

Railtalk

Magazine

Issue 11
August 2007

Railtalk Magazine is brought to you monthly with all the latest news and pictures



DRS at Carlisle
Kingmoor



Thunderbirds
grounded



SWT Class 170
Farewell



Metronet
off the rails

Front cover

A pair of Virgin Voyagers passes through Dawlish, with a service to Paignton. Summer 2007 will be the last year for Virgin services to the south west. From November these units transfer to Arrive Cross Country.

Andy Patten



About the magazine

Railtalk is the monthly magazine from Railtalk forums. Featuring news and articles from members and guests.

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Site/Forum

For more information on our website or joining our forum, please contact the editor at admin@railtalk.net

Submissions

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

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When is it published

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

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The month's review

What a wonderful summer we're having, after all the flooding at the Severn Valley Railway, then the National System has been brought to a halt in many areas meaning chaos for many commuters and people going on holiday.

However, it does show that in times of need, the railway community can unite and help each other, something that should be done always, not just in times of emergency, take a look at the story below for an insight to how EWS are helping the Severn Valley. On the flip side to this are the TOC's and Preserved Lines, who purport to need assistance, but either don't reply or are just plain ignorant when offers are made. I'm not going to name and shame, but you know who you are.

Further in this issue you'll find details of the Cambrian coast steam that's regularly running this summer, but don't forget, that's not the only regular steam, as the Railway Touring Company have the "Scarborough Spa Express" running every Tuesday, Wednesday and Thursday in August. Please support these trains, as both companies have worked hard to ensure that they run.

For those who like something different we are delighted to run an advert for a new Australasian PDF style magazine, run by Brad Peardon called Lubricated Flange. We wish him every success.

Finally, as always a big thank you to all our contributors, but especially, this month, we are delighted to have an article by "Mr. RailUK" Tom Cairnes. Let's hope he can be persuaded to do some more in future issues.

Soggy Severn Valley helped out by EWS, but more help needed, please donate...



EWS Network is helping the Severn Valley Railway recover from its recent storm damage, by delivering a set of Network Rail wagons to assist in their rebuilding operations. The Severn Valley Railway's sixteen mile rail route was severely damaged on Tuesday 19 June when the equivalent of two weeks worth of rain fell within thirty minutes. This resulted in the line being damaged in 45 locations, with nine requiring many weeks of repairs.

To assist the Severn Valley Railway in their recovery operations, on Saturday 21 July EWS Network delivered a set of Network Rail wagons to the Severn Valley Railway depot at Kidderminster, where they will be used to transport materials to and from the

affected parts of the line.

EWS Network is providing its locomotive, driver, fuel and other resources at no cost with the wagons also being supplied free by Network Rail. EWS Network will also collect and return the wagons once the work on the line has been completed.

Mick Tinsley, Market Manager Rail Industry Services for EWS Network, said: "Although it is shocking to see the power of nature, it is heart warming to see the railway pulling together to help each other out. We are pleased to do what we can to help the Severn Valley Railway repair their line, and we wish them well for a speedy and successful return to operations."

However more rain towards the end of July meant that the situation was that there had been further damage, though seemingly not as serious. The railway's boiler, machine and paint shops were flooded (again), new washouts, more debris washed onto track, culverts blocked, water backing up and crossing the track, new slips on surrounding land, further embankment collapse, water seen flowing through the embankments indicating further blocked drains, water collecting in cesses and backing up into tunnel and hole in embankment appeared after washout on side of track alongside/ same damage previously repaired.

The Railway will survive and prosper but much financial help will still be needed.



75069 storms through Montgomery on The Cambrian Coast Express. 27/07/07 Peter Cheshire

The Editorial bit

Welcome to issue 11 of Railtalk Magazine, if there is anything you want to say or write for the next edition please let us know.

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

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

Remember we are always looking for a wide range of pictures. Your pictures do not have to be digital, if you want to send us slides, or scanned pictures, just contact us for details.

Also if you have any news or information please send this into us. If you want send information into us in a different way please email the editorial team for other ways of contacting us.

If you missed issue 10, just click on the picture to the right. This will take you to the last issue. If you want any earlier issues please visit the website and all back issues will be found on there.

Andy Patten, Editor



All Systems Go for “Butlin’s Express”



For the first time in thirty years visitors from across the UK can use the new easy Rail links from Bristol’s Temple Mead station to visit Minehead, the gateway to Exmoor.

From this Friday, July 20, fantastic old-time diesel locomotives will link with trains from Bristol at Taunton Station to carry passengers into heart of West Somerset in the grand style of a bygone age, thanks to the hard work of enthusiasts and West Somerset Railway.

Paul Conibeare, West Somerset Railway’s General Manager, explained, “The line was axed in 1971 as part of the ‘Beeching Cuts’ but we’re delighted that we’ve been able to restore the service.

“We’re hoping that it will prove popular with tourists across the country who wish to visit Minehead and Exmoor, as well as with Butlins’

visitors, who currently have to catch buses from Taunton.”

West Somerset Council’s Portfolio Holder for Economic Development and Regeneration, Cllr Michael Downes, said, “With return costs from Bristol at under £22 for an adult and under £11 for a child, it really is a case of letting the train take the strain. People are aware they need to cut their carbon emissions so hopefully they’ll leave their cars at home and come by train instead.

