

# Railtalk Magazine

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**We broke the nice red ones - lets give this one a try!**

# Welcome

## From The Editor

Welcome to Issue 39 of Railtalk Magazine, and wow what a quiet month it has been for photographs, perhaps this has been a direct result of some very poor weather.

However I want to start by saying that I have been disgusted this month by the actions of some so called enthusiasts. Firstly, when photographing the Class 31 at Stafford on the Hoot and Boot tour, there were a group who literally forced their way to the front of the platform, with no due care for anyones safety, all that mattered was the photo. Same thing again at York when I went to get a shot of the Wizzo where there was actual fighting in order to get camera space. Finally I have heard of trouble at Doncaster, where "enthusiasts" have been causing trouble for station staff and shouting obsceneties. We don't need or want this kind of behaviour in our hobby. I hope that those concerned can be sorted out before it is too late for all of us.

**Andy Patten**

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Yorkie, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, James Paice, Josh Watkins, JulianG, Colin Irwin, Steve Madden, Phil Martin, Christopher Sutcliffe, Derek Hopkins, Julian Churchill, Danny Sladin, Ewan Rutledge, Steven Fraiser, Lee Sutherland, TeesideAnth, Martin Hart and as always a big thanks to the RailUK team for assisting in proof reading.

Front Cover: Amazing that after painting two Class 37s in lovely DB Schenker red livery, they both are out of service with engine problems, so an old favourite of ours Class 37 425 has been returned to traffic for the foreseeable future. This is the loco working 6F63 Warrington Arpley - Folly Lane past Acton Bridge on November 20th. **Carl Grocott**

This Page: Virgin Trains Class 57 310 "Kyran0" provides the motive power for the Colas Rail operated Carlisle - Chirk timber service, leaving Carlisle on time at 14:22 on October 26th. On October 30th, the contract for Virgin Thunderbird haulage expired, and the runs are now booked for double headed DRS Class 57 haulage instead. **Christopher Sutcliffe**

## Contact Us

Editor: Andy Patten  
editor@railtalkmagazine.co.uk

Co Editor: David  
david@railtalkmagazine.co.uk

Charter Scene  
charter.scene@railtalkmagazine.co.uk

Steve Roberts (The Nosh Report)  
steve.roberts@railtalkmagazine.co.uk

## 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.

# Charter Scene

charter.scene@railtalkmagazine.co.uk

This month's round up of the British charter scene



Class 31 190 stands at Stafford whilst being uncoupled from the return 1223 Donnington RFT - Eastleigh on November 14th. [Andy](#)



Probably one of the most photographed charters of the month was "The Hoot and Boot" which brought a Class 31 from Eastleigh to Donnington and Hooton via several freight lines.

Main: Class 31 190 leads the tour through Leaton. [Carl Grocott](#)

Inset: Class 31 190 is seen on 1223 "The Hoot and Boot" from Donnington RFT to Eastleigh as it climbs up Hencott Bank on November 14th. [Pete Cheshire](#)

More from "The Hoot and Boot"

Top Left: Class 66 139 is pictured hauling the train through Hooton, the Class 31 was on the rear at this time. [Brian Battersby](#)

Bottom Left: Earlier in the day, the Class 31 is pictured arriving at Coventry with the outward working. [Richard Hargreaves](#)

Below: The same Class 66 worked the tour in parts for most of the day before finally taking over at Stafford for the return journey to Eastleigh. [Class47](#)





West Coast Class 37 516 and 37 676 await departure at Manchester Victoria with Spitfire Railtours "The Lowland Growler" to Edinburgh on November 21st. *Dave Harris*



A bit of Dorset railway history was made on November 28th, with the first steam train from Swanage to London since 1966. "Tangmere" No. 34067 hauled "The Capital Christmas Express" 1Z82 from Swanage to London seen here at Holes Bay on its' approach to Poole. [Julian Churchill](#)



Newcastle East Junction

Class 37 259 and 37 609 lead Spitfire's "Yuletide York" Railtour on November 28th into Newcastle. This tour ran to Newcastle as an add on mini-tour from York. [Richard Hargreaves](#)





Class 47 787 was on the rear of Spitfire's "Yuletide York" Railtour on November 28th to provide ETH, however following discovery of a serious wheelflat the loco was removed at Heaton and the tour returned without heat. [Richard Hargreaves](#)



Class 90 019 works on the East Coast main line for a change, seen here at Colton Jct. on November 7th with 1250 UK Railtours "The City of Durham / The Pegswood Stage" Charter from London KX to Durham / Blyth & Tyne line. Class 67 008 was on the rear. [Andy](#)



Top Left: A1 No. 60163 "Tornado" screams through Doncaster "Centre Road" on November 26th with a Chime whistle all the way through, heading to York with "The Cathedrals Express", which had started at London Kings Cross. The loco also ran the same train the following day.

*David Hollowood*



Bottom Left: Bullied No. 34067 "Tangmere" storms through Christchurch on Saturday 28th Nov 2009. This was advertised as the first steam Day return trip to London from Swanage since the end of steam. Tangmere then stayed at Swanage till 30th Nov and was able to take part in Swanages Bullied day on the 29th.

*Derek Hopkins*



charter.scene@railtalkmagazine.co.uk



Top Left: 9600 and 9466 start their assault of Cherry Tree Bank, Coalbrookdale with 1252 "The SLS Special" from Ironbridge to Kidderminster, and sounding spectacular on November 14th.

*Pete Cheshire*

Top Right: Class 47 773 brings up the rear of 1252 "The SLS Special" from Ironbridge to Kidderminster, as it climbs Cherry Tree Bank, Coalbrookdale. *Pete Cheshire*

Left: Class 47 787 and 47 851 pause at York on November 28th, whilst running ahead of a steam charter. *Class47*



Class 67 017 is pictured at York on November 28th on the rear of 1221 Watford Junction - York, Class 67 006 was on the front. [Class47](#)



[charter.scene@railtalkmagazine.co.uk](mailto:charter.scene@railtalkmagazine.co.uk)



Top Left: LMS Jubilee Class No. 5690 "Leander" is seen arriving at York on 1Z61 Burnley Rose Grove - York on November 28th, the day of the York Xmas Market.

*James Stoker*

Top Right: On November 28th, Class 67 008 awaits departure from York with the return 1Z28 Durham - Eastleigh which had dropped off many passengers at York on the outward journey for the Xmas Market. *Class47*

Left: Class 47 826 stands at York with a return charter from Stratford upon Avon, on November 21st. *Class47*



Top and Tailed locos on November 21st at Derby were Class 47 826 and Class 57 601, working the 1Z13 Scarborough to Stratford upon Avon. The Class 57 was leading the service through to Stratford, Class 47 826 would work the return throughout.

*Both: Steve Madden*

# Cambrian Ballasts

On November 21st/22nd, a huge amount of engineering work took place on the Cambrian line near Barmouth. As a result, several Class 37's were involved with ballast trains, track laying, etc.

Here are a just a few of the many photos that we received.

Below: Class 37 259 moves gingerly through the work site between Barmouth and Llanaber. [Pete Cheshire](#)

Top Right: 6W91 is stabled just to the south of Barmouth station with Class 37 401 in charge. [Carl Grocott](#)

Bottom Right: 6W94 with Class 37 259 in charge, is seen stabled by Barmouth harbour. [Pete Cheshire](#)





# Cambrian Ballasts

Top Right: Class 37 602 is seen at Machynlleth station with 6W93 Bescot - Tywyn.

*Carl Grocott*

Bottom Right: Class 37 259 sits just that little bit too far away, having arrived at Machynlleth with 6W94, 18:45 Bescot to Barmouth ballast. It had worked as far as Machynlleth in tandem with 37 425, which has now been detached from the front of the train. *Pete Cheshire*

Below: Class 37 425 pauses with 6W91 Tywyn - Bescot at Barmouth. *Carl Grocott*

Bottom: Class 37 607 arrived centre road at Wellington with a low coolant fault, and was unable to carry on. Class 37 510 was sent from Bescot to continue the working forward. *Phil Martin*



# Cambrian Ballasts



Class 37 510 works the return 6W92 Tywyn - Bescot through Barmouth on November 22nd. [Carl Grocott](#)

## Airdrie - Bathgate Project

Below: A photograph taken from the recently rebuilt, widened and reopened Crowwood Drive Road Bridge of which the new railway line will under when complete and operational next December (2010). The view looks east towards Caldercruix and down to where the new Drumgelloch station will be relocated and constructed. The new Drumgelloch station site is approximately 550 yards east to the existing station location. The existing station will close when the new station is complete, which is expected to be in Spring next year (2010). Work will commence below on constructing the new station over the 2009 / 2010 Winter period hence why there is a lot to see as Winter has only recently begun.

Top Right: Caldercruix station - remarkable progress - land nearly flattened at station site to make way for track laying and construction of the station itself.

Bottom Right: A side view photograph of Network DR 98915, which is seen sitting inside platform 2 at Airdrie station prior to working the 13.20 3S91 Airdrie - Mossend via Shettleston Loop, Dumbarton Central, Craigendoran Junction, Hyndland Loop, Whifflet Loop, Braidhurst Up Loop, Newton and Springburn Network Rail Rail Head Treatment Train (R.H.T.T.) working with classmate D.R. 98965. The former and disused Airdrie Station Signal Box is seen on the right which will be demolished when work commences on constructing a new platform 3 at the station in Spring 2010 as part of the Airdrie - Bathgate Project.

