight livery having just departed platform 2, smoking the station out heading south to Stoke Marcroft Engineering. The train left Glasgow Works, where the relivery and overhaul of the train took place, at 15.08 running as 0Z66 Glasgow Works - Stoke Marcroft Engineering on June 26th.

Bottom Right: Class 67 025 and six Mk2 coaches are seen heading west passing Saughton while working the loco - hauled 17.08 2G13 Edinburgh Waverley - Edinburgh Waverley Fife Circle service. Notice the O.H.L. masts which are rapidly been put up as part of The A - B (Airdrie - Bathgate) Project. Also notice to the right handside the construction work taking place in relation to the Edinburgh Trams Project, June 8th.



ABANDONED AND DISUSED RAILWAYS: Kelvingrove Tunnel

Kelvingrove Tunnel was part of several tunnels that were part of the Glasgow Central Railway (Caledonian Railway) Line. Kelvinbridge Tunnel led to Exhibition Centre station or Finnieston station as the station was known before the station and Glasgow Central Railway line closed in the 1960s). The Glasgow Central Railway line opened in four sections. The Stobcross (known then) (Finnieston known from 1979 - 1986 / Exhibition Centre known from 1986 onwards to the present day) to Maryhill section of the line opened on 26th November 1894 and consisted of several tunnels and five stations, Stobcross (Finnieston), Kelvinbridge, Botanic Gardens, Kirklee and Maryhill Central stations. The whole line closed on 5th October 1964 as part of the 'Beeching - Axe'.



My friend and I walked the 950 yards in length Kelvingrove Tunnel then walked through an air vent and through the short St. Vincent Crescent Tunnel then came to another air vent where the North Clyde Electric Railway Line passes above (serving Charing Cross and Glasgow Queen Street Low Level station and onwards to Airdrie and Drumgelloch). After walking through the second air vent we walked through the short Stobcross Depot Tunnel which links to the live Kelvinhaugh Tunnel which serves the Argyle Line at Exhibition Centre station. Along the way, we both came across a few unexpected and eery surprises.



Telford Railfreight Terminal

The official opening on 10th June by shadow transport Secretary Theresa Villiers



Above: DB and DRS locos prepare to break the banner announcing the official opening. [Richard Hargreaves](#)

Top Right: Officials gather round the Class 57 during the naming ceremony. [Richard Hargreaves](#)

Bottom Right: Now wearing the "DRS Crewe on a Mission" headboard and with new nameplate fitted, (Telford International Railfreight terminal June 2009) Class 57 008 prepares to depart the terminal. [Carl Grocott](#)





The setting sun emphasises the locomotive's exhaust as Hanson Traction's Class 56 311 heads the Colas 4292 Hams Hall - Dollands Moor away from Whitacre Junction, Warwickshire on the evening of 16th June 2009. [Gary S. Smith](#)



Above and Top Left: Will it, won't it get saved? Well it currently looks like it will, but here are a couple of shots from earlier in the month when the future looked bleak for the former celebrity loco. Class 47 145 pauses at Darlington, on June 14th, heading for TJ Thompsons at Stockton, Class 47 237 was leading but was dead, with Class 66 841 on the back doing all the work!

Alan Usher



Bottom Left: Now wearing Colas branding, Hanson Traction's Class 56 311 & 56 312 head through Acton Bridge with the 6256 Washwood Heath - Ditton on a very dull June 10th.

Dave Harris



Above: Far from royal duties for Class 67 005 seen here working 6F67 Dowlow - Arpley passed Acton Bridge on June 16th.

Carl Grocott

Top Right: Under a stormy sky, a Class 390 Pendolino passes through Crewe on June 19th. A DRS Class 66 can just be seen in the background on a following freight.

Brian Battersby

Bottom Right: It certainly gets busy at Holyhead sidings on a weekend with Class 57 315, two Class 221s and two Class 158s, as this shot taken on June 14th shows.

Dave Harris





I.K. BRUNEL
ENGINEER
1859

View from the rear as this First Great Western HST crosses the famous Brunel bridge at Saltash. *Dave Dawson*



Above: A DRS Convoy consisting of Class 47 709, 47 841, 37 605 and 37 261, hauled by a Class 66/4 amble through Winwick Jct on June 24th. [Dave Harris](#)

Top Right: On May 27th, Class 31 602 leads DBSO 9701 through Armore, between Craigendoran and Cardross, while working the 09.35 1Q20 Mossend - Mossend via Whifflet, Bellgrove, Helensburgh Central (twice), Dumbarton Central (several times), Dalmuir Circle via Hyndland West Junction Network Rail Radio Survey Test Train. [Jonathan McGurk](#)

Bottom Right: Mystery surrounds this one, devoid of all DRS branding, ex-DRS 66402 stands at St Leonards Depot on June 26th, but why? [Craig Stretten](#)





Above: Class 97301 is pictured working 5Z97 Derby RTC - Salop passed Madeley Jct. on June 1st.

Carl Grocott

Top Left: Recently reinstated from store and looking smart prior to its going to NatEx East Anglia for "Thunderbird" duties, Class 47 832 is pictured with Class 37 602 at Crewe on June 19th.

Brian Battersby

Left: Class 20 304 and Class 37 069 approach Midley Crossing, on the freight only Dungeness Branch line in Kent, while working 6M95 Dungeness - Willesden flasks on June 11th.

Craig Stretten



Top Left: The first visit of a 170 unit to Scunthorpe, as Class 170 304 worked 5T99 Crofton - Cleethorpes on 21st June to take up crew-training duties. It is to be hoped that it doesn't spell the end of the 185s on the Cleethorpes-Manchester jobs.

Steve Thompson

Top Right: The Class 170s also seem to have a regular working to York from Manchester, and quite often produces a pair of Class 170's. Class 170 303 is seen near York on May 31st.

Andy

Left: Another Class recently to appear at York are the 180s, now on driver and crewe training runs from Heaton for Grand Central.

Andy



D.B. Schenker Class 37 670 is seen approaching and passing through Coatbridge Central station while working the 05.30 6K67 Achnasheen - Carlisle North Yard Engineering train.. [Jonathan McGurk](#)



June 22nd, the first day of the 11-week blockade on the Scunthorpe - Thorne Jct. line sees Class 66 562 bursting out of Kirton Tunnel and approaching Kirton Lindsey Station through the foliage with 6R16 HIT-Ferrybridge coal. *Steve Thompson*



Class 66 044 with 60 040 DIT on 6V19 Immingham - Llanwern pass Keadby Canal. The 60 was deposited at Bescot, from where it was tripped to Toton and placed into store. *Steve Thompson*

NORSACA
NORTH OF ENGLAND RAIL TOURS

We would like you to join us on our inaugural railtour, "The Merry-le-Bone", from the Midlands to London on Saturday 5th September.

We have requested a Class 37 & Class 33 to haul this train, with some rare track also requested. The route will be (calling at stations in blue):

Worksop – Shirebrook – Mansfield – Newstead – Lenton North Jn – Lenton South Jn – Sheet Stores Jn – Stenson Jn – **Burton-on-Trent** – Tamworth – Park Lane Jn – **Walsall** – Bescot Stadium – Perry Barr West Jn – Soho South Jn – Birmingham New St – Tyseley – Dorridge – Leamington Spa – Banbury – High Wycombe – South Ruislip – **London Marylebone**.

Once we arrive in London, you will have the option to alight, or continue onto the 'mini tour', "The Aylesbury Vale Venturer", which will cover: **London Marylebone** – South Ruislip – High Wycombe – Princes Risborough – Aylesbury – **Quainton Road** & return.