“It’s a delightful trip through some of our most scenic countryside and it will give visitors a really relaxing and charming start to their holidays. We’re also hoping that it will bring economic benefits to the villages along the line, as well as to Minehead and Exmoor.”

Services will run on Mondays, Fridays and Saturdays between Friday 20 July and Monday

August 27 as part of a pilot project to see if the link is economically viable. For timetable details, phone 01643 707996 at Minehead Station, or log onto

http://www.west-somerset-railway.co.uk/MD_BR.html. For more about West Somerset Railway, go to www.west-somerset-railway.co.uk

West Somerset Railway worked in partnership with Butlins, Mainline Rail, Vicia Westlink Rail, Network Rail and the Office of the Rail Regulator to provide the service.

FOR REGULARLY UPDATED NEWS OF THE WEST SOMERSET RAILWAY SEE:

www.west-somerset-railway.co.uk



Left:
Recent casualties from the bridge derailment near Ely have been turning up at Doncaster’s Wabtec works.

It is not known if these wagons are for cutting or for repair, but visually, some of them don’t seem in too bad a condition.

Here wagons 052 and 212 wait outside the entrance on 28th July.

Andy Patten



Above: Class 47, 47847 brings up the rear of the, 1Z42 Liverpool—Dalwhinnie 21st July. 47805 was the leading loco. [David Dawson](#)

Below: Steam returned, as it has many times this year, to the Settle and Carlisle Railway on the 7th July, with 6233 pictured at Cotehill. [Brian Battersby](#)



Making a fine sight as they round the curve at Dawlish Warren Class 47's 47810 and 47813 on the 1Z43 Blue Pullman to Kingswear [Andy Eaten](#)





Above: Forgive the pun, but what a cracking shot. Class 318, 318259 stands at Partick on the 4th July. Well done to [Daniel Bateman \(Memorex\)](#)

Below: With the HST refurbishment in full swing, complete sets including power cars in the new livery are becoming more common. [Andy Patten](#)





Above: As DRS has decided to dispense with the 86's they considered using, 37038, took them for storage at Long Marston ,Class 37 038 + Class 86 218 + Class 86 232 15.00 0Z86 Glasgow Works - Deanside Passing Through Springburn, 5th July. [Jonathan McGurk](#)

Below: South West Trains originally said that there would be no more services beyond Exeter, that decision reversed sees 159106 at Dawlish. [Jon Jebb](#)





Above: Freightliner Heavy Haul 47811 DFLH approaches Ealing Broadway with 6M80 Dagenham-Calvert 'Binliner'. [Julian G](#)
 Below: Another class that is still seeing front line service, long after it was due for retirement, Class 73's 73136 and 73204. [James P](#)





On the 4th July, DRS at Carlisle Kingmoor, held a depot open day, and Railtalk were privileged to have Brian Battersby, go along and take a few shots for us. Apparently, the crowds were huge, for this popular location, and along with a couple of naming during the day, star of the show was the unveiling of recent acquisition 57011, in the revised livery. To the joy of quite a few photographers, Eddie the Engine was present as was Malcolm the Logistics loco.





DRS's new charter fleet worked a Carlisle—Newcastle circular tour. All in all a great day out and will probably go down as one of “the events” of the year





Above: Torted up Class 40, 40145 departs Doncaster with the Fishwick Centenarian charter on the 28th July, its first outing in this disguise.

Below Left: The Class 185's have started appearing with the letters EM in white, just under the left cab window. The full reason for this is not known but is likely to be "emissions modification" and not "East Ham" depot.

Below Right: Whilst on the subject of the unknown, can anyone let us know what the lights are for on the bottom of this refurbished Class 321.? Fog /Spot lights are on GTi models only we thought.



Blue Sky and Midland Mainline HST along the Coast,
Summer in Dawlish. This is the 14th July and an
excellent shot at a truly classic location.

[Liam Yates](#)

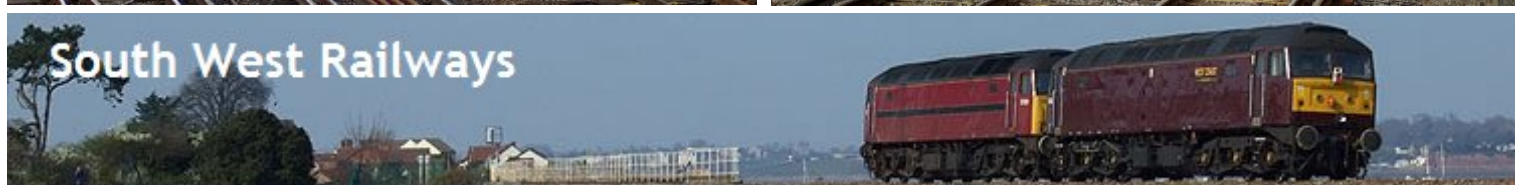


Northam Footbridge, Southampton

This is a great location, if you are wanting to photograph units in the south. With a mixture of class 158s, 450s and 444s from south west trains. Southern also pass Northam Footbridge, with

there class 377 units there is a vary of traction to photograph. Also as well as the units that pass Notham footbridge ,there is also freight movements with Freightliner 66s.

Northam Footbridge can be found between St denys and Southampton. Its a short walk from Southampton station, just follow the railway line towards St Marys Stadium.