*All: Jonathan McGurk*



## Airdrie - Bathgate Project

Below: A photograph showing the site of where Armadale station will be constructed. The view looks east towards Bathgate. The new station will be one of four new stations built as part of the project and will consist of 2 platforms, 1 footbridge, stairs and ramps, waiting shelters on each platform, self service ticket machines, passenger information systems via a call point located on each platform, 24hour C.C.T.V. for both the station itself and its carpark which will be closely monitored from regional control rooms and 188 car parking spaces (10 of which will be for people with disabilities) with land provided for possible future extension.

Right: Class 320 322 is seen sitting inside the single platform at the existing (though soon to be demolished) Drumgelloch station prior to working the 13.08 2H03 Drumgelloch - Helensburgh Central service. This station will be closed and demolished and a new station will be built approximately 550 yards east of this location as part of the A - B (Airdrie - Bathgate Project). Construction work for the new Drumgelloch station should start to take place in Spring in 2010. The new station will be a fully un - staffed station and consist of two platforms, self service ticket machines, safe and sheltered waiting areas with 24 hour C.C.T.V. cameras in operation, excellent park and ride facilities with 336 car parking spaces including 18 spaces for those with disabilities. The relocation of what will be the new Drumgelloch station will also see new and improved access links to key local roads and facilities. Work is shortly scheduled to start taking place on constructing the new Drumgelloch station over the 2009 / 2010 Winter period.

*All: Jonathan McGurk*



## Falkirk Model Railway Club

Over the weekend of Saturday 28th and Sunday 29th November 2009, Falkirk Model Railway Club held their annual model rail show which was hosted in the town's Forth Valley College.

There were many model railway layouts based on different countries from all over the world. American railway layouts with related trains were extremely popular as well as the traditional British diesel and steam locomotives layouts also being on display.

As well as model railway layouts there were many stalls set up on display selling model railway and non - model railway memorabilia e.g. DVDs and calendars

Below: EWS liveried Class 66 135 looks great

Top Right: Class 08 888 in red Parcels livery is seen sitting on display in the Robert Glass Models display at the Falkirk Model Railway Club Show. Robert Glass is a talented railway modeller and his profession is respraying 'Any' train that runs on train tracks into any or a 'special' livery for which he is well known for.

Bottom Right: Robert Glass' Network Rail Class 31 233 is seen also sitting on display.

*All: Jonathan McGurk*





Class 334 017 is seen from Langbank skirting the River Clyde and heading east at Milton while working the 11.39 2F74 Balloch - Motherwell Sunday service on November 8th. [Jonathan McGurk](#)

# Scot-Rail with Jonathan McGurk

Below: Class 314 208 and 314 201 are seen coming into stop at the single platform at Whinhill station while working the 12.50 1W40 Wemyss Bay - Glasgow Central High Level Sunday service. The Class 314 EMU fleet are the only fleet that cover the Glasgow Central High Level - Wemyss Bay Sunday services, though this was unusual to see a six car set of this fleet on the Wemyss Bay line, especially working a Sunday service on November 8th.

Top Right: A general view of Dalmeir station taken the top of island platform where platforms 4 and 5 are located looking west towards Bowling. The new station footbridge can be seen, a footbridge which Dalmeir station desperately needed to meet the D.D.A. (Disability Discrimination Act). It covers all of the station platforms from 1 - 5 and has lift access to all five platforms.

Bottom Right: Network Rail DR 98915 & DR 98965 are seen from a public footbridge above the A814 Clydeside Expressway approaching Partick station, heading west, while working the 13.20 3S91 Airdrie - Mossend via Shettleston Loop, Dumbarton Central, Craigendoran Junction, Hyndland Loop, Whifflet Loop, Braidhurst Up Loop, Newton and Springburn Network Rail Rail Head Treatment Train (RHTT) working.

*All: Jonathan McGurk*



## Gourock Refurbishment

Gourock train station / stabling depot, one of four termini stations that serve the railway lines in the Inverclyde area of Scotland (south - east of Glasgow), which serve train services to and from Glasgow Central High Level station is due to go through a £5million refurbished project in March next year (2010).

Network Rail will be managing the refurbishment project when work is expected to start in March next year. The refurbishment project plans, compiled by Network Rail, were submitted to Inverclyde Council in June 2009. Network Rail's objective is to construct an entirely new train station building and train operating facility, re - design the road layout on Station Road (the road of where the station is located) to improve access to bus services and taxis and to demolish many former derelict and disused railway buildings.

As part of the project for £5million will cover the cost of renovating the three existing station platforms, the installation of a new platform canopy, the creation of a new covered walkway to the S.P.T. and Caledonian McBrayne ferry terminals and the refurbishment of the station's north wall, which is to include glazed sections offering unobstructed scenic sea views.

The refurbishment project is expected to be complete in 2011 and the what will be a 'brand new' station when transformed will greatly improve passenger facilities. It will also provide greatly improved road, rail and ferry links as well as delivering a much more brighter, more welcoming environment for both passengers and staff that use the station / ferry terminal and will create a station layout which is compatible with any future redevelopment of the waterfront area.

Top Right: Class 334 015 is seen sitting inside platform 3 at Gourock station having just worked the 10.25 1G73 Glasgow Central High Level - Gourock service. Class 334 005 is seen sitting inside platform 1 prior to working the 11.06 2G32 Gourock - Glasgow Central High Level service. When the station refurbishment project is complete in 2011 this will be a different view with a canopy, which will be built above and spread across all three station platforms, sheltering passengers that use the station as well as the trains for when they are stabled at the station overnight. Platform 1 is the only platform out of the three at the station to be partially sheltered by a canopy.

Bottom Right: Class 334 015 is seen waiting inside platform 3 at Gourock station to work the 11.23 1G34 Gourock - Glasgow Central High Level service. As part of the £5million refurbishment project, being carried out by Network Rail, the station concourse (where this photograph was taken) will be re - designed and given a complete fresh and a much more modern look, which will give off a more pleasant and welcoming feel to passengers who use the station. The station concourse re - design will include lighting and floor renewals and internal painting and wall finishes.

*All: Jonathan McGurk*





## Glasgow Central High Level Station Platform Extension

I visited Glasgow Central High Level station on two occasions in November 2009 to take photographs of the magnificent progress that has recently been made there.

On the night of Saturday 7th / Sunday 8th November 2009 one of the two Network Rail offices situated at the top of platform 12 was demolished to make way for the platform being extended straight through and down into the station. Work will commence on extending the platform over the 2009 Christmas and New Year period. The second and final Network Rail office and storage unit buildings were demolished overnight on Saturday 14th / Sunday 15th November 2009. Construction work will now commence on the platform 12 extension and the construction of a brand new platform 13. Demolition work is being carried out by Balfour Beatty

Right: A photograph taken at platform 12 at Glasgow Central High Level station. Balfour Beatty have made remarkable progress here as only one Network Rail office is awaiting demolition with the other (to the left where the fence is surrounding) now demolished. The former Network Rail office which was located on the left was demolished overnight on Saturday 7th / Sunday 8th November 2009 to make way for work to commence on extending the platform straight through and down into the station as well as work commencing on the construction of a brand new platform 13. The Network Rail office (behind the station arch) and the storage buildings on the right are scheduled for demolition overnight on Saturday 14th / Sunday 15th November 2009. After all office demolition work is complete, expected to be prior to the Christmas and New Year period, platform 12 will close permanently to allow for work to commence on the extension and brand new platform 13. [Jonathan McGurk](#)



Left:  
Class 318 254 is seen twice  
while sitting inside  
platform 12 at Glasgow  
Central High Level station.  
[Greig Gibson](#)





DRS Class 37 608 in DRS compass livery, and 37 607 in older DRS livery, top and tail a Network Rail testing carriage with pantograph raised, on a test run through Wigan North Western on the West Coast Main Line, in the morning of October 23rd. [Christopher Sutcliffe](#)



Above: New GE locos for Freightliner have probably dominated the news this month. Class 70 001 is seen on route from Lawley St to Midland Road, Leeds passing through Derby Station on November 21st.  
*Steve Madden*



Right: The other one from the initial delivery, Class 70 002 is seen at Stoke Gifford for crew familiarisation on November 14th.  
*Derek Elston*



Top Left: Class 70 002 on one of its first workings, 6M55 Stoke Gifford - Rugeley through Cosford on December 1st.

*Gary S. Smith*

Top Right: Sea Wall RHTT, this is the 3S13 Westbury - St Blazey, on October 29th with Class 66 116 and 66 153 in the usual filthy condition. *Steve Thompson*

Left: The rare sight of a freight train in Middlesbrough Station as Class 66 012 works 6T57 0945 Doncaster - Battersby on November 1st. *James Stoker*



Above: An abundance of Class 56s stored outside at Crewe diesel depot is evident in this shot taken on November 28th. [Richard Hargreaves](#)



Right: On a dismal afternoon, Freightliner's Class 66 606 climbs through Rugeley Town station, Staffordshire with the 6Z62 Rugeley power station - Guide Bridge empty limestone hopper train on November 28th. Deliveries of limestone to Rugeley, for the new flue-gas desulphurisation equipment, began in the spring. The original power station chimney is being slowly demolished. [Gary S. Smith](#)



Above: Network Rail Class 31 105 propels the 4Z03 Derby RTC to Selhurst Serco test train past Wellingborough on November 2nd.