Fares start at £45 Standard Adult. 1st & Child Fares available. Please contact us for full details.

Telephone: 07905023322 Email: contact@jointlinerailtours.co.uk
 JL Railtours, 15 The Greenway, Ickenham, Middlesex, UB10 8LS



Class 37 688 "Kingmoor TMD" and Class 37 087 await departure from Dungeness working 6M95 Dungeness - Willesden flasks on June 15th. [Craig Stretten](#)



Top Left: The MK3 replacement loco hauled stock for Virgin are going to look very smart, as this glimpse shows at Doncaster in June. *Richard Hargreaves*

Top Right: First Great Western Class 165 112 pauses at Oxford on May 23rd. *Richard Hargreaves*

Left: Arriva Trains Wales Class 175 006 approaches Vulcan Village with the 1D38 Manchester Piccadilly to Llandudno on June 24th. *Dave Harris*



Above: Class 66 043 heads through Eastleigh on May 23rd bound for Southampton. [Richard Hargreaves](#)



Top Right: On June 16th Class 66 146 crosses the drawbridge at Kneadby Canal whilst working 6X29 Scunthorpe - Warrington service. [Steve Thompson](#)



Bottom Left: Always a pleasant sight is the WBB mineral wagons, seen here passing through Doncaster headed by Class 66 001 [Richard Hargreaves](#)



Above: What happened to all the rumours that Colas Class 47's were taking over this train? Class 57 311 works the Chirk timber train through Helsby on June 17th. [Brian Battersby](#)

Top Left: Same train with added sunshine, as Class 57 305 passes through Mickle Trafford on June 1st. [Brian Battersby](#)

Bottom Left: EWS liveried Class 92 001 works the 4010 Trafford Park - Southampton Docks on June 12th. [Derek Elston](#)



Above: On June 27th, Class 465 197 stands at Hayes having just arrived from Charing Cross. The set then forms the 12.57 back to Charing Cross.

Derek Elston

Top Left: Just like the old days, as Class 90 029 awaits departure from Milton Keynes with the 15.43 Euston - Birmingham New Street on June 27th. *Derek Elston*

Bottom Left: Ugly looking front end on these units, Class 456 012 stands at Purley whilst working the Purley - Tattenham Corner shuttles.

Derek Elston



Top Left: June 14th, and Class 66 053 comes off the King George V Bridge and passes through Althorpe Station with 4Z06 Scunthorpe (Redbourne Sdg) - Ipswich W.Bank. [Steve Thompson](#)

Above: "Billy No Mates" as it seems to be called nowadays, by the fact that it can haul freightliner trains solo, whereas all other Class 86s run in pairs. Class 86 501 works 4M88 Felixtowe - Crewe passed Milton Malsor on June 12th. [Derek Elston](#)

Left: Class 86 604 leads 86 614 passed Milton Malsor on June 11th with 4L92 Ditton - Felixtowe. [Derek Elston](#)



Above: Class 90 004 and 90 020 work the 6L48 Garston - Dagenham passed Acton Bridge on June 16th. [Carl Grocott](#)

Top Left: On June 13th, National Express liveried 43329 is seen on the rear of 1M70, the second day of its working in the South West, due to low availability of Cross Country powercars. [Liam Yates](#)

Bottom Left: An unidentified pair of Class 158s coast down Breidden Bank on their way to Welshpool, June 9th. [Pete Cheshire](#)



On June 2nd, Class 66 423 runs along the River Truim on the northbound Tesco express. *Richard Jones*



Above: The Fife Circle service with Class 67 030 passes over Jamestown viaduct working the Edinburgh - Edinburgh service.

Richard Jones



Top Right: WSMR Class 67 014 stands in the sunshine at London Marylebone on June 1st, having just arrived from Wrexham with the early morning service. *Richard Hargreaves*

Right: Freightliner Class 86 605 heads south through Acton Bridge, with the 4K64 1152 Garston to Crewe Basford Hall on June 24th. *Pete Cheshire*





Above: Class 334 030 is seen calling at platform 3 at Paisley Gilmour Street station while working the 12.53 1T10 Largs - Glasgow Central High Level service on June 2nd.

Jonathan McGurk

Right: STORMY - LANDSCAPE: In not quite stormy but near enough weather conditions. DRS Class 37 607 (leading) and test (old saloon) coach with Class 37 069 at the rear are seen passing through Bowling Harbour next to the River Clyde during a spell of rain while working the 04.50 2Q08 Mossend - Mossend via Paisley Canal, Wemyss Bay, Gourock, Largs, Dumbarton Central, Glasgow Central Low Level and Carmyle Network Rail Test Train. The train is seen on its way to finish duties for the day at Mossend having just departed from Dumbarton Central station at 15.10.

Jonathan McGurk





Super power for one coach as Class 37 218 and 37 607 pass through Redcar on June 10th. [James Stoker](#)



Above: Network Rail's Class 31 105 is seen departing Welshpool, on June 2nd working 4Z10.
Pete Cheshire

Top Right: Class 37 401 leads Class 67 015 working 0Z21 Wrexham - Crewe passed Rowton on June 25th. *Carl Grocott*

Right: A 150/2 works a local service across Cockwood Harbour, now sadly spoilt by the fencing installed by Network rail. *Liam Yates*





In early summer sunshine, a Cross Country HST set with power cars 43301 and 43321 cross the bridge at Jamestown, July 2nd. [Richard Jones](#)

The Nosh Report with Steve Roberts

Welcome to another “Nosh Report”, remember that this is your chance to let everyone know where to go for something 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.

Now this month we have a real gem. Thanks to Dave Harris for spotting a proper “old fashioned” station buffet located at Bridlington station.

Dave goes on to say: “This is fully authentic station buffet at Bridlington station offers you a warm welcome and a fabulous collection of railway memorabilia. The buffet offers hot and cold snacks/meals, freshly made sandwiches and a great selection of real ale.”

The Station Buffet and Refreshment Rooms were opened in 1912 when the station was expanded to cope with the increasing use of the railways. Now privately run and fully licensed, still with most of the original fixtures and



architectural features. So if any of you are thinking of an East Coast holiday this year and you are in the area, call in and have a look for yourselves.

Once again it's been a great month and thanks to Dave Harris and the rest of you who send in these reports. Please keep



them coming, don't worry we will use them eventually!.

Remember you can email me at:

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts

View from the Outside by Megan Thomason

This month (June 2009) I visited Keighley and Worth Valley Railway. It is a preserved railway line and I went with Andy, his mum and his dad.

The highlight of the day for me would be the idea of having a train as a café. Although I feel sorry for the carriage as it does not get to run around like all of the other trains as it is always parked up accommodating people who want to eat and drink on it rather than travel on it. I got a hot chocolate though which made up for the upsetting news that this train would not be going any where for a long, long time.

Every time I go out for the day I always need the toilet, and although the idea of peeing on a train track sounds extremely appealing, I decided to pee in a field instead, besides the railway track was too far away at this point, otherwise I could have used the platform toilets. This piece of information

brings me on to the standards of railway toilets and facilities vary greatly, both on and off trains. I have found that the simple idea of cleanliness has gone right out of the window with some train operators, yet with others, their toilets are always spotless.

And what is the idea with only having one or two working toilets on a train, what happens if one of them breaks, it means that there is a flippin big queue for the other one and that simply is not good enough.

In the olden trains, like at the Worth Valley, then most carriages have two toilets, thats not two per train, but two per coach. When will the train companies learn, when I've gotta go , I've gotta go.... and on that note I'm off.