South West Railways

Virgin CrossCountry – The End

At the beginning of July, the DfT announced that the new CrossCountry franchise covering the current services between the south, midlands and north of Great Britain was awarded to Arriva Trains, most infamous for the class 142 'Pacer' units run in Wales. The units are getting rather run down unfortunately, and replacement units seem far away – certainly not within the next 5 years.

As Arriva have won the CrossCountry franchise, this means Virgin have lost the franchise which they were operating on a management contract on behalf of the Department for Transport with fixed profit margins for the company. What is significant to notice with this franchise is that it is the first in a while to have a subsidy issued to it of £1.056bn over the 8 years and 4 months of franchise. (see diagram A) – rather than a premium being paid by the franchise operator which has caused havoc with the GNER saga, which at present is currently under deliberation by the DfT who are expected to award the East Coast mainline to a joint 40/40/20 bid between Virgin Trains, Stagecoach Rail and GNER who will be trading under the name Inter-City Railways.

Diagram A – All figures are in '000s

Year	1	2	3	4	5	6	7	8	9
31 Mar	2008	2009	2010	2011	2012	2013	2014	2015	2016
Subsidy	97,177	238,538	208,890	172,845	137,223	96,856	64,065	35,709	5,032

TOTAL 1,056,335

Courtesy of DfT

While glossing through the announcement on GNN, it is most noticeable that an internal refit of the Voyagers is planned in the next franchise – most noticeably to remove the shop and provide additional seating throughout the train. The DfT estimate this would hold approximately 3,000 extra seats on key routes per day, an increase of approximately 35% on current capacity.

Not only Virgin Cross Country is integrated into the new franchise, but so are the intercity routes from the ex-Central Trains franchise. Most specifically, class 170 operated routes, which look as if they could be also shared with Voyagers, meaning an increase in capacity on those routes, but likely to be a decrease on others.

What happens in the future of the franchise remains to be seen, however. What we can be sure of though is that this franchise is highly likely not to go under mid-franchise, like GNER, and what seems to be First Great Western and South West Trains in the future. [All Tom Cairns](#)

Nat Express's Bowker says "Coaches are best."

National Express Group PLC said it plans to shed about 100 staff in an £8.5m shake-up of its UK operations. Chief executive Richard Bowker said the redundancies would be primarily in management roles and there would be 'significant cost savings' in property and back office costs. He said the integration

of the three UK businesses - bus, coach and rail - into one business unit with a unified management based in Birmingham is expected to save the group about £11 million a year. National Express recently failed to win the new East Midlands UK rail franchise, it was also among the bidders defeated by Arriva PLC in the race for the new Cross Country franchise. The group has gone from being the country's biggest train operator a few years ago to having two franchises,

London-Essex operator C2C and Anglian operator One, beyond next year. However, Bowker said the group remained happy with the bids it had put in, saying they were 'ambitious, deliverable and structured to generate long term shareholder value.' Bowker also declined to elaborate on recent speculation that it may bid for the Chiltern Railways franchise being put up for sale by its owners Laing and fund manager Henderson. 'We will always keep an eye open for high quality assets

that added value and complement our overall portfolio,' he said. Bowker said he was particularly pleased with the performance of the company's overseas operations, which include recently acquired Spanish coach and bus businesses Alsa and Continental Auto.

The Daily Telegraph has had a report on this, which included this quote from Mr Bowker: "Coaches are the most environmentally friendly form of land transport".

Rain doesn't dampen summer at 25 'one' railway stations

25 stations have been nominated for the 'Anglia in Bloom' 'Best Station' competition run by National Express Group's 'one' railway. 'one' railway is the principal sponsor of 'Anglia in Bloom' and the 'Best Station' competition is one of the most competitive awards in the 'Anglia in Bloom' competition. The following stations are taking part: Westerfield, Wickham Market, Beccles, Reedham, Brundall, Norwich, West Runton, Sudbury, Bures, Chappel, Manningtree, Mistley, Wrabness, Great Bentley, Frinton-on-Sea, Southminster, Burnham, Althorne, North Fambridge, South Woodham Ferrers, Ingatestone, Witham, Marks Tey, Sheringham and Bury St. Edmunds.

First Great Western wins award.

The First Great Western website www.firstgreatwestern.co.uk - has gained further high profile recognition, this time by winning the most prestigious travel category in the New Media Age Effectiveness Awards. This is the second major award for the website, which already won the Leisure and Travel category at the Revolution Awards in March. New Media Age said of www.firstgreatwestern.co.uk: "The judges said using the site was a lovely experience and it had great usability in a competitive category. They thought the smart integration of third party content and brand-led design had achieved startling results."

Headless body had been on train 'for months'

On the 23rd July, a man's body was found in a railway wagon in Lancashire. Police say had been there for "several months".

A post-mortem examination on the body, has proved fruitless because it was too badly decomposed.

Officers said they were not treating the death as suspicious, but admitted it was still "unexplained".

The white man was found half-covered by a tarpaulin sheet in an open wagon at Ribblesdale Railway at Preston Docks.

Det Ch Insp Tim Leeson, who is heading

the investigation for the force major incident team, said: "My gut reaction is this is a man who has been sleeping rough in the carriage and has died here.

"It is clear he has been here for some time - at least two months and perhaps as long as four months, although it is hard to tell at this stage.

First Capital connect looks to the future

First Capital Connect welcomes the Government's £5.5bn funding approval for the Thameslink Programme.