*Steve Madden*



Left: In the new First GBRf livery, Class 73 141 and 73 213 stand in the sunshine at Eastleigh on October 28th.

*James Paice*



Class 221 144 "Prince Madoc" passes the Oxford Canal at Ansty on November 11th. [Derek Elston](#)



**Top Left:** 43310 in the new East Coast livery pauses at Newcastle on November 28th, on the rear of a service heading for London.

*Richard Hargreaves*

**Top Right:** Class 86 612 and 86 639 head south through Acton Bridge with 4K64, 11:53 Garston to Crewe Basford Hall Freightliner service, seen on November 30th.

*Pete Cheshire*

**Left:** Class 60 096 rumbles through Cosford with the 6F59 Ironbridge P.S. - Warrington Walton empty coal hoppers on November 14th.

*Dave Dawson*



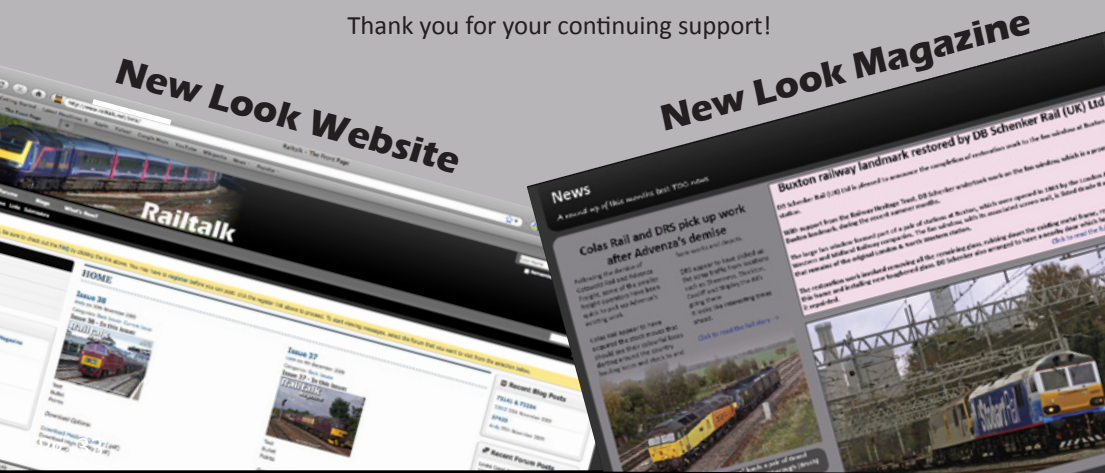


## Coming In 2010

As with many things, an update is needed once in a while, well this time we have really gone full out, and what a different you will see! We have a more interactive magazine, we are making it easier for you to get involved.

Here is a sneaky peak of what is to come in 2010, but bear in mind this is work in progress so the final release may look slightly different.

Thank you for your continuing support!



Above: National Express East Coast farewell as 43 318 leads 43 311 out of Perth on the last week of operation, November 9th. [Richard Jones](#)

Top Left: Class 31 452 and 31 602 either side of DB999508, which was running as 2Q08 Doncaster - Derby via Killingholme, seen here as it is heading for the Humber Bank through Gainsborough Central on another wonderfully grey day, November 24th. [Steve Thompson](#)



Top Left: Class 73 204, 73 208 and 73 212 plus two others are all seen at Eastleigh in October.

*James Paice*

Top Right: Working for WSMR on July 24th was Class 67 002 pictured here at Wrexham having just arrived with a service from London Marylebone.

*Ewan Rutledge*

Left: Colas liveried Class 47 739 "Robin of Templecombe" and Silverlink liveried Class 321 430 stand side by side, but who would have thought that the location would be Doncaster.

*Class47*



Transpennine Express Class 185 121 is seen at Durham working the 1P31 1305 Manchester Airport - Newcastle Central service on November 28th. [Steven Fraser](#)



Top Left: Northern Rail Class 156 475 prepares to work the 2C46 1900 Carlisle - Whitehaven service on a foggy November 28th.

*Steven Fraser*

Top Right: On October 26th, Class 47 270 in BR Blue livery passes BR Two-Tone Green liveried Class 47 D1916/47 812 at Carlisle station. The locos were both engaged in driver training runs.

*Christopher Sutcliffe*

Left: Arriva Trains Wales continues to operate the daily (Monday - Friday) Holyhead - Cardiff loco hauled service. On November 17th Class 57 314 stands at Shrewsbury with the evening Cardiff - Holyhead working.

*Richard Hargreaves*



It really is amazing to think what can be achieved in terms of refurbishment and the Pretendalino set. Looking superb DVT 82146 leads the service south towards London on November 14th. [Richard Hargreaves](#)



Top Left: Get them while you can, is the latest word from the Lymington branch, as Class 421 unit No. 1498 pauses at Lymington Pier on October 28th. *James Paice*

Top Right: Class 66 070 and 66 024 are seen working 3J92 Toton TMD - West Hampstead North Jct. passing under Finedon Road bridge, Wellingborough on November 26th.

*Steve Madden*

Left: Stranger to Warrington Arpley yard at the end of November was ex Silverlink EMU, Class 508 302. The unit was heading for Birkenhead North depot and a new life operated by Merseyrail.

*Brian Battersby*



RHTT time again, and this time from the South West where Class 66 116 and 66 148 are seen working 3S13 Westbury - St Blazey through Lostwithiel on November 9th. [Julian Churchill](#)



More RHTT and like them or hate them, there is no getting away from the fact that they are really good at what they do. MPV DR 98910 passes through Shifnal on October 31st. [Phil Martin](#)





Above: Loco haulage has become a regular feature on the West Coast main line once again following the release to traffic of the “Pretendalino” set. On November 21st Scotrail liveried Class 90 012 was used on the diagram, adding variety.

The train is pictured leaving Coventry.

*Richard Hargreaves*



Left: Class 67 004 is seen working the RHTT across the swollen River Tay at Perth on November 20th.

*Richard Jones*

Right: Extra mail services are running for a few weeks up to Xmas and Class 325 008 and 325 004 were diverted via the East Coast for the 1M20 Shieldmuir to Willesden service on November 28th, seen here passing through Newcastle. [Richard Hargreaves](#)

Inset Right: The same train is pictured passing just south of York. [Danny Sladdin](#)

Below: Class 86 702, now owned by Electric Traction Ltd, was used to take an errant mail unit on the Willesden PRDC – Warrington RMT daytime service on November 20th. The Class 86 is seen at Colton, near Rugeley, Staffordshire with Royal Mail EMU Class 325 013 running as the 1F10 VSTP train in lieu of the normal 1F00. [Gary S. Smith](#)





**Above: Another shot of Class 86 702 in ETL livery hauling Class 325 013 this time through Crewe station heading northbound towards Warrington while working the 1F10 Williesden PRDC - Warrington RMT working on November 20th.**

*Lee Sutherland*

**Left: With Class 37 603 on the rear, 37 038 passes Stockton on 3S10 05:26 Carlisle Kingmoor - Carlisle Kingmoor.**

*James Stoker*



Above: Still wearing the remains of its Northern Spirit livery (remember them?) Class 158 799 departs Nottingham on November 7th heading for Norwich.  
*Richard Hargreaves*

Left: Arriva Trains Wales liveried Class 158 824 is seen at Shrewsbury on November 5th.  
*Richard Hargreaves*



Left: Class 57 603 pauses for a driver change at Doncaster Station whilst working 5Z80 Old Oak Common - Kilmarnock stock move on November 28th.

[TeesideAnth](#)

Below: Class 31 285 prepares to work 1Q06 Structure Gauging Train to Heaton TMD via Dinsdale, Hartlepool and Sunderland from Darlington Station on November 27th.

[TeesideAnth](#)



# 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.

This month I had chance to visit Newark, and I will start by saying that I had forgotten how delightful this town and its two stations is. With Northgate, a station of two sides, the side nearest the town, is very much original and has a delightful canopy, many original buildings and features. The central island platform however is very modern and lacks character. On the other side of town lies Newark Castle station, which is a lovely two platform station one of which retains some very grand original buildings, however they do seem to be currently out of use. Anyway, whilst there I had opportunity to walk between the two, which takes about 15 mins and you pass some delightful places to eat.

However my top tip this month is:

Appleton Gate Fish Bar  
38 Appleton Gate, Newark,  
Nottinghamshire NG24 1LR

Telephone: 01636 705671

This establishment is a couple of mins walk from Newark Northgate station, go straight out of the station entrance and walk across the road, continue walking straight down the road in front of you and they are on the left hand side.

Lovely fish and chips, traditional food for the spotter. They also do the usual pies, sausage etc.

Now an update as to last month’s Pumpkin report. It has been seen at several locations recently that their £1.99 bacon roll offer no longer comes in a round bread bun, but instead

comes in a rather nice french stick. This results in being even better value for money, however I don’t know if this will be a permanent change or is due to supply problems.

As another year ends, I should like to thank all of you who have sent in reports this year, and I hope that you all have a very Merry Xmas.

I’ll be back next month with another gem to let you all know about. Until then keep the emails coming, and you never know, it might be your report next month.