If you have any comments, about my articles or any ideas about what I could write about drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk



National Express hands back East Coast Rail Franchise

The Secretary of State for Transport, Lord Adonis, announced on July 1 that the government was taking back control of the Inter-City East Coast franchise currently operated by National Express Group.

National Express had been looking for some time to renegotiate the terms of the East Coast franchise, as it had committed to ambitious premium payments totalling £1.4bn over 7½ years, based on an expected annual revenue growth of around 9%.

However, its projections were far from reality when the economic downturn occurred and the Department for Transport indicated that it was not willing to renegotiate the franchise terms.

Lord Adonis has said that he expects the East Coast operation will remain under public sector control for around a year,

before the franchise is re-let. This would be a similar timescale to the 12-month period under which Inter City East Coast was run by GNER under a management contract while the franchise was re-tendered.

Front runners already in the frame are First Group and Virgin/Stagecoach Rail. The future of NEG's other two franchises, East Anglia and c2c, is also in doubt, with NEG and DfT taking opposing stances on whether they too should be terminated as a penalty should NEG cease to fund ICEC any further. We wait and see.

National Express have said, on July 2nd, "You may have seen reports in the media about National Express train services, and we want to ensure that all our customers have the correct information.


National Express is continuing to run its c2c, National Express

East Anglia, and National Express East Coast services and we will continue to operate all of our services to current timetables.

Despite suggestions that the Government is taking over the running of the East Coast service immediately, this is absolutely not true. Further comments that the National Express Group has "financial problems" which have led to it "defaulting" on its commitments to East Coast are also not true. There is no default and National Express will continue to operate c2c and East Anglia services as it does today."

Photo: Probably the only Class 91 ever to see National Express livery, 91 111 arrives at Doncaster in June. Whoever wins the franchise, it will be all change on the livery front again, and when you consider that all of the East Coast Mk4 coaching stock is still in GNER Blue, it may take some time.





Over 430 miles of new track. London to Glasgow in 4 hours 31 minutes. The new West Coast Main Line.

BUILT IN THE 19TH CENTURY. REBUILT FOR THE 21ST.

As Network Rail ramps up the work on its £35bn five year plan to improve Britain's railway it marks the completion of one of its biggest re-building projects with a new advertising campaign. One of Britain's best loved actors and Mancunian Bernard Hill (Théoden in The Lord of the Rings film trilogy; Yosser Hughes in Boys from the Blackstuff) provides the voiceover for the television commercial which airs commencing in June. The campaign showcases the major upgrade on the West Coast main line which has slashed journey times and resulted in more trains with more seats for passengers. It celebrates British engineering at its best and underlines the fact that Network Rail has a massive array of projects ongoing across the country and is looking for high calibre people to help deliver them.

Network Rail's chief executive, Iain Coucher said: "We are justifiably proud of what we have achieved on the West Coast main line – Europe's busiest mixed use railway. Built in the 19th century, we have rebuilt it for the 21st.

The campaign highlights the huge benefits for passengers and we hope this will persuade more people to get out of their car, shun internal flights and get on the train – the most environmentally-friendly option.

"Passengers are voting with their feet already – in 2004 rail only took a one-third share of London to Manchester journeys. Today it takes two-thirds and is still growing."

Mr Coucher added: "The West Coast programme shows that Network Rail can deliver on major projects. It was difficult at times and we have built on these experiences to improve our delivery ever since. In the next few years we will transform Britain's railways with schemes such as Thameslink, Airdrie-Bathgate, Reading and the Great Western line, Crossrail, Birmingham New Street, King's Cross and the Glasgow airport link. This is an exciting time to work on the railway and we are looking for world class people to join our team to make this a reality."

This is one of the attractive posters that can be found on various West Coast Rail stations.

Eurostar introduces single fares from just £35

-- New fare range offers greater flexibility to travellers

-- Wider fare simplification sees end of 'stay away' conditions

Eurostar, the provider of carbon neutral, high-speed rail journeys between the UK and the Continent, has introduced single fares to all its destinations. The new fares start from the wholly inclusive price of £35 for London to Paris/Brussels, and can be purchased without any airline-style extra charges.

As part of a commitment to greater transparency, Eurostar is helping travellers find better deals, by simplifying its fare structure. Travellers can expect more flexibility with the removal of "stay away" conditions such as Saturday Night Away, One Night Away, Midweek Day Return and Weekend Day Return.

Nick Mercer, Eurostar's Commercial Director, commented: "We want to help travellers who are planning a tour of Europe or who need the flexibility to return by a different route, by making low priced single fares available."

"We hope this greater range of fare options will allow travellers to make even more use of Europe's high-speed rail network and exploit the environmental advantages of train over plane for seamless rail journeys."

As part of the changes and in a move that more accurately reflects the product offering, Leisure Select fares have increased. The new lead-in fare for Leisure Select return travel from London – Paris/Brussels is £175 return. Passengers travelling Leisure Select benefit from more spacious seats, roomier carriages, a 3-course meal with wine*, complimentary newspapers and magazines, and excellent 'at seat' service. Eurostar continues to offer its widely available lead-in return fare of £59 which has gone unchanged for over six years.

Save up to 75% with CrossCountry this summer

More and more people will be hitting the roads this summer so why not look for alternative ways to travel. With CrossCountry offering savings of up to 75% on the price of 1000s of train tickets for people who book in advance, what better way to travel than by train this summer.

With still weeks still left to go until school is out for summer, there are still lots of opportunities to book your seats and let your holiday begin the minute you start your journey. With the opportunity to book exactly the seat you want and have your ticket sent to you electronically, you know that you will arrive at your destination fresh, not frazzled.

Perhaps you are looking inspiration for lots of lovely days out? By visiting crosscountrytrains.co.uk, you can have access to a whole host of summer activities, places to go and things to see. Whether it is a gourmet trail, a trip to the great outdoors or a family theme park day out, planning your trip is just one click away.

A trip to historic Edinburgh, an afternoon on one of Britain's most scenic train routes, or a ride along the Nene Valley Railway, the official home to Thomas the Tank Engine, these are just a few of the hundreds of activities you can enjoy on the CrossCountry rail network - the most extensive in Britain.

Customers buying their Advance tickets online at crosscountrytrains.co.uk can get free seat reservations; a personalised timetable for their journey, choose their own seat and, to avoid a separate trip to the railway station, they can now choose an 'e-ticket' option and print their own tickets at home – and there's no booking fee.

CrossCountry's Managing Director Andy Cooper said: "We always encourage customers to book as far in advance as possible to get the best value for money deal. So whether you're a regular customer, planning a big night out, a weekend away, or visiting family or friends this summer, CrossCountry can get you there for an extremely competitive price."

Andy added: "Travelling with CrossCountry is convenient, comfortable and importantly, it's affordable. So, with trains travelling between Scotland and Cornwall and between Wales and East Anglia, we're confident our customers will get value for money across a great range of journeys and arrive at their destination fresh, not frazzled!"

So don't delay, book your journey now with www.crosscountrytrains.co.uk

Cargo-D MkII & MkIII fleet update

The MkII fleet at Barrow Hill continues to be reactivated. Vehicles FO 3232, TSOs 5919 and 5995 and BSO 9506 are now complete. This currently allows Cargo-D to offer 9 vehicles (FOs 3232, 3374, RFO 1254, TSOs 5919, 5971, 5995, 6122 and 6173). The RFO has recently been recarpeted, re-seated and the interior trim replaced to generally refresh the vehicle. Next to be outshopped will be TSOs 5810, 5901, 5941 and 6001. FO 3366 will complete the rake. This will be available for spot hire, short term lease and is ideal for 'people-mover' trains and charter work.