Since April 2006, First Capital Connect has operated services from Bedford to Brighton and Cambridge and Peterborough to London. The need to increase capacity to address overcrowding is one of the biggest issues facing the company and its customers.

"Whilst there are many things we are doing to tackle overcrowding in the short and medium term, like working hard to secure the transfer of the remaining 12 class 319s, implementing the findings of the Cambridge and Peterborough Capacity

Study, which will bring real benefits to our customers," said Elaine Holt, Managing Director of First Capital Connect. "It will be the Thameslink Programme that ultimately delivers vastly increased capacity right across our two routes."

The Thameslink Programme provides the longer-term solutions to increasing capacity, which will transform travel for First Capital Connect, delivering:

·Massively increased capacity:By 2011 there will ultimately be a 50% increase in capacity through train lengthening and running a higher frequency of services during the morning and evening peaks
·Improved stations:By 2011 there will be a major change in facilities at Blackfriars and Farringdon and many other stations on the Thameslink route having longer platforms and other improvements. By 2015 London Bridge Station will also be completely transformed

c2c welcomes government's strategy for the railway

c2c, the UK's most punctual railway, is optimistic about the implications for the route of the government's 30 year strategy for the railway, announced yesterday.

More carriages, longer platforms and increased capacity during the peak periods are among the improvements proposed.

c2c Managing Director Mark Hopwood believes the contents of the strategy paper is good news for c2c and its customers. "I am very pleased to see that the government has aspirations to meet a 13% increase in peak capacity by 2014 on trains arriving at Fenchurch Street. The government strategy suggests that stations on the Tilbury Loop will have their platforms increased to 12 coach length,

more trains will have 12 carriages and funding arrangements contained within the strategy indicate an extra 2500 seats at peak times. "These arrangements, along with our excellent punctuality record which we will exert every effort to maintain, would ensure a sound and expanding future for rail services for the people of south Essex."

Suburban passenger train and freight train collide in Athens, injuring at least 50 people.

The crash happened during the morning rush-hour in the western area of Sepolia. An inquiry has been launched. The injured were rushed to hospital, but none of the casualties appeared to be serious.

The commuter train driver had time to warn his passengers. It is the first significant accident involving the light railway built for the 2004 Athens Olympics. But it is one of several incidents this

year involving trains run by the state company OSE. The two-carriage suburban train was packed with commuters when it slammed head-on into a freight train that was on the same track.



Virgin Trains is to trial a family carriage

Virgin Trains is to trial a family carriage on selected West Coast trains between London Euston, Birmingham New Street and Manchester Piccadilly throughout August to make travel more fun for mums, dads and kids during the school summer holidays. If successful the concept will be introduced across the entire network.

Family fun will have a spy theme with free MEV activity packs for children travelling in Coach C containing spy activity sheets, binoculars, crayons and special offers to appeal to all ages. Packs will be given out by sta-

tion and onboard teams or by a dedicated customer service assistant on some trains.

On Mondays, Tuesdays and Wednesdays the 09:45 train from Manchester to Euston and the 12:05 from Euston to Manchester will have Coach C available to tempt families out of their cars to spend quality travel time together.

On Thursdays and Fridays the 10:00 from Birmingham to Euston and the 10:10 from Euston to Birmingham will have the family carriage and on Saturdays the 09:44 Birmingham to Euston and

the 17:17 Euston to Birmingham. The journey experience will be enhanced by child-friendly snacks and drinks on sale in the Shop, availability of child fares and Family Railcards and family travel sections online with information and station activity sheets. The fun initiative builds on the popular Kidz Bags, a long established gift for children travelling during school holidays, and supports Virgin Trains' Love Every Second campaign. It will help to involve the whole family in a sharing of quality time impossible when crammed into

the car during a stressful motorway journey.

Children are telling their parents to ditch the car and take the train instead for more enjoyable travelling. In a unique survey of ten-year-olds, twice as many said they wanted to travel by train rather than by car on journeys of more than one hour. In the independent telephone survey commissioned by Virgin Trains among 154 ten-year-olds, 60 per cent said that they would prefer to travel by train, while only 30 per cent wanted to be cooped up in a car. Ten per cent did not voice a preference.



“Delivering a Sustainable Railway”

Transport Secretary Ruth Kelly has announced that capacity will increase to cope with more than 20 per cent growth in the next seven years, on a network which will be even safer and more reliable.

The strategy, also allows for potential doubling in capacity over 30 years through continual and rational growth of a rail network which is flexible enough to respond to changing passenger demand.

It must also be a railway which sharpens its environmental performance and thrives on new technology, the strategy makes clear. Precise, costed plans for the near future include approval for the £5.5 billion Thameslink project, major redevelopments at Birmingham New Street and Reading stations to eliminate the system's biggest bottlenecks, and £200 million to start work on a strategic freight network.

Major cities around the country will benefit from extra capacity - with the Government delivering 1,300 extra carriages in the years to 2014. More than £10 billion will be invested in growing capacity in this period. Ms Kelly said: "Our railway is

flourishing and in this White Paper we show how we will grow and develop the network for decades to come. "Passengers want not only more capacity and reliability on their trains but also more modern stations, simple and efficient ticketing, better quality of service and value for money. They're right to be so demanding and this strategy can deliver what they want. "Steady investment has given us a rail network which is in good shape for the first time in a generation and this means we can be ambitious for its future. It should be a railway which helps power economic growth and enhances the quality of our lives. We can't know precisely what our railway will look like in 30 years time but now we can be confident of making it bigger, stronger and more flexible."