Remember you can email me at:

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

## View from the Outside by Megan Thomason

This month I had a good laugh at how some people are so horrible and small minded. If you have a hobby and enjoy doing it why should you be penalised? It is so funny that some people sit on their bums all day basically being a mean person. That is exactly what the guy who delivered Andy’s calenders was like, he and his sitting on bums all day crazed work colleagues. Mean, almost laughable people.

The calenders I am referring to are the Railtalk ones, when he delivered them to Andy, he laughed and boasted about the fact that he and his mates had a look at them because the package ‘opened’ back at the package sorting place and they had a “right laugh” at them. He also said that he would rather order a phone book than what Andy had ordered...

By this point of the story, I was fuming. Luckily, Andy told me what he did, which was when the mean man told Andy to sign for the calenders, he wrote....something that I shall

not repeat. It was a very proud moment, normally Andy isn’t great with fighting, but he sure showed him! No violence, just one simple word, and the fact that he didn’t even sign his own name, meaning he would hopefully get fired, the man did seem pretty worried considering he banged on the door straight after Andy had “signed” and slammed the door in his face. That will teach him to mess with people who order train calenders! Besides, the calender is great, I should know I saw how hard Andy worked and I even helped choose the photos! I am sure he is having a “right laugh” now that his boss knows he didn’t get a signature.

Moving on to happier stories. I went out to Newcastle on my first ever rail tour this month. It was interesting, since it was my first time I had a lot to learn, for example apparently seats get muddled up all the time on railtours....or was it just Andy? That killed half an hour anyway, two men didn’t seem too happy that we were in their seats...poor boys, you had to feel

sorry for them really,. It was extremely cold when we got off the train and on to the platform, and so Andy and I headed to Burger King rather than risk a cold. I was glad when the train came back to pick us up again, I wondered why Andy likes trains so much....It’s because the trains are so warm and cosy compared to the freezing wintery weather outside!

That delivery man should take a leaf out of his book....or should I say calender, and go on trains more often instead of just laughing at photos of them, it must be cold delivering parcels all day, I bet he won’t be laughing when he’s out in the wet and rain delivering, while Andy’s on a nice warm train!

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

megan.thomason@railtalkmagazine.co.uk

## EAST COAST MAIN LINE COMPANY PLEDGES TO IMPROVE SERVICES AND INVEST FOR THE FUTURE

Rail services formerly operated by National Express East Coast transferred to East Coast Main Line Company Limited (East Coast), the new operator of the service on November 14th. The services run between London Kings Cross and destinations including York, Newcastle, Edinburgh, Glasgow, Aberdeen and Inverness.

East Coast has pledged continuity of service but also improvements to the service over the next two years while it rests in public hands.

Transport Secretary Andrew Adonis said:

“East Coast will remain in public hands for two years and there will be full continuity of service. But this is not a care and maintenance job – I want to see real improvements in the service and better value for money.

“East Coast staff have real pride in their jobs; they want to offer a fantastic service, and the new company will give them the tools for the job.

“This is a profitable railway – it needs to be the pride of its passengers and staff too and that’s my aim for East Coast.”

Improvements and changes include:

- An end to charges for seat reservations from January 1, 2010;
- £12 million for improvements at stations, including enhancements to Newcastle, York, and Peterborough. The focus of investment in stations is designed to add significant benefits for customers, these include the provision of 200 new cycle spaces at Newcastle, 100 at York and 150 at Peterborough;
- An immediate review of on-board catering in both standard and first-class, with a view to improvements from next year;
- Better standards of cleanliness on board trains and at East Coast managed stations;
- Further service improvements including a new Saturday evening service from King’s Cross to Leeds and an additional Sunday morning service from Leeds to King’s Cross;
- The withdrawal of the planned gating of York station in order to maintain the existing through access for non-passengers,

while accelerating the completion of gating at King’s Cross to deter fare dodgers.

Elaine Holt, Chairman of East Coast, said:

“On day one it’s about business as usual for staff and customers. In the coming weeks and months, our first priority is to deliver ‘the basics’ to a consistently high standard. That means systematically maintaining a good reliable and punctual train service; helpful and proactive staff; well maintained, clean and accessible stations and trains; and good quality information for every step of the journey. “Over time we’ll introduce further improvements to the service, the stations and the trains – our aim is to make sure that East Coast is the preferred way to travel along the length of the route and the best performing long distance rail operator.”

The Company also announced today the appointment of Karen Boswell as the new Managing Director of East Coast.



The smart new livery of East Coast, as seen on one of their HST sets at Doncaster on day one of the operation, November 14th. [Class47](#)

## 2,000 TIMES AROUND THE WORLD FOR c2c ELECTROSTAR TRAINS

National Express train operator c2c and train manufacturer Bombardier Transportation have recently celebrated a remarkable achievement at London Fenchurch Street station, when c2c's fleet of Class 357 Electrostar trains clocked-up a total mileage of 50 million miles. This represents the fleet of trains travelling around the world over 2,000 times since entering passenger service nine years ago.

c2c Managing Director Julian Drury and Bombardier's Head of Fleet Management – South Graham Corfield unveiled a special 50 million miles poster at 10.15 at Fenchurch Street, prior to a visit to c2c's East Ham maintenance depot to congratulate all the staff involved who have helped to ensure that c2c's trains are officially the most reliable in the country.

c2c Managing Director Julian Drury said: "We are proud of the successful partnership the fleet team at c2c has developed with Bombardier in achieving 50 million miles of excellence, and in helping to consistently deliver the best performing train service performance amongst UK train operators."

Graham Corfield Head of Fleet Management – South for Bombardier said:

"We are extremely proud of our Electrostar trains, in particular the award winning and best in class Electrostars for c2c. The high performance from the c2c operation is a testament to the successful partnership approach adopted by Bombardier and c2c. The East Ham employees, of both Bombardier and c2c, work closely together as one team with one common goal - to be the best."



PHOTO: Shows Julian Drury Managing Director of c2c (far left) and Graham Corfield of Bombardier at London Fenchurch Street.

## Cargo -D fleet update

The last 3 months have seen a period of hectic activity for Cargo-D. The company has diversified into part refurbishment, consultancy and project management as well as increasing its rolling stock float and operating 3rd party trains and winning contracts.

The partnership with Direct Rail Service continues to develop. DRS and Cargo-D have been exploring freight avenues, Cargo-D is utilising DRS resources and expertise for rolling stock moves, charter work and rolling stock hire. DRS is also utilising Cargo-D rolling stock where required. MkIII FO 11027 is currently with DRS. It is hoped that this development continues to expand and grow.

The MkIII set that operated with Virgin trains until recently is now based at Willesden. This is a joint venture with DB Regio and manages the Cargo-D and Cargo-D/DB Regio joint MkIII fleets. Willesden comes under the auspices of the London Overground franchise, an operation that DB Regio has a stake in. Willesden staff have been passed out on MkIII maintenance and Cargo-D, DB Regio and WSMR MkIII stock have major exams carried out on them at the depot. RFM 10246 and TSO 12053 are currently undergoing E exams.

MkIII vehicles 10588, 11065 and 11071 have been moved from DB Schenker to Barrow Hill for further work. 10588 is being fitted with new doors after a major exam at DB Schenker and 11065 and 11071 have moved to Barrow Hill where Nemesis Rail will undertake further exams. These vehicles will then form part of the charter fleet and will be based at Barrow Hill.

The MkII fleet continues to expand. MkII BSOs 9479 and 9525 and TSOs 5866, 5906, 5958 and 6168 have moved from Long Marston to Barrow Hill for work to be carried out. BSO 9525 will form part of the charter set and is almost complete, receiving the obligatory coat of BR blue and grey.

Other vehicles recently completed and introduced to traffic are MkII FO 3366 and TSOs 5810 and 5901. The remaining vehicle on site to be completed is MkII TSO 6001. Work will commence on this vehicle when 9525 is complete. The aim is have a complete set of MkII TSO vehicles when required for 'people mover' work that is available from Barrow Hill.

MkII vehicles BSO 9506 and TSOs 5971, 5995 and 6122 are to move to Scotland to form part of the second locomotive hauled set for Scotrail. This service will commence on 12th December.

Cargo-D has also bought MkIII RFM 10245 from National Express. The vehicle, currently located at Wabtec, Doncaster was deemed to be excellent condition on inspection. It has not been decided as to the future of this vehicle, but it is complete. This vehicle will be transported from Wabtec to a yet to be decided location in the coming weeks.

Cargo-D has also taken MkIII sleeper 10540 from DB Regio, following its purchase from DB Schenker by DB Regio. The intention for this vehicle is to return it to service in 2010. It again is deemed in good condition and will eventually cover for sleeper 10588. 10540 is another example of a pantry fitted sleeper which is deemed essential to operations where such support is required.

Cargo-D has also purchased MkII TSO 6124 from Arriva Trains Wales. This vehicle was damaged in a shunting accident and has been purchased for spares. Stripping of the vehicle has begun and the shell will then be scrapped and all components, where appropriate, will be overhauled and put into the spares float.



## PowerHaul locomotive officially launched by Freightliner

Class 70 001 was named "Powerhaul" as a result of a competition held by Freightliner giving their employees the opportunity to name the first of these revolutionary new locomotives. Michael Dickinson based at Euston was the successful competition winner.

The development of PowerHaul is example of Freightliner's long-term commitment to provide customers the sustained performance and reliability for which Freightliner is renowned.