With our partners Nemesis Rail at Barrow Hill, it also shows how such vehicles can be cost-effectively returned to traffic to fulfil roles such as FGW's Cardiff - Taunton operation. The 5 MkII vehicles allocated by Cargo-D to this route have given very little trouble since being introduced 6 months ago. The flexibility of such vehicles also sees their use on Bristol - Weymouth summer services on Saturdays.

The Virgin MkIII push-pull set is also now operating 7 days a week for the next 5 weekends. In addition to its Monday to Friday diagram, it also operates a similar diagram on Saturday, with a standby role on Sunday, should it need to be stepped up. The value of using assets at weekends to carry out this work was shown in the number of charters and private hire-outs the MkIII set undertook at weekends. The set has shown it's worth with football traffic and general charter work. Again, this set has operated with very few problems.

WSMR has begun using Cargo-D MkIII vehicles to strengthen sets at peak periods or when large numbers of people are expected to be using WSMR services. Again, this shows the flexibility of adding additional vehicles easily and cost effectively to such trains. Cargo-D has fitted its MkIII fleet with AAR through multiple working to allow Class 66/67 both under-power-top and tail working, or with a suitably equipped DVT.

London Midland's Class 321 trains get a fresh coat of paint

Seven of London Midland's 321 electric trains are being smartened up with refurbishment of their exteriors.

The four-car trains, which are mainly used on London Midland commuter services between Northampton and London Euston, are being re-painted in company colours and livery over the next few months.

The first of the trains should be back into passenger service from next week (w/commencing June 15) followed by a second unit which will immediately go to be refurbished. Others will follow by the end of the year. The first of the seven units – 321 411 – is currently in the workshops, will be followed by numbers 321 412 to 321 417.

At the same time as having smart new exterior improvements, the 321s will benefit from engineering improvements to key mechanical systems that play a large part in ensuring their strong performance record.

Any parts of the interior trim that are worn out, such as carpets, will be replaced with new items at the same time.

The 321 fleet maintenance team, employed by Siemens at Northampton, won the 'Golden Spanner' award last year for hitting high reliability targets.

Under amended government plans for increasing rolling stock (HLOS), London Midland will keep the 321s in service to provide more capacity on services into London Euston.



Freightliner is delighted to launch its 21st daily service from the Port of Felixstowe.

Freightliner is delighted to launch its 21st daily service from the Port of Felixstowe. This follows the shift of Maersk vessels from Southampton to Felixstowe, and will operate to Birmingham International Freight Terminal (BIFT), one of 13 inland destinations covered by Freightliner's extensive network offering. Moving over 300,000 containers annually through the Port of Felixstowe and 650,000 nationwide, the new 24 wagon train is Freightliner's 49th daily round trip service from the UK's deep sea ports, and increases the number of unique route offerings to 33. This includes services to eight inland terminals owned and operated by Freightliner, which form an integral part of the UK infrastructure and handle 65% of all rail borne maritime containers within the country.

Peter Maybury, MD and Interim CEO, Freightliner Group Ltd commented; "In what has proved to be an extremely challenging year for the shipping industry, Freightliner has continued to review and modify our service offering in order to reflect customer demand. We are delighted to work with Maersk to effect an orderly transfer of their inland transportation following the movement of their vessels from Southampton to Felixstowe." Mark Cornwell, Operations Director, Maersk Line UK & Ireland commented; "We are delighted to be able to initiate service to BIFT, our ninth inland destination served from Felixstowe in combination with Freightliner. This new, high-cube cleared, daily service will provide additional options for our customers while removing over 20,000 truck journeys annually from the UK road network. The introduction of new services in the current difficult trading environment demonstrates Maersk Line's ongoing commitment to the growth of the UK rail freight network and we look forward to continuing our productive partnership with Freightliner in this endeavour."

Chris Lewis, Chief Executive Officer of Hutchison Ports (UK) Ltd, which owns the Port of Felixstowe, said: "An increasing number of our customers are choosing rail as a more environmentally friendly alternative, and we have worked closely with Freightliner to ensure there is an unrivalled choice of destination and frequency of services from Felixstowe. We are regularly seeing up to 9,000 containers per week being handled by the port's two rail terminals, and the new service will help boost both the total number of containers, and the proportion of inland traffic, moving by rail."

Photo © Freightliner



New coal hoppers arrive and go straight to work for First GBRf

Twenty brand new HYA coal hoppers provided by VTG Rail UK to freight operators First GBRf have entered service today, from the Shirebrook works of British wagon builders WH Davis.

Having passed final testing at the manufacturers the wagons have travelled straight to collieries in north Nottinghamshire to transport coal to power stations in Trent Valley for EDF Energy, as First GBRf continues to increase the number of coal services it runs for power generators in Britain.

John Smith, Managing Director at First GBRf said: "It's great to see the first batch of our new British built coal wagons up and running and immediately starting work on a new flow in the local area. All of the 89 hoppers in this new batch have been allocated to work on additional contracts we have managed to secure with our existing clients as we continue to grow and further enhance our position in the coal market."

Capable of reaching speeds of up to 75mph the high capacity wagons can carry up to 74.5 tonnes, putting them at the very forefront of coal wagon efficiency. The wagons, which are part of an 89 vehicle deal, also represent a major milestone for VTG Rail UK, as it is the first time the hire company has provided coal wagons to a UK customer, marking its successful entry into the British coal market. The remaining 69 units, which have already been allocated to contracts, will be gradually introduced to service on a weekly basis.



Revamp for Telford Central station

London Midland is improving facilities at Telford Central with a £800,000 revamp of the station. Plans will see the station's main building re-glazed, swing doors replaced with automatic ones and toilets given disabled access.

The Shrewsbury platform will have a new shelter and more seating will be installed into the booking hall, while Platform One's canopy will also be extended and new signs and extra cycle storage will be provided. Landscaping of the area is included in the proposals and people waiting for taxis and buses will be provided with better waiting facilities. It is hoped work on station improvements will begin at the start of 2010 and be completed by early summer.

Alex Hynes, London Midland commercial director, said London Midland was delighted to be working in partnership with Network Rail and Telford & Wrekin Council.

"We're bringing significant improvements to Telford Central station. There have been improvements in punctuality of services and this investment will really benefit passenger using Telford Central."

The development is part of the National Station Improvements Programme.

Ed McCrann, senior commercial scheme sponsor Network Rail, said: "Network Rail is really pleased to be working with London Midland and the local council to bring improvements to Telford Station.

"We are currently working on the planning and design phase and are looking forward to delivering the project in 2010 with the help of our industry partners."

CLr Stephen Bentley, cabinet member for environment, said: "The council supports all improvements to local public transport and is looking forward to being involved in this project."

Good, but not yet good enough, says Virgin Trains

Virgin Trains has welcomed news that more and more customers are satisfied with their journeys, but admitted "Our performance is not good enough yet".

Latest figures from the National Passenger Survey for Spring 2009 show that Virgin Trains has increased to 86per cent the overall satisfaction score from its customers, from 85per cent in 2008.

In 16 out of 18 'train factors' categories, customers marked Virgin Trains above the average for long distance operators. Virgin Trains saw a huge rise in satisfaction on the amount of room on-board and scheduled journey times, following the introduction of a new timetable this year with 30per cent more trains.(see notes)

But on punctuality, Virgin Trains fell behind the national average, as customers voiced frustration at delays caused by infrastructure problems on the West Coast Mainline. Just 79 per cent of customers were satisfied, compared to 85per cent in Spring 2008.