Following the Government announcement on Tuesday 24 July, Network Rail issued the following announcement.

- Key new rail projects funded
 - Network Rail to develop Strategic Business Plan for the railway
- Today's unveiling by the government of its 30-year rail strategy is good news for all those who use Britain's railway. This strategy, with its associated funding, will inform the

plans of Network Rail as it delivers a better railway.

Iain Coucher, Network Rail's new Chief Executive, said: "For the first time in a generation there is consensus amongst politicians of all parties and business, passengers and the wider public that sustained high levels of investment in the railway is needed. This investment will enable us to expand the railways, deliver more passenger services, more seats and an overall better service. This will boost the British economy, promote a sustainable, low-carbon transport alternative and improve quality of life. At the same time as delivering a growing railway, we will not lose sight of the day job - that of providing a reliable and safe railway for passengers and freight users. We are already delivering hundreds of schemes up and down the country that will improve the railway, many of them tackling train overcrowding. With the extra funding announced today, Network Rail will be able to ramp up the delivery of more projects and give Britain the railway it truly needs." Network Rail will respond in detail to the government's strategy when it publishes its Strategic Business Plan in November 2007.

An open letter from Chris Gibb, to all who have travelled on Cross Country

As you may have been aware, Virgin Trains has recently been involved in bidding for the right to retain the operation of the CrossCountry rail franchise. Unfortunately, the Department for Transport (DfT) has announced that our bid has not been successful.

Obviously, we are extremely disappointed at this decision, having achieved so much in the 10 years that Virgin Trains has operated CrossCountry. We have almost doubled the number of passengers using CrossCountry; introduced a complete fleet of new high-speed trains; transformed timetables; promoted rail's environmental credentials and challenged domestic air markets; and revolutionised passengers' experience of rail travel and customer service.

Virgin Trains will continue to operate the existing Virgin CrossCountry franchise until 11th November, 2007 when we will hand over to the new operator, Arriva plc. As you would expect, we shall do everything we can to ensure our passengers are unaffected by this change in ownership. Arriva will inherit most of our superb staff, and I'm sure they will continue to provide a safe and reliable operation, with excellent customer service.

The DfT's decision has no effect on Virgin Trains' other franchise, West Coast, which runs services from London Euston to Birmingham, Manchester, Liverpool, Preston, North Wales and Glasgow. The current Virgin CrossCountry tilting Voyager services between Birmingham, Crewe, Preston, Carlisle and Scotland will transfer to Virgin West Coast on 11th November, along with the traincrews and trains. The current Virgin CrossCountry tilting Voyager services between Manchester and Scotland will cease from 9th December and be replaced by services operated by First Trans Pennine Express.

I would like to thank you for travelling on Virgin's CrossCountry trains over the last 10 years.

Yours sincerely

Chris Gibb
Managing Director
Virgin CrossCountry

News in brief

Big expansion plans for DB rail

Railion/DB Logistics has very ambitious plans for the future, including ordering a substantial number of new shunting and main line locomotives.

From 2007 the preparations will start leading towards an order for 200 new 2.000kW power diesel locomotives.

From 2011, Railion/DB Logistics also expects to need another 335 new electrics with 6.000kW power for international freight services.

EWS Construction invests in wagons to move more than 600,000 tonnes per annum

On Tuesday 17 July 2007 EWS Construction, the dedicated rail freight operator for the aggregate and waste sectors, announced that it had ordered 34 new aggregate hopper wagons.

The wagons will inject over 600,000 tonnes of additional haulage capacity per annum into EWS Construction's aggregate wagon fleet.

These wagons have the most efficient payload of any wagon serving the aggregate sector in the UK rail market today.

Built by Greenbrier in Poland and fitted with track friendly suspension systems supplied by Axiom Rail, the wagons will be delivered during the spring of 2008 and will enter into immediate service.

The investment in additional wagons follows the award of a range of new contracts to EWS Construction, including recently CEMEX UK.



Class 395 on its way from Japan

The first of the High Speed trains departed Japan for the UK in mid July. The six-car Class 395 unit has left Hitachi's Kasado plant having completed factory testing. It will arrive at Southampton Docks in August and then go to a specialist rail depot at Ashford where it will undergo testing on both the High Speed and Mainline network later this year. A flagship feature of the new franchise will be the express commuter services between London St Pancras, Ashford and the Kent coast, set to be introduced in December 2009. Called the Channel Tunnel Rail Link, this line is the first major new railway to be built in the UK in over a century. It will provide a 109km (68 mile) high-speed link between St Pancras in London and the Channel Tunnel in Kent. The new fleet of 29 Hitachi Class 395 trains will be able to accelerate rapidly to 140mph, slashing the current journey times from Kent into London St Pancras. For example, London to Ashford will be reduced from 83 minutes to 36.5 minutes. The next

four trains will arrive in 2008, the remainder will be delivered in 2009. A new timetable introduced in 2009 will bring a new era in train travel for London, Kent and East Sussex. Commuters will travel at high-speed on the fast new trains straight into the Docklands and central London and leisure passengers will see the distance between the Garden of England and London significantly reduce. Two new stations at Ebbsfleet and Stratford have been built and £87 million invested in new depot facilities at Ramsgate and Ashford to facilitate the maintenance of the Hitachi trains. David Miller, Programme Director in charge of introducing the high-speed services says: 'We're very excited about the introduction of the new high-speed domestic rail services over the Channel Tunnel Rail Link and hope that passengers will reap the benefits of these faster services into the heart of the capital.' © South Eastern Trains

Docklands Rail heads for Dagenham, as City Airport extension proves popular.