Since privatisation, Freightliner's innovation has seen it continue to be the market leader in the container haulage industry whilst expanding into new markets. Freightliner Heavy Haul's breakthrough into the bulk rail freight market 10 years ago completely reshaped the way freight was delivered in the UK bulk rail freight sector. New European operations in Poland and the more recently ground breaking entry to the Australian rail freight market. This has seen Freightliner secure a 10 year contract with one of the worlds leading mining companies, all examples of Freightliner's commitment to remain at the forefront of the freight industry for the future.

The PowerHaul locomotive introduces new state-of-the-art technology to the UK's rail freight market and represents GE Transportation's entry to the UK and European marketplace.

"PowerHaul is a more business efficient locomotive, hauling more freight and providing more power at the rail-head, it will enable better use of the rail network whilst lowering

Freightliner's carbon footprint." Commented Peter Maybury, CEO, Freightliner Group Ltd at the naming ceremony.

"PowerHaul is yet another example of innovation and forward thinking that has been crucial in taking Freightliner to the position we are in today. PowerHaul would not have been possible without the excellent partnership Freightliner and GE have formed and the dedication of all the team over the last two years. The introduction of this new technology will further advance Freightliner's reputation as a dynamic and modern logistics company."

Lorenzo Simonelli, CEO, GE Transportation added, "Our partnership with Freightliner began two years ago, and I am extremely proud to see the first two PowerHaul locomotives on UK soil here today. The presence of the PowerHaul locomotives not only confirms the firm relationship that exists between GE and Freightliner, but also represents GE Transportation's entry to the UK and European market place.

This is one more important step in what I expect to be a long and fruitful relationship with our customer and partner - Freightliner."



## Sheffield to benefit from two trains an hour to London from December

East Midlands Trains, working in partnership with South Yorkshire Passenger Transport Executive (SYPTe) and Yorkshire Forward, has confirmed plans to introduce two trains an hour between Sheffield and London from Monday 14 December. This marks a significant improvement from the current hourly service.

The introduction of these new services means that passengers travelling between Sheffield and London will have the benefit of an additional 24 trains throughout the day, providing greater choice and helping to improve the economic competitiveness of the Sheffield City Region. With more trains available, and more seats than ever before, passengers will have much greater flexibility on when to make their trip. The substantially improved service will also benefit people travelling from Chesterfield too. Tim Shoveller, Managing Director for East Midlands Trains, explains: "We know that good connections to our Capital are a key priority for any major city, and we have been determined to improve Sheffield's train service to London. In our last major timetable change in December 2008, we launched significantly improved journey times between Sheffield and London. And now one year on, we are proud that through genuine partnership working with SYPTe and Yorkshire Forward, we are collectively able to deliver this further major improvement for passengers."

David Young, SYPTe's Director of Customer Experience, said: "I am excited to welcome these new train services, which follow a number of years' lobbying and prioritising funds to support this route as passenger numbers have increased. Despite being the country's fourth largest city, Sheffield has lagged behind other major urban centres in having good links to London - this has held back economic growth. It is therefore vital for us to have secured an improved train service to London which will be a significant boost to the region's economy. Sincere thanks go to Yorkshire Forward and East Midlands Trains for their help and support".

Tom Riordan, Chief Executive of Yorkshire Forward, said: "I am delighted that Yorkshire Forward funding has contributed to such a key milestone in the economic development of Sheffield. A twice-hourly service to London, and vice-versa, means that Sheffield will now be able to compete on a level playing field with other cities in the UK.

"Until now Sheffield has been the only major English city with just an hourly service to London, so investments like this one will provide a major shot in the arm for the city, creating jobs and boosting the economy.

"As well as the obvious financial benefit of twice as many Sheffield to London passengers using Sheffield Station, we also expect to see an additional £2million to £3million pounds being generated annually in the local economy in jobs and investment."

Transport Secretary Andrew Adonis said: "I'm delighted that passengers will benefit from a more frequent service, with twice the number of trains running between Sheffield and London.

## ScotRail trains are on the move.

More than 60 ScotRail trains will start switching routes from September 2010 following the arrival of new electric trains in Ayrshire and Inverclyde. The Transport Scotland investment in 38 new electric Class 380 trains will add more than 9,000\* seats to the Scottish rail network. From Ayr in the west to North Berwick in the East, customers will see benefits from the planned 'cascade' of different types of trains. Ayrshire and Inverclyde passengers will be the first to gain, with the Class 380 trains arriving from September 2010.

In December that year, trains will once again run on the Airdrie to Bathgate rail line, with new stations created, others upgraded and existing single rail track double tracked and electrified. The link will offer new services between Edinburgh and Glasgow, including direct services from Helensburgh/Milngavie to Edinburgh served by Class 334 trains.

And from March 2011 Edinburgh – North Berwick services will also be served by new Class 380 trains.

Transport Minister Stewart Stevenson said: "We are delighted to see the progress being made by Siemens towards the delivery of the Class 380 rolling stock.

"Rail patronage is increasing and this vital investment in a new fleet of environ-mentally friendly trains will deliver not only benefits for passengers through improved facilities, more trains and more seats on the network, but also help us meet our ambitious Climate Change targets by encouraging people to leave the car at home in favour of more sustainable forms of transport."

Steve Montgomery, managing director of ScotRail, said: "The arrival of the Class 380s will trigger a cascade of different classes of trains across the network. Our priority under the cascade is to deliver extra capacity where it is needed most and, of course, to release trains to serve on the new Airdrie-Bathgate line. "

Sep-Dec 2010 22 x Class 380 trains are introduced in Ayrshire & Inverclyde. Gradual introduction into service.

Dec 2010 The Class 334s will operate on the new through route from Helensburgh/Milngavie –Edinburgh. Class 318s will operate Dalmeir – Lanark/Larkhall/ Motherwell to release a further 2 x Class 334s also for the Helensburgh/ Milngavie – Edinburgh route. Via the new Airdrie -Bathgate corridor. Options still under consideration on deploying 5 x Class 158s (ex-Edin-Bathgate).

Dec 2010 8 x Class 320s from the existing North Clyde services are released to operate Dalmeir – Lanark/ Larkhall/ Motherwell, releasing a further 8 x Class 334s to operate Helensburgh/Milngavie – Edinburgh services. For example, more six-carriage trains during peak travel periods.

Dec 2010 - 6 x new Class 380s are introduced into service – Ayrshire/Inverclyde. This releases 4 x Class 318s to provide longer trains on Dalmeir – Lanark/Larkhall/Motherwell line. For example, more six carriage trains during peak travel periods. Mar 2011 4 x Class 380s begin operating North Berwick – Edinburgh services, replacing the existing 4 x Class 322s. The Class 322s' lease expires in March 2011.

Beyond Mar 2011 3 x Class 380s are being reviewed for possible additional capacity / service options.

\* The net seat gain will be around 7,500 following the departure of Class 322s from the Scottish network in March 2011

## Let us improve our stations, says Sir Richard Branson

Virgin Trains has pressed for train operators to be allowed to make major station improvements as it welcomed a Government report calling for stations to be made an investment priority.

Plans to invest £50million in stations have been unveiled by Lord Adonis, Secretary of State for Transport, during a fact-finding tour of 10 stations, including five operated by Virgin Trains.

Virgin Trains has previously made clear that investment in stations is urgently required to cope with increasing numbers of customers. Virgin Trains has seen growth in customer numbers of almost 20 percent this year and wants greater investment in its stations to help cope with demand.

Although Virgin Trains' stations outscored the national average in the latest National Passenger Survey, there is room for massive improvement. Whilst Virgin Trains operates 17 of its stations, it is not allowed to carry out major changes that are required to dilapidated station buildings.

Virgin Trains is working with partners to introduce new car parking for more than 4000 cars, and new lounges and ticket buying facilities at its 17 stations.

Virgin Trains now wants changes to stations to come within the franchise process so that train operators can introduce substantial improvements such as new business meeting rooms, lounges and waiting rooms, as well as other new customer facilities.

Sir Richard Branson, founder of Virgin Group, called in May for a major change in the way station improvements are funded.

He said: "The private sector has already invested heavily in fleets of new trains, and there is much more that we at Virgin would like to do to add further rail improvements in future. Stations are clearly in need of major overhaul and, with public finances under constraint, the time is right for the private sector to be even more heavily involved in pioneering projects that would radically change public perceptions."

Tony Collins, Virgin Trains' chief executive officer, said: "Our train service is second to none and the growth we are currently seeing reflects the popularity of train travel. But stations are a different story and they need to be the priority of the coming years.

We would relish the chance to make significant changes within our franchise agreement that would bring station standards into line with our trains and I would be keen to discuss with Lord Adonis how quickly this could be achieved."

## Pendolino set to be biggest selling train model for a third year running

The popularity of Virgin's Pendolino trains means they are set to be Hornby's biggest-selling train model for a third year running. The popularity of the model version of the Pendolino is mirrored by the fact that thousands of passengers have already bought tickets for travel on Virgin Trains services over the festive period.

Virgin Trains is urging all customers to book early for Christmas and New Year travel and tickets have been on sale since early October allowing many customers to already have obtained seats on the trains of their choice at the cheapest rates. Restrictions on Off Peak tickets will be lifted from 24 December 2009 to 3 January 2010 inclusive while Advance tickets are currently on sale for all travel days during the holiday period.