Tony Collins, Virgin Trains Chief Executive, said: "We are very pleased that so many customers have voiced greater satisfaction over many areas of our business, such as value for money, room on board and the amount of luggage space, and quality of toilet facilities. And the overall satisfaction score is a great tribute to our staff.

"But punctuality is fundamental, and we have not delivered that in recent months because of the continuing track problems. We have made clear to Network Rail that this needs to improve and we are pleased that the Office of Rail Regulation last week published a plan of work for Network Rail to improve the quality of infrastructure.

"Only when those improvements are in place will we at Virgin Trains share the growing satisfaction of our customers."

Bombardier's Intercity Trains Are Considered by the Travelling Public to Be the Best in the UK

The interiors of Bombardier built Meridian and Pioneer diesel electric multiple units (DEMs) are the most favoured in the UK according to an independent study conducted by Passenger Focus

Bombardier is delighted with the news that its UK trains were found to be the best in nine of the 11 design areas assessed by the UK's travelling public in a recent study conducted by Passenger Focus, the official rail users watchdog in the UK. The study considered passengers' views of the internal layout, facilities and design features of current intercity rolling stock, looking specifically at long-distance journeys on nine different types of trains in current UK operation. The research compared the general public's satisfaction in 11 different

design aspects of the vehicles, including seating comfort, toilets and luggage provision.

Across the 11 design areas considered, the train types that received the most favourable approval ratings were the Class 222s, operated at the time by Hull Trains and East Midlands Trains. Bombardier's Voyager trains, in operation on Arriva CrossCountry services, also scored well, with Bombardier's DEMs topping nine of the 11 categories.

Commenting on this achievement Colin S Walton, Chairman Bombardier Transportation UK, said: "We constantly strive to improve the travelling environment of our products, so we are delighted that our trains have been well received by

the general public. Thanks should go to Passenger Focus for this extremely valuable research that will help us to develop our future generation of products, taking the travelling experience to new levels of comfort and reliability."

Tim Shoveller, Managing Director of East Midlands Trains added: "It's great news to hear that our Meridian Trains have scored so highly with the travelling public. As a company, we're constantly investing to make further improvements to our fleet and are currently in the process of a multi million pound depot improvement programme that will help to ensure our Meridians Trains keep their place as one of the UK's favourites, and also take the extra step to become one of the most reliable fleets on the network." Photo © Bombardier



£100 million upgrade for Blackpool to Fleetwood tramway

The Blackpool to Fleetwood Tramway is to get a £100 million upgrade, Transport Minister Sadiq Khan has announced .

The scheme, which has now been granted full Government approval, will include new trams, replacement track, extra stops and a new tram depot. This will improve journey times and the accessibility of the tramway for all passengers.

This investment - £68.3m from the Department for Transport and £33.4m from Blackpool Council and Lancashire County Council - will build on the current regeneration of the town whilst improving access to the Fylde Coast.

In his first visit since becoming Transport Minister, Sadiq Khan said: "This scheme will deliver significant benefits for the local community, and I am delighted that one of my first tasks as Transport Minister is to give it the go ahead.

"Trams have been running in Blackpool for over 100 years - I hope this funding will mean the historic, world-famous Tramway can continue to run well into the future."

The Tramway, which is owned by Blackpool Council, has been operating since 1885. It runs from the town along the Fylde Coast into Lancashire, serving Cleveleys and Fleetwood.

Leader of Blackpool Council Councillor Peter Callow said: "This is a great day for Blackpool and we are very grateful to the Government for supporting our ambitions. Blackpool has a fantastic tram heritage and this funding will ensure that our tram network has a great future too.

"By Easter 2012 we will have ultra modern trams providing an efficient public transport network for both residents and visitors without sacrificing our wonderful heritage trams."

New First Class Lounge for Liverpool Lime Street station

Virgin Trains First Class customers using Liverpool Lime Street station now have exclusive use of a new state-of-the-art lounge.

The Lounge was formally opened on June 4th by Barry McGuire and Paul Cunningham, members of the Virgin Trains' station team at Lime Street station.

The lounge, which has seating for over 50 customers provides a quiet and relaxing atmosphere for customers to wait for their train, or to catch up on

work after arriving back from the City. Wireless internet (WiFi) is also being installed and will be available free of charge for users of the lounge.

A self-service facility for hot and cold drinks and light snacks is also provided. The lounge offers full access for the mobility impaired. The lounge has been provided in partnership with Network Rail and Merseytravel.

Virgin Trains Station Manager Keith Millard said: "Since last December we have had a high quality train service, using state-of-the-art tilting Pendolino trains from Liverpool to London, and now we have a high quality station facility to complement the trains. We are confident that the improved facilities at the station will encourage

more environmentally-conscious motorists to ditch the car and take the train."

First Class customers using the Liverpool to London route are also able to take advantage of a completely refurbished lounge at Euston station, which opened at the end of April. Virgin Trains currently operates 18 trains a day each way on the Liverpool-London route with most covering the 193-mile journey in around 2hr 08mins. Since December 2008 around 400,000 additional seats a year are being provided on the route. First Class Advance fares between Liverpool and London start from £34 and a new off peak walk-up ticket is also available priced at £129.50 single.



Photo: Dave Harris

Freightliner Australia commences service

Freightliner Group Ltd has entered into a long term agreement with Namoi Cotton Cooperative Ltd for the provision of rail haulage services in New South Wales, Australia. Operated by Australian subsidiary Freightliner Australia Pty Limited, Freightliner ran its first train on Tuesday 30th June, transporting processed containerised cotton for export.

Namoi Cotton is Australia's leading cotton ginning and marketing organisation. It is a fully integrated ginning, marketing, warehousing and shipping organisation selling cotton to many of the world's major markets. Namoi has an extensive network of gins and marketing offices throughout the cotton growing regions of southern Queensland and New South Wales.

Namoi's Chief Executive Officer, Mr Bob Bell, said that he was looking forward to a long term relationship with Freightliner Australia and Freightliner Group. He noted that they had selected Freightliner Australia for its expertise in the provision of rail based logistics services, and its reputation for quality and customer service.

Namoi Cotton has built a strong reputation among its customers for reliably providing cotton of a consistently high standard and uniform quality. This together with Freightliner Australia's commitment to Reliability, Safety and Quality can only enhance this reputation. Adam Cunliffe, Corporate Development and Strategy Director, Freightliner Group Ltd, added "Freightliner have been exploring a number of overseas opportunities, and we are delighted to have commenced a long term partnership with Namoi Cotton. By providing the same levels of service and reliability for which we have become renowned within the UK we look forward to enhancing our Australian operation."

CEMEX rail siding at Sheffield to further increase rail transportation by DB Schenker of aggregates

CEMEX UK, the building materials provider, has opened a new rail siding in the heart of Sheffield to handle over 200,000 tonnes of aggregates per year delivered by DB Schenker.

This represents a five times increase over last year in the amount of CEMEX limestone being transported to the city on DB Schenker freight trains from the company's biggest quarry at Dove Holes in Buxton, Derbyshire. CEMEX has invested in a new weighbridge, storage bays and cabins on the compact site at Stevenson Road, Attercliffe to handle the three DB Schenker trains a week that will travel from Dove Holes. The aggregates transported will go to ready mixed concrete and asphalt plants in Sheffield and the surrounding area. In 2008 CEMEX replaced over 17 million lorry miles by DB Schenker rail transportation. Emissions from rail are five times lower per tonne transported compared with road, while using rail also helps reduce traffic congestion. Limestone is transported from Dove Holes to 12 different rail sidings throughout the country from Manchester in the north to Crawley in the south. As well as taking limestone from Dove Holes, the new facility will enable hardstone to be transported from Shap Quarry in Cumbria.