Docklands Light Railway (DLR), part of Transport for London (TfL), has launched its second phase of consultation for its proposed extension to Dagenham Dock. Over 60,000 leaflets have been distributed to local residents, organisations and groups to seek opinion on route options. Information will also be provided on the results of the first consultation phase, which indicated that 95% of respondents are in favour of the extension. The proposed connection, which could open in 2016, would extend east from the existing DLR network at Gallions Reach with possible new stations at Beckton Riverside, Creekmouth, Barking Riverside, Dagenham Vale and Dagenham Dock..

A new report has shown that the Docklands Light Railway extension to London City Airport has brought huge environmental benefits with around 120,000 fewer taxi rides and 288,000 fewer car journeys having been necessary, reducing carbon dioxide emissions by over 156 tonnes.

The report, compiled by Innovacion, a business support consultancy, showed that of those passengers travelling to London City Airport 49 per cent had gone by the new Docklands Light Railway extension, and that this is the highest proportion carried by any airport rail link in the UK.

The extension is acting as a lifeline for the local community, which previously suffered from a lack of accessible, cost-effective public transport. It has opened up access to jobs, education and leisure facilities and is expected to act as a trigger for improved accessibility for local residents. The extension has proved far more popular with local communities and business passengers than ever predicted. Just under one third of North Woolwich residents use the DLR and the number of people using King George V station at the end of the extension has doubled, according to the report.

YOUR MAGAZINE NEEDS YOU!

We are looking for more people to contribute to the magazine.

If you have a view, want to say something, or have news that you think everyone should know about.

Email us with articles and pictures. This could be one way, of making your monthly online magazine even better.

Thanks from the Railtalk magazine team

Central trains crackdown on fare dodgers

Fifty five Midlands fare dodgers had a truly wet start to their summer when they have been prosecuted by Central Trains.

Central Trains, part of the National Express Group, has been running its Name and Shame campaign for more than a year in the West Midlands and since August 2006 in the East Midlands.

Russell Price, Head of Revenue Protection, said: "Rain is going to be the least of these people's worries - the average fine is just over £200 and that's going to dampen their spirits far more than water ever could."

One of Lancashire's heritage railways is celebrating 20 years on the tracks.

The East Lancashire Railway ran its first service from Bury to Ramsbottom exactly two decades ago on Wednesday 25th July. The service along four miles of the Rawtenstall line was re-opened with a steam train in 1987, which now serves about 120,000 passengers a year.

Tragedy in Czech Republic as trains collide.



The driver of a train was killed on the 15th July at Cercany when express service R633 from Prahy to Ceskyh Budejovic with loco 363.053 ran into regional Os9122 unit 451.048 in the vicinity of the station. The Class 363 electric loco seems to have stood up well to the impact, but the elderly unit has been folded in a sort of z shape.

Railway passengers on the Cross Country network are to lose their hot food buffet car service

Arriva, which will take over the network from Virgin in November, says a hot food trolley will be available for first class passengers.

There will be a cold food trolley for others on the network which stretches 1,600 miles from Aberdeen to Penzance, and from Stansted to Cardiff. Opponents said buffet cars should have been part of the contract.

Demand 'low'

David Ridgewell, regional director of the rail campaigners group Transport 2000, said: "I want to have a decent rail service for the people of the South West, so that they have an experience where they don't want to fly or use the car.

"That includes making sure they have a hot meal and a decent refreshment service."

He added: "If you travel from Penzance to Bristol on a Friday night you are standing, so I don't see how these trollies are going to get down the train."

Sunderland-based Arriva said an increasing number of passengers were reluctant to leave their seats, demand for hot food was low and only 17% of customers travelled on journeys longer than three hours.

"The traditional on-board buffet or shop is not valued in the same way it once was," it said.

"Arriva Cross Country will provide an extensively stocked trolley service throughout the day on Cross Country services to give passengers a quality at-seat catering service."

Thunderbirds grounded as wrong kind of rust hits fleet.

On Thursday 19 July, the morning 1R18, 05.30 Holyhead - Euston failed at Holyhead, after the Pendolino detached from the Class 57.

Upon investigation, it was found that rust on the Delner coupling had caused the separation and as a result the whole thunderbird fleet was temporarily grounded, until all locos were checked.

Return on Cambrian coast steam this summer

Steam finally returns to the Cambrian coast between 30 July to 31 August, to be operated by West Coast Railway Company with loco 76079:

<http://www.steamtrain.info/Cambrian%20leaflet.pdf>

is a leaflet as a PDF file, and timings are at

<http://www.steamtrain.info/Cambrian%20timesetc.htm>

We wish them well, but they are not exactly saturating the area with publicity. Fares are quite high, too (£28 return Mach to Porthmadog), and tickets need to be booked by phone, all of which will deter prospective travellers. Also, departure from Machynlleth is 10:00 which will make it hard for anyone from England to make the day trip by rail....