Full details of train times at Christmas and New Year are now available on [nationalrail.co.uk](http://nationalrail.co.uk) while tickets and seats can be booked on [virgintrains.com](http://virgintrains.com) or by calling 08457 222 333.

On a smaller level thousands of scale models of the Pendolino train have already been bought and are ready to be wrapped as Christmas presents. Made by model manufacturer Hornby, the Pendolino train set is already one of Hornby's best selling train model this year, a record that it is expected to retain for Christmas 2009 sales. Virgin's fleet of 52 Pendolino tilting trains, built and maintained by Alstom, have already covered over a million miles each and the first trains are now hitting the million-and-a-half mile marker. The entire fleet has travelled over 72 million miles and is expected to travel around 16 million miles a year – that's over 30 return trips to the moon!. The 'real' Pendolino features at seat service in First Class of hot and cold drinks and light refreshments, including a typically British breakfast. Improvements have been made to enhance mobile phone reception and onboard WiFi is now available. Power points at most seats allow charging of laptop computers and mobile phones and an audio entertainment system operates throughout the train. A walk-in shop is also provided and regenerative braking captures the energy from brake applications and puts electricity back into the electricity supply system.

Hornby's Pendolino takes railway models to new levels. This stunning four car Pendolino pack is representative of Virgin Trains latest state of the art passenger train. The new Hornby 4 car model is ready to use straight out of the box. Designed to capture the real essence and style of its full size counterpart, the Pendolino certainly can show off its accurate tilting mechanism especially when the train travels at speed around bends. Each Power Car unit is fitted with directional lights plus a Hornby Digital decoder so that the lights can be switched on and off even when the train is in motion! Additional Pendolino coaches are available so that a full-length train can be created.

Simon Kohler, Hornby's Railways Group Marketing Manager said: "Virgin's Pendolino has become the iconic image of high speed trains in the UK and we are pleased that we have been able to include it in our range of railway models. It is one of our most popular train sets and we are sure that the Pendolino will make it a happy Christmas for thousands of people."



## IRVING BRINGS CURTAIN DOWN ON 50 YEAR CAREER

National Express East Anglia (NXEA) Conductor Irving Silverwood is retiring in his 50th year of service on the railway.

Irving has had a remarkable career in the rail industry which began in January 1960 at Lime Kiln Quay crossing, in Woodbridge, Suffolk, as a crossing's boy. Irving soon progressed in his career, moving to take charge of Ferry & Hayward crossing just north of Woodbridge station for a year, until becoming a messenger boy in the Ipswich Top Yard freight depot. Later, Irving became a 'Shunter' in a goods yard, before progressing to become a 'Head Shunter' at Ipswich Docks. Irving then became one of the youngest freight guards at Ipswich, before transferring to become a passenger guard. For some time Irving also worked as Ipswich station supervisor; before deciding that his heart lay in being a passenger conductor, the position he remained in until his retirement.

During his impressive career Irving has worked on passenger, mail, parcels and freight trains and icons of the locomotive world such as the 'Flying Scotsman' and 'Deltic'. Irving's career has spanned steam, diesel and electric train services.

Speaking of Irving achievements NXEA Conductor Manager John Bellchamer said: "Irving's dedication to the railway is remarkable. He has had a career of incredible longevity and diversity. He is a real character, with incredible enthusiasm for his work, who genuinely loves the railway and is very supportive of his colleagues. Customers and colleagues alike will miss him when he retires. I would like to thank him for his commitment to his job."

Irving will be retiring to a bungalow, close to the Norwich mainline, so he'll be able to keep an eye on which trains are running to time.



Photo: Shows Irving and his wife Vivien, with friends and colleagues at Ipswich station.

## BOOST FOR BUSINESS AS NETWORK RAIL REVAMPS ARCHES IN NEWCASTLE

The Lord Mayor of Newcastle has officially opened Network Rail's £2.25 million restoration of Grade II listed arches in the Westgate Road area of Newcastle.

The eight units, which range in sizes between 872 sq ft to 5123 sq ft, provide stylish commercial premises suited to office, retail or showroom uses, located close to Newcastle Central station and within the boundaries of Newcastle's medieval town.

Nigel Escott, head of commercial asset management at Network Rail, said: "Newcastle has a great railway heritage and we want to safeguard this but also be part of regenerating a modern working city. By investing in these Victorian arches we have created unique business premises in the heart of Newcastle.

"We hope to generate income of £1bn in the next five years from this sort of commercial activity with profits reinvested back into the railway."

The Lord Mayor of Newcastle said: "I am delighted to see the industrial heritage of our city being used to inspire the future innovators of our region. These exciting new premises will give businesses the opportunity to grow and enhance this historic part of Newcastle's city centre."

Advice was taken from Newcastle City's planning department and the county historic buildings officer throughout the project in order to deliver a modern business space while reflecting the arches' Victorian heritage. In keeping with this, glazed timber framed frontages have been designed to reflect the original Victorian frames needed replacing.

Network Rail also worked closely with English Heritage and the Newcastle City Council Archaeological Advisor to protect the site during redevelopment.

Archaeological digs in the arches revealed various medieval finds including a cremation burial pot, coins and a quartz bracelet. Some roman structures were also uncovered.



## £150M DELIVERS A NEW RAIL ERA FOR SOUTH WALES

The first phase of improvement work for the largest rail investment scheme in South Wales is nearly completed and the New Year will mark a brand new start for thousands of passengers at Severn Tunnel Junction. For the first time in 25 years, passengers will be able to embark on their rail journey from the restored Platform 4, which was abandoned during a cutback in the 80s.

In addition, the revamped railway, complete with new track, new layout and modernised signalling technology, is set to improve performance, significantly cutting delays.

Chris Rayner, Western route director, Network Rail said: "The £150m Newport area re-signalling scheme is set to deliver a 21st century railway to South Wales and will also reverse the history of Severn Tunnel Junction. The railway around Severn Tunnel Junction suffered years of decline after it was bombed in World War II. While this work will significantly boost performance, it will also provide the potential for more trains to travel through in the future."

Around 3.5 miles of new track will also be installed to bring a more reliable service to passengers travelling in the area. Also to be renewed are 16 sets of life-expired points to create a new layout at Severn Tunnel Junction railway to improve train movements into and out of the tunnel.

Signalling equipment between Severn Tunnel Junction and East Usk will also be completely modernised with new technology, which will be controlled - for the first time in Wales - from the new signalling centre in Cardiff.

This move has created 11 new jobs for the region and six additional signallers are set to join in the later part of next year.

As part of the re-signalling work, 81 signals, 10 new signal gantries, 168 train detection counters and 39km of power cable will be installed amongst other improvement work.

A dedicated siding facility in the Severn Tunnel Junction area will also be created to house tunnel emergency rail vehicles and track machines.



## DRS supporting the Cumbrian community

Direct Rail Services (DRS) a national rail freight operator with head office in Cumbria has stepped in to provide support for the Cumbrian community devastated by flooding. The damaged roads and bridges is causing travel disruption resulting in the surge in demand for local rail services. DRS is working on behalf of Northern Rail to provide additional capacity operating between Maryport, Flimby, Workington North and Workington in addition to the normal rail services provided by Northern Rail.

A new shuttle train service between Workington and Maryport is to run every weekday from Monday 30 November to provide further help to residents in West Cumbria following the recent severe floods.

The shuttle train service will call at Maryport, Flimby, the new temporary station on the north side of Workington, called Workington North, and Workington.

The shuttle train will have three carriages and will be operated by Cumbrian rail company DRS on behalf of Northern Rail.

The timings of the shuttle service are:

From Workington to Maryport, leaving Workington at 0705; 0810; 0940; 1030; 1120; 1220; 1335; 1445; 1550; 1700; 1755; 1850

From Maryport to Workington, leaving Maryport at 0725; 0833; 1000; 1050; 1145; 1250; 1400; 1510; 1625; 1720; 1820; 1915

All the shuttle services will call at the new temporary station, Workington North, and Flimby.

Northern will continue to operate its normal weekday timetable on the Cumbrian coast, with some trains having additional carriages.



## Arriva steams ahead with Award-winning Crown Restaurants

The master chef and team behind Wales' only Michelin-starred restaurant joined staff on board Arriva Trains Wales' Premier rail service recently to give first passengers a unique and unforgettable fine dining experience.

James Sommerin, Executive Head Chef at the Michelin star Crown at Whitebrook near Monmouth and the three AA rosette Crown at the Celtic Manor in Newport, joined Arriva Trains Wales chefs for one evening only, to serve up a culinary feast on board the Premier North-South Wales service.

Launched in December 2008, the week-day return service between Anglesey and Cardiff offers Wales' only fine dining rail service and ranks highly among a handful of operators offering the same service in the UK today. Arriva Trains Wales recently gained recognition for its premier class dining service when it was ranked top in a recent review of UK rail dining services. The special evening service organised between Cardiff and Chester cements the recently established partnership between the Crown restaurants and Arriva Trains Wales, which aims to develop the fine dining experience on board the premier service. Mike Bagshaw, Arriva Trains Wales' Commercial Director commented: "We're delighted to have James and the staff from the Crown restaurants on board sharing their expertise and helping us to raise the standard of our First Class service even further. "We expect next year to be a big year for Wales as a tourist destination, especially as preparations are being made to host the Ryder Cup, and we hope this partnership can grow and ensure that we retain a high level of service that meets and exceeds the expectations of our customers."