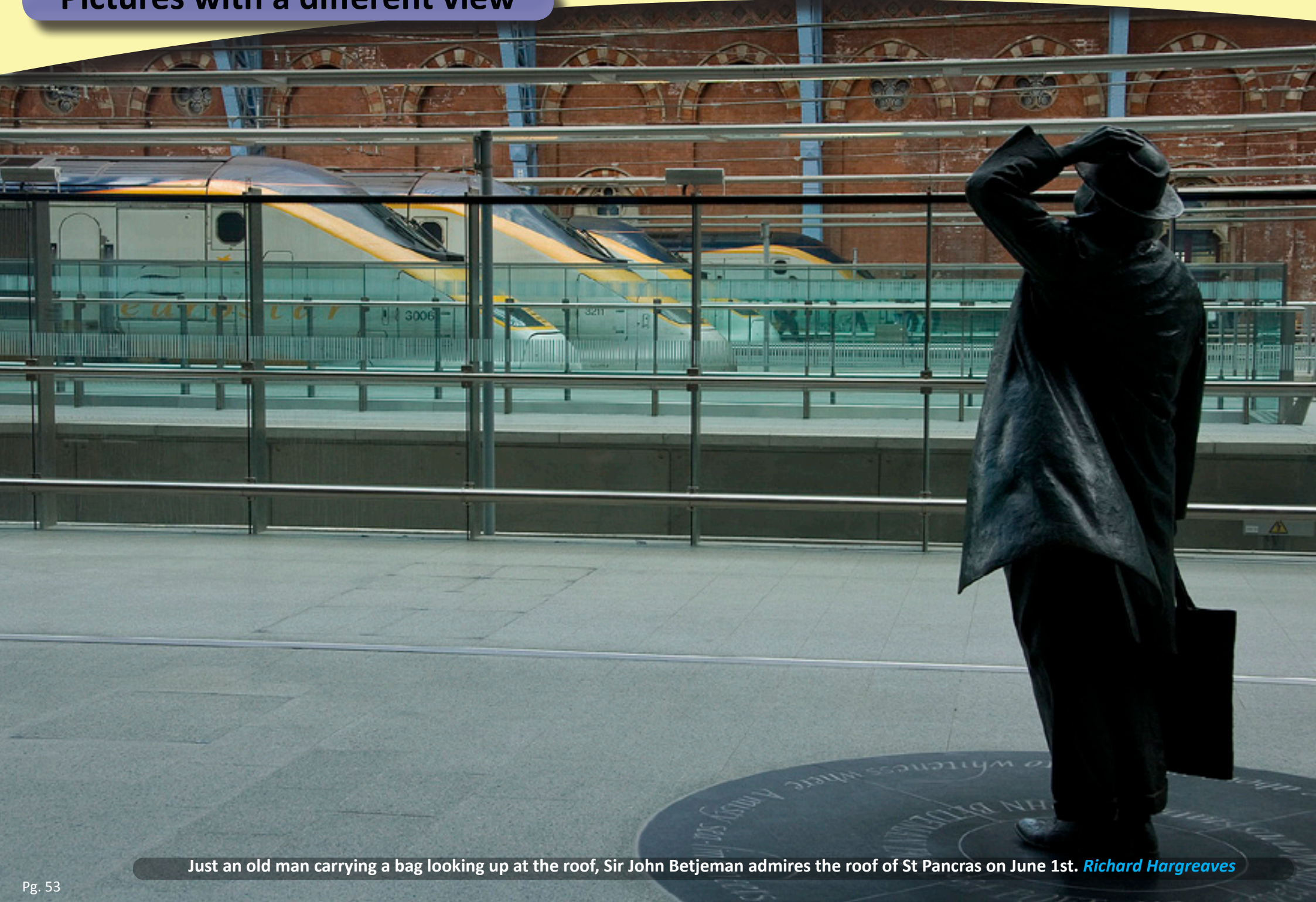


Real nuts blog at Railnuts.com

RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



Pictures with a different view



Just an old man carrying a bag looking up at the roof, Sir John Betjeman admires the roof of St Pancras on June 1st. [Richard Hargreaves](#)



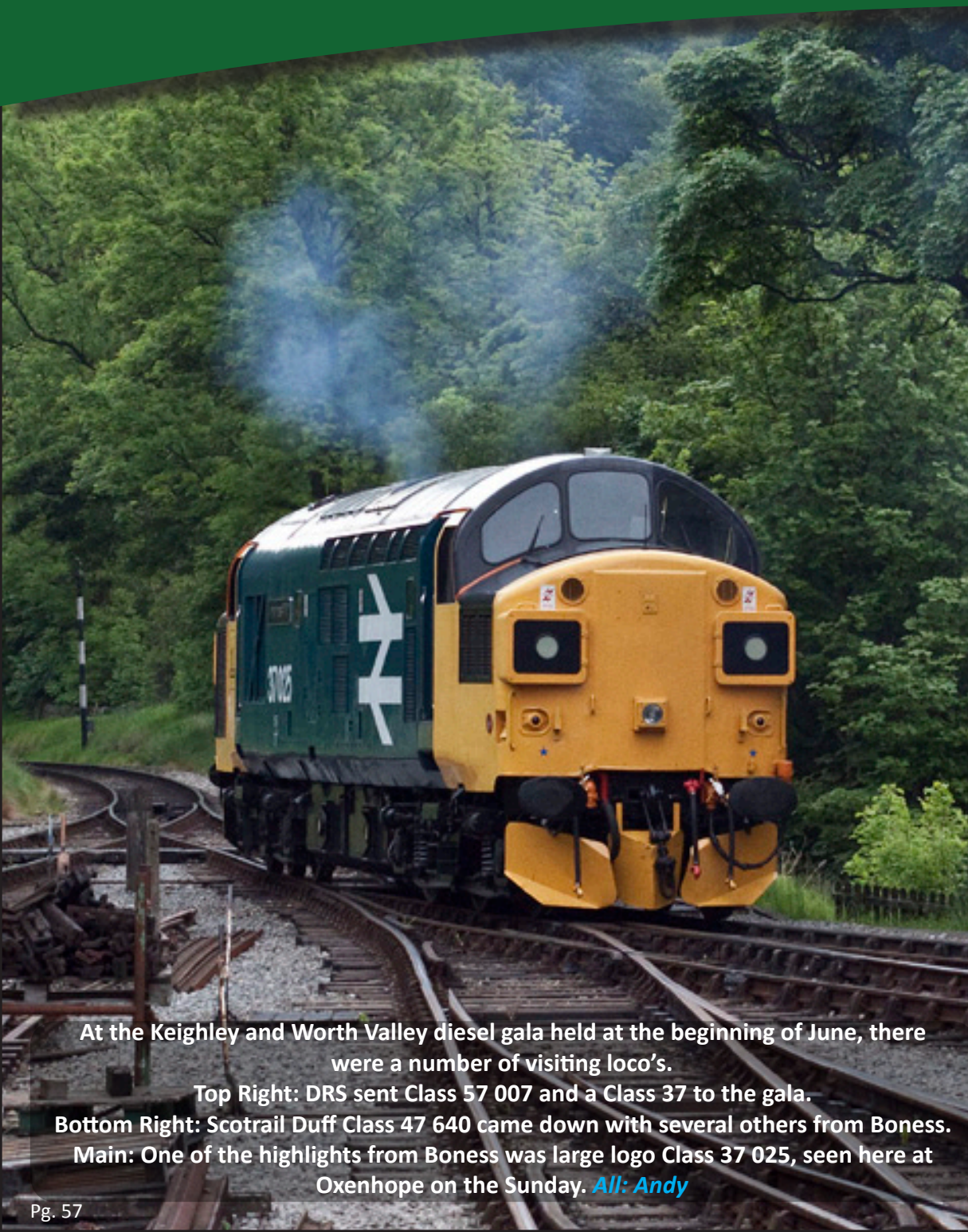
Another excellent aerial shot, this time of the new depot and yard at Temple Mills. *David Hollowood*



Hiding behind trees, Class 31 270 in Regional Railways livery stands at Rowsley, Peak Rail on June 27th. [Andy](#)



Class 37 418 works 2J70 Rawtenstall - Heywood through Summerseat on May 30th. [Carl Grocott](#)



At the Keighley and Worth Valley diesel gala held at the beginning of June, there were a number of visiting loco's.