Metronet off the rails over payment for work

Metronet, the firm which maintains the bulk of the London Underground network, has called in the administrators amid serious financial problems.

Metronet is responsible for the upkeep of nine tube lines including the Bakerloo, Victoria and Central among others under a private finance deal. Metronet has collapsed after taking on two contracts worth £17bn to renovate three-quarters of the tube network, but buckled under the pressure of soaring

cost overruns.

Tube Lines, the other underground maintenance company, is expected to pick up only one of Metronet's maintenance contracts, the London Underground contractor co-owned by the Spanish conglomerate Ferrovial, is expected to avoid the pitfalls that brought down its rival maintenance firm Metronet by bidding for only one of its public-private partnership contracts.

Tube Lines is widely tipped to enter the process after the London mayor, Ken Livingstone, said he expected a declaration of interest. However, it is understood that Tube Lines is not interested in picking up all of Metronet's responsibilities, but has the capacity to take on one of the two contracts made available when the tube system's largest maintenance company went into administration last week.

First Great Western washed away by floods

With the major flooding in the FGW area on the 20th July and subsequent days, customers are calling for answers to lack of information and indeed once again it would appear that the train company has neglected its main asset, the passengers.

It would appear that no buses or coach services were arranged – even though First also own numerous bus and coach companies. Information has been sparse and a lack of staff have been on duty - AND THERE

WERE NO MANAGERS IN SIGHT.

For First Group, we should expect better, unless it is wishing to lose its franchise.

Not all doom and gloom for First group though A joint bid between First Group and Denmark's national railway operator, DSB, have been selected to run trains between Sweden and Denmark and will replace Sweden's SJ on the Swedish

side starting in 2007.

DSB and its British-based partner First Group beat out SJ, Deutsche Bahn and Arriva to win the contract, which runs until 2015.

DSB executives said the lower cost of operation would be financed by greater efficiency and through the sale of rolling stock.

Since the opening of the Øresund Bridge between Denmark and Sweden in

2000, the Øresund Region has taken on increasing importance for both countries. The Danish section, which encompasses the heavily travelled Coast Line connecting the port city of Elsinore with Copenhagen and its international airport, is the country's second rail line to be privatised.

DfT rejects Virgin for East Coast rumour

THE Department for Transport (DfT) has rejected suggestions that Virgin could be handed the keys to the East Coast Main Line franchise after it lost its Cross Country route to rival Arriva. Virgin had operated Cross Country services since 1997, but was

stripped of the contract, which instead was awarded to Sunderland-based Arriva.

There has been speculation that Sir Richard Branson's company could now be in pole position to win the East Coast franchise soon to be vacated by existing operator GNER. advertisement

Last night, a DfT spokesman said:

"This is not about shuffling the deckchairs round. All the franchises are dealt with separately and we will be picking the best bid for East Coast from the shortlist we have.

"It is not down to who the company is or who we want to win, the decision is on the basis of the bids themselves."

Ex GNER Eurostars given to France

The fleet of excellent modern electric high-speed trains built to connect cities in the Midlands and the North with Paris and Brussels has quietly been handed to France. The 186mph (300km/h) trains, which cost the British taxpayer £180 million, will be used to carry French passengers between Paris and Lille.

GNER had been using the Eurostars on its own services until recently between London and Leeds/York.

Rail groups condemned the decision, which they said exposed the contrast between France's strong commitment to rail travel and Britain's failure to back its statements of support with actual investment.

Chiltern up for sale

Fund manager group Henderson has retained accountancy group KPMG to advise on the sale of Chiltern Railways.

Henderson acquired Chiltern Railways last year when it bought John Laing and is selling the rail firm to focus on its public infrastructure portfolio. The rail operator, which provides services from London Marylebone to Birmingham has won many awards during its existence and interested bidders include Stagecoach Group, Go-Ahead Group First Group, National Express, Arriva, Germany's Deutsche Bahn and French bus and rail operator Keolis.

Rat attack.... back on the mainline after 16 years

On the 14th July, 25278 (D7628) worked the 16:50 Grosmont - Whitby & 20:30 Battersby - Whitby T&T with a steam loco, which should be the first class 25 passenger working on the main line since 30th March 1991 when 25322 went to Holyhead.



EWS 90020 WEFE "Collingwood" arrives into Rugby with 1G21 16:51 London Euston-Birmingham New Street [Julian G](#)

South West Trains says Farewell to its Class 170's !!!



South West trains Final 170 number 170308 operated a farewell tour to Waterloo.

It Worked:

1L66 18.45 Salisbury - Waterloo (20.26),

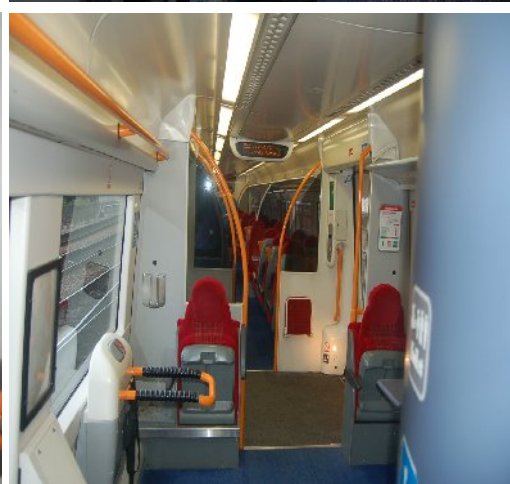
formed 159007+170308

1L69 21.20 Waterloo - Yeovil Junction (to Salisbury 22.51).

formed 170308+159007

At Salisbury, 170308 will shunt to the depot and the rear 159 will continue to Yeovil Junction (arr 23.50). The Driver kindly allowed us to set some special destinations on the 159, Charter on the front and Special on the back .