Through this partnership, James travelled on board the premier service this summer and has more recently had a taste of what it is like to work with the chefs in the small galley of the restaurant car.

The talented 31-year old father-of-two chef who spends his time between both Crown restaurants, said: "The Crown restaurants and Arriva's premier class service appeal to similar markets. With less than a year until the Ryder Cup comes to the Celtic Manor, there's been an even bigger buzz around the resort as we prepare to welcome more tourists than ever in 2010. This service is very much what we need to help build on Wales' reputation as a place that offers high quality food and a fine dining experience."

A recent finalist on the BBC2's TV programme, 'Great British Menu', James used his eight years experience working with the Crown restaurants to prepare a five-course fine dining menu for 46 first class passengers.

James, who thrived under pressure on board the service, continued: "I've worked in several places in my career but I've really enjoyed the challenge of cooking on board the train, even if the space limitations and the motion of the train took some getting used to. The chefs and hostesses do a superb job and I'm looking forward to working with the team again."

One of the Arriva chefs working on board the service, Mark Wilson, 46, from St. Mellons in Cardiff, took part in a special cooking master class with James Sommerin at the multi-award winning Crown at Whitebrook last month (October).

Mark and fellow Arriva chef, Aaron Lister, 27, from Risca, are hoping to combine over 35 years of experience with James' tried and tested culinary techniques to build on the service's reputation: "I've enjoyed every minute of this service," said Mark, "It was a real challenge but so exciting."

"We normally change our menus on a six-day cycle so that passengers never have the same dish if they travel with us on one particular day each week. We're hoping to work with James to create menus which can be varied by season for example or themed around special events." The special service was hosted by The Crown at Whitebrook General Manager, David Hennigan, supported by a team from The Crown restaurants and two Arriva customer service hostesses.

One of the Arriva customer service hostesses, 23-year-old Emma Parry, from Holyhead, in Anglesey, working on board the service, was delighted to be involved in the service: "I've worked at more than one top hotel in my time working in the hospitality industry, but this is the best experience yet. The Arriva Trains Wales premier class service runs week days between Anglesey and Cardiff, with a full breakfast served each morning and an evening meal served on the return journey from the Welsh capital

## NEW ERA OF OPENNESS AS FIRST STAGE OF WAVERLEY WORKS COMPLETED

Network Rail completed the first stage of a £130m scheme to redevelop Edinburgh's Waverley Station, with the demolition of a redundant building on the north side of the station. The work, which has been ongoing for a month, required the isolation and demolition of the old post office compound and the roof level conveyor which once linked the station to the General Post Office building on Princes Street.

The removal of the building has immediately resulted in a lighter, more open environment and provides a first taste of what the next four years of works will bring.

The site has now been fenced off and will be used as a compound for the wider improvement scheme due to begin next spring. The renewal of the station's renowned 34,000m<sup>2</sup> Victorian glazed roof is at the heart of the project, with the aim to create a bright and spacious station environment. New entrances from Market Street and from Princes Street via Waverley Steps are also planned, along with improvements to the station concourse and building exteriors.

Ron McAulay, Network Rail's director, Scotland, commented:

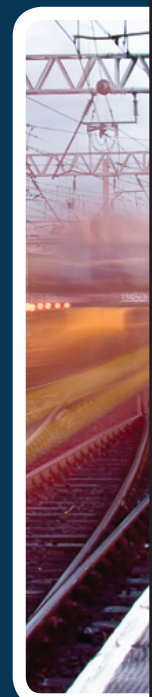
"The removal of the old depot building has made an immediate difference to the environment in the north of the station and I look forward to seeing how the rest of our plans build on this. The renewal of the roof in particular will provide an even greater sense of space and provide improved natural light."

The space created by the demolition of the building will be used as a depot for Network Rail contractors working on the roof renewal project. Use of the site following completion of the roof renewals has still to be decided.



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# Pictures with a different view



I think that we may have had a similar shot of Shrewsbury in a previous issue, but I thought this worthy of inclusion with added fireworks. *Richard Hargreaves*

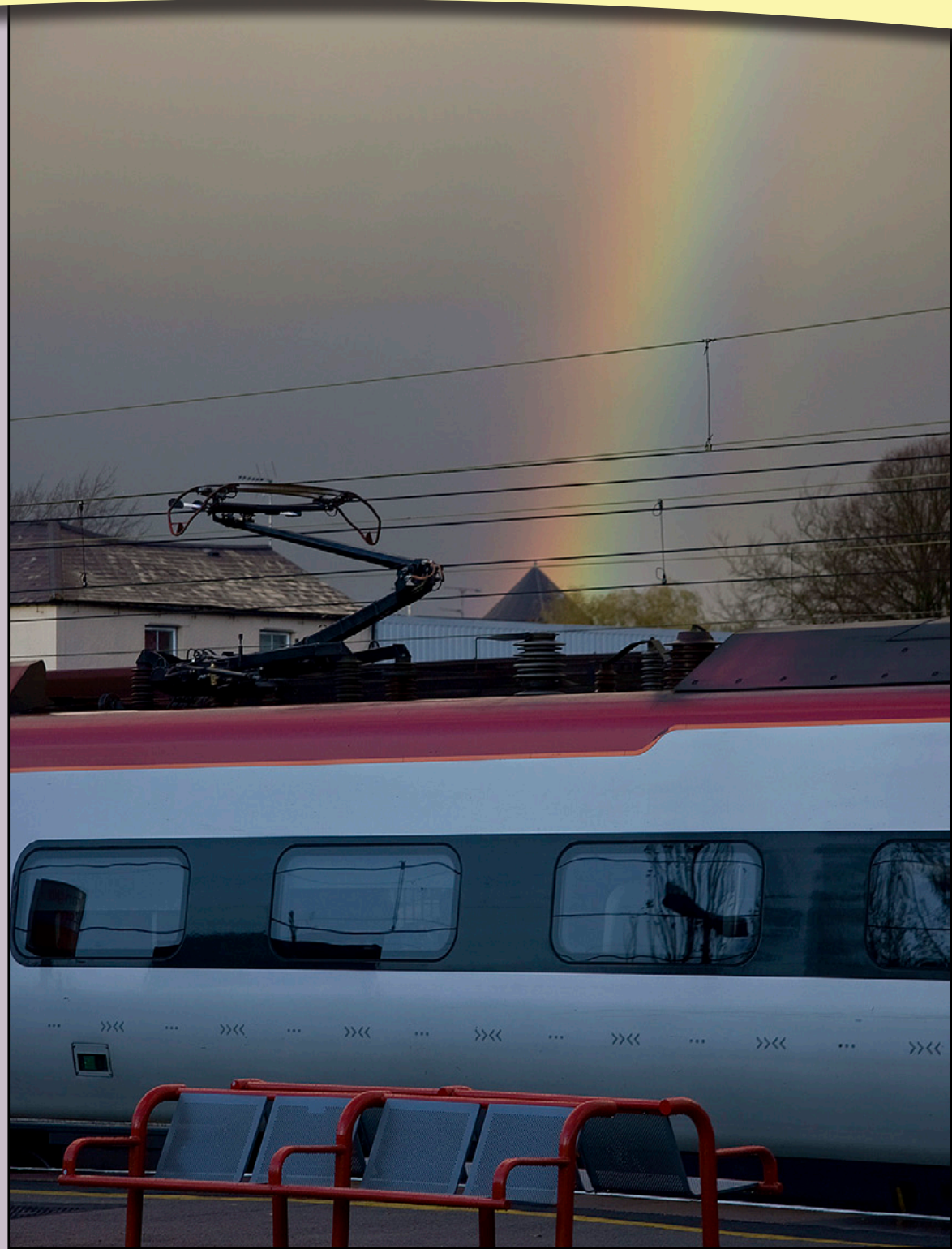


Above: A long exposure photograph of Class 153 313 in East Midlands Trains livery, which is seen departing platform 4 at Crewe station while working the 16.07 2P52 Crewe - Derby East Midlands Trains service on November 20th.

*Jonathan McGurk*

Right: At the end of the rainbow there will be a Pendolino waiting for you.

*Richard Hargreaves*





# Preserved Railways



November has always been a quiet month on the preserved scene, most lines have had their Autumn galas and are gearing themselves up for the Santa special season. However one loco continues to draw the crowds at any time of year.

We are of course talking about Tornado and this is a shot from its visit to the Severn Valley Railway. [Richard Hargreaves](#)



Looking forlorn and certainly going rotten and in need of urgent body repairs is Deltic D9016, stood out in the open at Barrow Hill. What will become of this former East Coast Giant. *Class47*



East Lancashire Steam Gala on October 31st

Above: MSC Hudswell Clarke 0-6-0T No. 32 "Gothenburg" is seen departing Summerseat towards Ramsbottom. [Colin Irwin](#)

Right: Gresley K4 2-6-0 No. 61994 "The Great Marquess" is seen departing Summerseat towards the tunnel and on to Ramsbottom. [Colin Irwin](#)





0-6-0T No. 32 "Gothenburg" is seen working an early morning Freight run through Burrs Park at the ELR Steam Gala on October 31st. [Colin Irwin](#)



LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" is seen arriving at Summerseat from Ramsbottom, ELR Steam Gala on October 31st. [Colin Irwin](#)



Rebuilt Battle of Britain Bulleid Pacific No. 34059 "Sir Archibald Sinclair" is seen departing Horsted Keynes, during the Bluebell Railway's Giants of Steam Gala, on October 25th. [Craig Stretten](#)

No we've not jumbled the pages up! but this is an archive photo to show how Class 50 002 looked back in 1985 as a comparison to the loco as it is now. The bottom shot was taken on November 7th and the loco looks great, but there is more work to be done.