Top Right: DRS sent Class 57 007 and a Class 37 to the gala.

Bottom Right: Scotrail Duff Class 47 640 came down with several others from Boness.

Main: One of the highlights from Boness was large logo Class 37 025, seen here at Oxenhope on the Sunday. *All: Andy*





The Romney, Hythe & Dymchurch Railway's recently overhauled pioneer steam engine, No. 1 "Green Goddess", pilots No. 3 "Southern Maid" and No. 5 "Hercules" away from Dungeness on June 13th. [Craig Stretten](#)



Another shot of No. 1 "Green Goddess", this time piloting No. 8 "Hurricane" on the approach to Dungeness on June 13th. [Craig Stretten](#)

GWR

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Diesel

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Warwickshire
Railway**

FRIDAY 10 TO SUNDAY 12 JULY

- Featuring 20137, 37215, 37324, 47105 plus the return of 47376.
- Visiting 31162, 20154 and 33109!
- Preservation debut of 08927 - in action all weekend
- Visit of NRM's Class 02 shunter, D2860 on brakevan rides at Toddington all weekend
- Trade stands at Toddington all weekend!
- Friday should see the shunters, including residents D2182 and ex-industrial '04' 11230, in action as much as possible!
- Sunday also incorporates a Bus Rally!
- Timetables available for download from [GWSR website](#).



All locos and activities subject to availability.

The Railway Station • Toddington • Glos • GL54 5DT

Tel 01242 621405
www.gwsr.com

**15 mins from
M5 Junction 9**





Making its first visit to a diesel gala for many, many years, is the WLA's D1062 "Western Courier", pictured on this page visiting the West Somerset Railways Mixed Traffic Gala.

All: Ian Staniland



“Courier” in all her restored glory, a picture of D1062 at Minehead following a wash and brush-up. The loco is coupled to fellow hydraulic “Warship” D832. *Roger Fry*



Peak Rail held their Diesel Gala on June 27th and 28th.

Top Left: Looking in remarkably good condition is Class 50 029 "Renown".

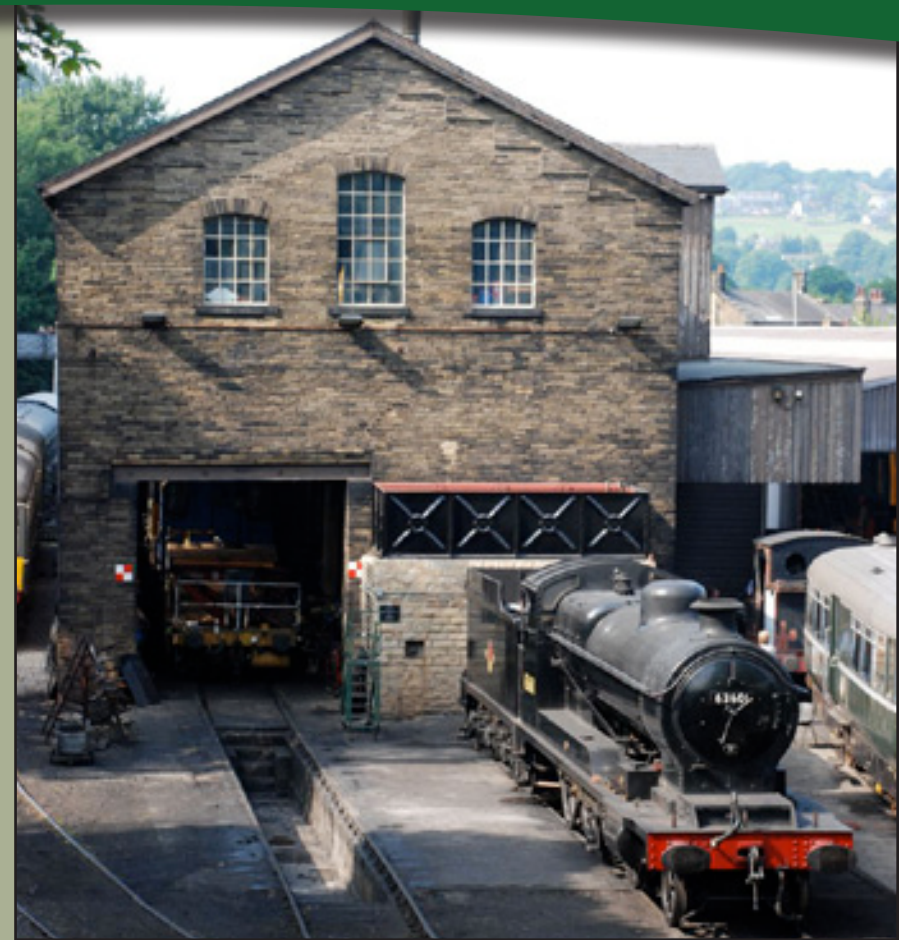
Richard Hargreaves

Top Right: Not working this weekend due to a fault, was Class 47 635, a great pity as it would probably have swelled the numbers attending.

Andy

Left: Looking very smart after its repaint is Class 37 152, now sporting Railfreight red stripe livery.

Richard Hargreaves



Keighley and Worth Valley Steam Gala was held over the weekend of 26-28th June.

Top Left: A popular loco on the line is WD 2-8-0 No.90733 and we see her rounding the curve from Keighley and looking good on the 1450 to Oxenhope. A far cry from the derogatory remarks we used to make about the class back in the sixties!

Bottom Left: L&Y 0-6-0 No 957 and LMS 0-6-0T 47279 making a stirring sight as they storm out of Keighley heading for Oxenhope.

Above: The star of the show should have been GC Class O4 2-8-0 No 63601 but, unfortunately, it was failed the previous day with leaking superheater elements. *All: Steve Thompson*



Keighley and Worth Valley Steam Gala Continued...

Above: Heading for Settle Jct. on the main line, was "Leander" pictured setting off from Keighley in fine style.

Below: West Coast's Class 37 516 was used to drag the main line trips, and "Leander", back from Settle Jct. [Steve Thompson](#)



GREAT CENTRAL RAILWAY CELEBRATES MAIL BY RAIL AT JULY GALA (25th/26th JULY)

SPECIAL TICKET RATES FOR ALL ROYAL MAIL EMPLOYEES PAST AND PRESENT



The era of the non stop mail drop when mail was sorted on the move by postmen in special carriages will be remembered at the Great Central Railway's summer gala.(25th, 26th July 2009).

It's hoped National Railway Museum exhibit, SR 30777 Sir Lamiel will play a leading role and subject to the completion of repairs, the visiting Fairburn Tank will make a debut on the non stop mail drop.

Two other steam locomotives will join two diesels,making six engines in total. Another mail carriage will also make a debut which will bring the line's Mark One

mail train (owned and operated by Railway Vehicle Preservations Ltd) up to four vehicles.