[Pictures and Text by James P](#)



LUBRICATED FLANGE

INVITATION

Hello, allow me to invite you to join Australia's newest E-zine, the Lubricated Flange.

Flange Squeal is being put together in our spare time using contributions both from the editors and the kindness of our readers. To this end we invite all our readers to contribute items for use, whether it be news, small or large articles, humorous railway related stories or just some photos.

We do NOT set out to be better or even equal the amazing E-zines currently produced overseas, we only wish to have our own one based on the Australasia region with the occasional venture further away.

While Lubricated Flange will largely consist of items from the Australasia region, this is after all where we are based, we don't intend to limit ourselves to this region alone. We will gladly accept articles from the UK, USA, Europe or anywhere else in the world.

We are still in our early days and we still have much to learn about the e-zine area of the hobby, so we hope you will be understanding if, at times, we do slip up a little.

We are planning on including a number of interesting sections in Lubricated Flange which are explained below. Contributions to any are welcome and if you are unsure about something you are wanting to contribute please feel free to email us.



Page 3:

Page 3 is set aside for all those little dregs of information that don't fit in anywhere else. Interesting items, funny stories and readers requests. We are also dusting off the Page 3 girl. We welcome photos of your wife, girlfriend, friend or other female acquaintance in a railway related location.

Photos considered offensive will NOT be used.

Articles:

We welcome articles on any railway topic. Large articles and small fill in type ones required. Email us with your ideas.

Back Track:

We remember the lines that the rail operators have either forgotten or would very much like to. Photos, stories and new reports on branchlines and abandoned railways around Australasia and the world.

Time Warp:

This will be a collection of two or three photos showing a location or railway item taken many years apart. Sometimes things will have vastly changed, sometimes probably less so.

Photo Essay:

A selection of photographs along a similar theme.

News:

A selection of news items and photos from the Australasia region. These items can be railway, locomotive, preservation, safeworking or operator based.

Old Buggars:

Extremely old photos covering any railway topic.

We are currently considering other topics and would welcome any suggestions or offers to write a regular column yourself. We always welcome items from people who are new to the hobby.

Contributions to all the above are always 'MUCH' needed and should be directed to:
Lubricated_Flange@yahoo.com.au

Brad Peadon
alcogoodwin@yahoo.com.au



SUBSCRIPTION IS 'FREE'

All you need do is email us and place <SUBSCRIBE> in the subject box. To unsubscribe do the same with, not surprisingly, <UNSUBSCRIBE>!

WEBSITE

We don't have one yet but David is currently looking into our own little place on the internet. Updates on this will appear in 'The Lubricated Flange'

We look forward to having you on board and hope you will take the time to contribute.



How confusing this must seem to the unsuspecting passenger, and how contrasting can you get, whilst we have read a report recently of a woman getting on an ex TPE liveried unit in the south in order to get back to Leeds, would anyone get on this at Inverness to get to Exeter. 158786/158789 have both been sent from South West Trains to First ScotRail. Here is 158786 on a First ScotRail service from Inverness to Aberdeen. [Daniel Bateman \(Memorex\)](#)

During a torrential downpour, Class 40, D335 arrives at Ramsbottom on the 4th July, East Lancs Diesel Gala 2007.





Above: The sun did shine, occasionally, at the East Lancs Diesel Gala 2007, one of the stars of the show was 37175 seen here arriving at Ramsbottom.
Below: One of the least mentioned locos, but a good performer year after year, is Peak Class 45, 45135, again at Ramsbottom, 4th July.





One of the “up and coming” preserved railway centres is at Kirkby Stephen, in the Yorkshire Dales, where amongst other locos are this pair of Tractors, 37146 and 37674, this pair, once up and running are sure to draw the crowds. [Brian Battersby](#)





Above: Giants of the Eastern and Western region meet on 4th July at Bury, D1015 and 55022, East Lancs Diesel Gala. [Richard Hargreaves](#)

Below: An excellent line up here as a Class 35, Class 40, Class 26 and a Class 101 DMU and if you look carefully even a shunter, pose at Bury. [Jon Jebb](#)





One of the most frequent “foreign” visitors to Salzburg station are these Class 111 DB locos, which work cross border services from Salzburg into Germany. Here are two examples seen during the winter of 2006





Austria, land of beautiful mountain scenery, snow and a lot more loco hauled services than in the UK, but beware the units are coming. Both these pictures are taken of the same service, but in recent times, the loco has been replaced by a modern unit.





Class 87's on the West Coast, 87014 and 87015 are pictured above at Stafford on October 18th 2003, whilst 87022 is pictured below, with 47841 in November 2003 at Stockport. The Class 47 has just been coupled up for a drag through to Preston.





Eco friendly D1015 opens up through Irwell Vale. If there are any eco warriors out there, there was a lineside fire immediately behind this very clean loco. Otherwise HELLFIRE!!!