If anyone wants to help in the restoration of this loco then they should contact the Devon Diesel Group by clicking the logo below



Top Right: Class 50 002 "Superb" stands at Plymouth on July 18th 1985 whilst working a service to Paddington.

*Martin Hart*

Bottom Right: Superb she may look, and a lot of time and hard work has gone into getting the loco in this condition. Resplendent in BR Blue livery with working destination blinds the loco is seen at the Devon Diesel Societys base on November 7th.

*Martin Hart*





Class D1013 "Western Ranger" on its last running day before being stopped for a major overhaul passes Haybridge on a service from Kidderminster to Bridgnorth. [Phil Martin](#)



## RE-LAUNCH OF TRACK APPEAL

The Wensleydale Railway is re-launching its Track Appeal, and hopes to raise over £100,000.

The Railway is responsible for maintaining over 21 miles of track. The Wensleydale Railway Association launched this Appeal last year, and so far it has raised over £22,000. However much more money is needed to make essential improvements. The re-launch is intended to widen the Appeal and make it better known. Funds are urgently needed to enable the Railway to upgrade the worst stretches of track; and money is particularly needed now to enable work to proceed during the winter, while regular passenger services are suspended.

At present there are many speed restrictions in force. The aim is that the DMUs (Diesel Multiple Units) and also the heavier locomotive-hauled trains will be able to travel the length of the line at 25 m.p.h.

Passenger services run from Leeming Bar, just east of the A1, to Redmire, beyond Leyburn. However, the line also extends eastwards to Castle Hills, where it connects with the East Coast Main Line. All this has to be maintained to an acceptable standard for incoming trains and army freight. The Railway has plans to extend its services into Northallerton, a development which will bring into regular use more of the old track.

Any contributions, payable to the Wensleydale Railway Association Ltd., may be sent to WRA Track Appeal, Leeming Bar Station, Leeming Bar, Northallerton, North Yorks DL7 9AR. Donations can also be made online at [www.WensleydaleRailwayAssociation.com](http://www.WensleydaleRailwayAssociation.com).

Top Right: 9F No. 92212 brings a service into Alresford on October 11th. *James Paice*

Bottom Right: Thumper 1125 is seen working a service to Medstead near Alresford on Mid Hants Railway. *James Paice*





## FOUR MAIN LINE DIESELS IN ACTION FOR GCR MINI GALA IN JANUARY

Visiting class 50 and ex Irish Railways steam heat van appearing in train formation for event: Jan 9th and 10th 2010

Diesel enthusiasts can look forward to some New Year 'thrash' with four locomotives lined up for the Great Central Railway's mini gala. The event on the 9th and 10th of January 2010 should feature guest locomotive, Class 50 007 "Sir Edward Elgar".

The 50 is on an extended visit to the line, set to join it are Peak D123, Class 27 D5401 and Class 20 D8098. A special timetable will apply and one of the ex Irish Railways steam heat vans will be marshalled in the train formation to provide warmth.

Steven Chapple, event organiser for the Great Central Railway said, "We first staged a January diesel event last year and it proved to be very popular. With four large engines including the class 50 taking part, we hope enthusiasts will be tempted back to us for a bit of a midwinter traction action. One of the most popular attractions last time was the inclusion of the steam heat van in the train formation, so we'll look to heat as many trains as possible that way. Where that's not possible carriage formations will be preheated by steam locomotive."

Despite the intensive timetable and added attractions, enthusiasts can beat the post Christmas wallet squeeze because normal Great Central train fare of £12 for a full day adult runabout and £7 for a full day child runabout will apply.

All day breakfasts will be available from the griddle car on some trains. There will also be three steam hauled return trips on Saturday and Sunday.

All locomotives and attractions appear subject to availability.



## DRIVE OLIVER CROMWELL A Christmas present to remember forever!

It's a Christmas gift which would never be forgotten. The chance to climb into the drivers seat of one of the country's most powerful steam engines and head out on a main line heritage railway. The Great Central Railway has a handful of slots available on a special Drive A Locomotive Experience using celebrity steam locomotive, "Oliver Cromwell".

The engine will be available to drive on five dates in January 2010 - the 18th to the 22nd. The Great Central Railway is offering the chance to enjoy two or four return trips along its double track network. It's a rare chance to get into the driver seat of the Britannia Class engine which earned its place in railway history as one of the last steam engines operated by British Rail.

There are three packages available on a first come, first served basis:

**Express silver:** You're on the footplate of Oliver Cromwell with another driver for two return trips along the Great Central line between Loughborough and Leicester, 32 miles in total. You'll get to tour the engine shed and signal box and spend the day at the railway. £650

**Express silver shared:** You can take a friend or relative with you in the cab of Oliver Cromwell for two return trips, 32 miles in total. Share the experience of a lifetime and make up your own footplate crew! Tour the railway and bring another two guests to ride with you. £1150

**Express gold:** The ultimate in driving packages. You're in charge of Oliver Cromwell for four return trips along our heritage main line, 64 miles on the footplate in total. Bring four guests with you and you can all enjoy a VIP day at the Great Central. £1950

Bill Ford, president of the Great Central Railway said, "Oliver Cromwell is a celebrity engine which has turned heads not only at the GCR but on its travels around the country. Chances to take the regulator are few and far between. This isn't just a present to be remembered for a lifetime, but the chance to join a very exclusive club of people who have driven the engine."

To sign up to drive Oliver Cromwell or to check details and availability please call Loughborough Central's booking office on 01509 230726



## DINNER, BED, BREAKFAST AND MURDER!

GCR teams up with Imago at Burleigh Court Hotel to promote stay and dine deal on murder mystery trains. Finding somewhere to stay in Charnwood can be murder - literally! The award winning Great Central Railway and leading conference venue and four star hotel, imago at Burleigh Court have joined forces to promote a new tourism deal which is already bringing more visitors to the area.

The heritage railway is now selling places on its popular murder mystery first class dining train in conjunction with an overnight stay with imago at Burleigh Court, the four star hotel based at Loughborough University . The first joint venture on Friday 30th of October proved so successful it sold out in minutes of being advertised.

Kate Tilley from the Great Central Railway said, "We're very pleased to have introduced this new partnership. imago at Burleigh Court Hotel is the perfect high quality business to go with our first class dining trains. Clearly it's already popular, and that's good not just for our two businesses but for the area as a whole. It brings more people into Charnwood giving the economy a boost."

Kay England, Chief Executive of imago at Burleigh Court and its conference venue Holywell Park, said "The success of our partnership has already been proven by the incredibly fast take up of tickets for our first event. The Murder Mystery train is a great way of celebrating the heritage steam trains operated by the Great Central Railway and our involvement adds some extra luxury. We're looking forward to welcoming all of the budding detectives through our doors!"

The Murder Mystery train operates several times a year on the Great Central Railway. For the first joint promotion the theme was "I Spy Murder" with dinner guests invited to solve a tale of espionage from the height of the cold war!

Other themes include 'Murder on the Loughborough Express' and "the Black Mail". Up to eighty four dinner guests have a five course meal to enjoy, not to mention a return trip on a heritage steam train, while they crack the 'Who Dunit?' performed by local actors.

After the case is solved, transfers back to the hotel are included, as is the overnight luxury stay and a full English breakfast in the morning.

The total package deal per person is £89.50

The hotel and railway are also promoting a stay and dine deal on Saturday nights. To find out more about imago visit [www.welcometoimago.com](http://www.welcometoimago.com), call 0845 036 4624 or follow us on Twitter at @imagoalboro.

# 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](http://www.c58lg.co.uk), e-mail [info@c58lg.co.uk](mailto: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!



A look at Newton Heath depot in Manchester on a cold weekend in the late 80's and we see Class 37 092 and a Class 47 waiting their next duties. [Colin Irwin](#)



Who can believe that this photo was taken just over 23 years ago, taken on an official visit to Doncaster works, Class 50 044 stands ex-works in original Network South East livery in the sunshine on November 1986. [Derek Hopkins](#)



Top Left: Class 31 109 stands stripped outside the depot at Stratford on May 21st 1988. This loco was eventually cut at Booths, Rotherham in August 1989. [Richard Hargreaves](#)

Top Right: Carrying the Jaffa-Cake livery of GMPTe, EMU Class 303 053 is seen departing Manchester Piccadilly on February 12th 1988. [Pete Cheshire](#)

Left: Peak Class 45 046 is pictured at Buxton Depot on April 15th 1988. This loco still had many years life left in it at this point, it was eventually disposed of at MC Metals in Glasgow in 1992. [Richard Hargreaves](#)



Class 47 468 passes through Manchester Victoria in 1990 with a transpennine working, This loco was one of a batch cut up at Kingsbury in May 2002. [Colin Irwin](#)



Class 67 029 "Royal Diamond" and DVT 82146 approach Luton Airport Parkway with 3J92 Toton TMD to West Hampstead North Junction RHTT on November 12th. [Steve Madden](#)