The train is a recreation of 1V86 - the nightly Newcastle to Plymouth mail train.

GCR Events Organiser Steven Chapple said, "This will be a very exciting gala. The non stop mail drop is a great show. We are very pleased to be offering all Royal Mail staff, past or present and their friends and families to join us at a generous discount rate."

All Royal Mail staff (present or retired) can buy tickets for this event at the special privilege rate (£10 for adults and £5 for children). Even better - anyone travelling with them, no matter how big the party - also travels for the same rate! Tickets can be bought from any booking office window with a Royal Mail identification card. Meanwhile, RVPs two wooden bodied Gresley postal carriages which date from the 1930s will also be on display. They are host to an award winning exhibition about the history of mail on the rail. Demonstration goods trains will also operate during the event.



Photos:© Milepost 92 1/2



At the Darley Dale Narrow Gauge Railway can be found two Ex-BR shunters, once employed near Peterborough. Nos 85049 and 85051 are pictured (Top), and 85051 starts up (Bottom), Clagtastic! *Both: Andy*

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!



RAISING THE ROOF AT LEICESTER NORTH



Passengers waiting for trains at the Great Central Railway's Leicester North station will soon be able to wait on the platform in the dry.

Biffaward, a multi-million pound environment fund which utilises landfill tax credits donated by Biffa Waste Services, has given £26,000 to the railway's supporting charity, the David Clarke Railway Trust, to complete a glazed canopy at the site.

The steel structure of the canopy was built in January. The generous grant means the roof can be glazed and finished in full traditional railway style over the summer, ready for the worst the autumn weather can throw at it.

Canopy project co-ordinator Tony Sparks said, "We're delighted to have

received a grant from Biffaward. The canopy project will transform Leicester North station and make our southern terminus a welcoming and inclusive destination. Not only that, but the look of the site will be improved beyond measure – a real improvement for the local community. Our visitors have naturally noticed the steel work built early in the year and now we can tell them the job will be finished soon!"

The canopy is a £50,000 investment at the station. Phase one was funded through a planning grant following work on a local housing scheme. The Biffaward grant will complete the project with full glazing and a decorative valance around the edge. Some money was provided by the Great Central Railway's supporting charity, The David Clarke Railway Trust. Gillian French, Biffaward Programme Manager, commented "Biffaward is pleased to support the completion of the Great Central Railway canopy, which will help ensure the preservation of this important heritage attraction and make using the station more comfortable for all its visitors."

Contractors will move onto site within the next week. When the work is finished it's hoped to stage small events on the platform.

Leicester North station opened in 1991. It was built on the site of the old Belgrave and Birstall platform. The station building was constructed in 2001.

The railway hopes to steadily develop the location to encourage more visitors to use it as a gateway to the railway.

Photo: Ian Allison



Class 37 075 arrives at Cheddleton, Churnet Valley Railway on June 14th with a service from Leekbrook. [Ian Furness](#)



Class 47 524 is pictured in a "well stripped" condition at Cheddleton on June 14th. [Ian Furness](#)



At the Mid Hants Railway's Diesel Gala on May 29th, 30th and 31st, in spite of an ambitious timetable, which included demonstration freight services, time-keeping proved difficult and so on the Sunday, it was decided to drop the freight trains from the timetable.

Above: Here can be seen guest loco - Class 56 098 at Medstead and Four Marks Station with a freight train on May 29th.

David Mead

Top Left: Class 08 No. D3358 (08 288) stands at Alresford after giving visitors a cab ride.

Craig Stretten

Bottom Left: Visiting from the Battlefield Line, Class 37 905 pulls into Alresford with a late running train from Alton.

Craig Stretten



More from the Mid Hants....

Above: Under normal circumstances, the regular feature of the Mid-Hants Railway is steam traction. Here, re-creating the 1960's main line diversions, is Unrebuilt Bulleid Pacific, 34007 Wadebridge picking up the single line token as it heads towards Alresford on the 13.55 from Alton on May 26th. The ex-GWR loco, No. 5224, is making a guest appearance for the summer and is seen waiting the "road" on the 13.00 Alresford - Alton. [David Mead](#)

Above: During the Diesel Gala, Class 205 Thumper DEMU No. 1125 (205 025) arrives at Alresford. [Craig Stretten](#)





Above: On the West Somerset Railway, visitor 60163 "Tornado" passes Nethercott heading for Crowcombe working 11:40 to Minehead on June 2nd.

Steve Andrews



Left: Class 37 142 carrying faded Rail Blue livery, but looking great, is caught on camera at the Bodmin & Wenford Railway on June 27th.

Dave Dawson



Above: Class 37 906 passes Eardington on June 16th whilst working a service from Bridgenorth to Kidderminster
Carl Grocott



Left: Still carrying the maroon livery that it wore whilst working the VSOE services many years ago, Class 50 017 arrives at its new home, the Plym Valley Railway on June 3rd.
Steve Andrews



A1 "Peppercorn" 60163 "Tornado" passes Wick Bridge, between Norton Fitzwarren & Bishops Lydeard with the Bristol to Minehead leg of the "Severn Coast Express" charter on May 30th. [Jonathan Gill](#)



At Crich on June 27th and 28th, the line held a 1950's weekend with several events taking place.

Top Left: Ex Glasgow Tram 812 passes Trolleybus TB78.

Top Right: A visit to the extensive shed and depot revealed this gem, Ex Blackpool Brush Railcoach No 298, undergoing extensive renovation.

Left: Ex Liverpool Tram 869 is seen in the main street at Crich, whilst Blackpool "Standard" Tram No 40 behind it, is about to depart.

All: Richard Hargreaves



Large Logo Class 50 046 leads a Network South East liveried rake of stock along the sea wall on August 9th 1991 heading for Exeter. [Richard Hargreaves](#)



On the sea wall at Dawlish

Top Left: D1058 Western Nobleman exits Kennaway Tunnel, Dawlish in July 1974. (Please excuse the quality and framing of this shot as I was only 13 at the time!!)

Bottom Left: A similar shot I know, but worthy of the inclusion. D1028 Western Hussar passes the same location one year later, July 1975. (Both these shots were taken with a Kodak Instamatic!).

Above: The same location 32 years later in July 2007 with a Virgin Cross Country Voyager. The backdrop is clearly far greener nowadays and the traditional seaside chalets are now just a memory (as are the Virgin Voyagers along this line.) *All: Dave Harris*



Top Left: During the 1980's one of the regular domestic haunts for the "VSOE" stock was from London to the New Forest. The train would bring the premium diners to Brockenhurst and coaches provided for a scenic drive through the New Forest and to Beaulieu, the home of the National Motor Museum and Palace House and Gardens. On May 19th 1984, Class 33 056 "The Burma Star" is seen returning on the 16.35 Brockenhurst to London Victoria passing Foxhills, a location on the border of the New Forest, two miles west of Totton.

Top Right: To celebrate the passing of steam traction in the south, various unusual branch line and main line tours were organised during the early and mid-60's. One such tour was "The Hampshire Explorer" organised by a youth travel organisation - The British Young Travellers Society - and included a trip to Fawley, where I photographed an ex-USA tank loco, 30073, which had brought the train from Southampton Central, before venturing back to Totton, from where the tour continued it's outing, using a variety of motive power.

Left: 51022 with "The Royal Scot" carriage boards at Glasgow Central on May 26th 1978. *All: David Mead*



Blue, Silver, Blue as Class 158 722 leads this 6 car Class 158 set over Jamestown Viaduct. *Richard Jones*