

Railtalk *Magazine*

Issue 2
November 06



Class 89 Appeal
Help us save "The Badger"

www.aclocogroup.co.uk

ACLG



Front cover

Desiro 450 054 on a London Waterloo-Fratton service at Petersfield. [James](#)

About the magazine

Railtalk is the new monthly magazine from the Railtalk forum, covering the news, and showing of users' pictures. The magazine will also hold all site and forum news.

Thanks to:
Robert (Head of news)
James (Head of freight news)
Andy (Head of pictures).

Site/forum

For more information please contact any admin on Railtalk.

Railtalk.net

Picture submissions

Pictures can be entered through the forum, or by email, at entries@railtalk.net



37029 and 37261 work 3J06 Kingmoor - Kingmoor water cannon [John Day](#)



47832 on the rear of the queen of scots tour at Stratford whilst 47712 leads. [Tom Loader](#)

Welcome to issue 2 of Railtalk Magazine. Issue 1 was a great success with about 100 readers. Although a few problems were brought up we had a fairly good response. Remember we want this to be your 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 including Dave Dawson, Jonathan Lewis, John Day, Oli Smith, Tom Loader and Liam Yates.

Big news! You can now 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 administrator for more information.



6024 works the up Torbay Express to Bristol at Suagrloaf. It was pictured here near Paignton [Liam Yates](#)



20311 leads classmates 20306, 20307 and 20308 past Old Newton en-route to Stowmarket for the annual RHTT trains. [Oli Smith](#)

PASSENGER SERVICE SET TO START JUNE 2007

WSMR (Laing and Ressinace Ltd) ran a Special Test train from Marylebone to Wrexham to get the feel of the Route. Due to start in June (Summer timetable) 2007 will call at: Wrexham, Gobowen, Shrewsbury, Telford, Wolverhampton, Birmingham, Coventry, Leamington, Banbury, and stations to Marylebone.

WSMR state's that Loco and Coaches on hire from EWS will run these service's when they get the go ahead. [Matt Hancox](#)

FREIGHT DEPOT LINK UP

Donnington Freight Depot in Telford has been linked up to the mainline for the first time since the mid to late 80's. So far Freightliner and EWS are rumoured to be the service runner's and will handle mainly Enterprise and Intermodal traffic.

MOD Donnington unfortunately is Rumoured to be closing down, leaving the MOD traffic in serious Doubt. [Matt Hancox](#)



'One' Railway recently named Class 90 90007 'Sir John Betjeman' at London Liverpool St. It is pictured leaving Norwich with its new nameplate. [Oli Smith](#)



What Passengers Dont Get!



The average commuter, may find his/herself boarding as many as 5 different trains over short distances when travelling to and from work. They simply don't understand the running of their trains and this is evident when you stand on a platform and hear some of the remarks.

A few good ones I have heard are:

"Oh look its another new one today" - As a Class 350 approached Watford Junction on its regular weekday morning diagram!

"Oh why does it always have to be such a short train" - on an 8 car Formation of a Silverlink Class 321 out of London Euston in the peak

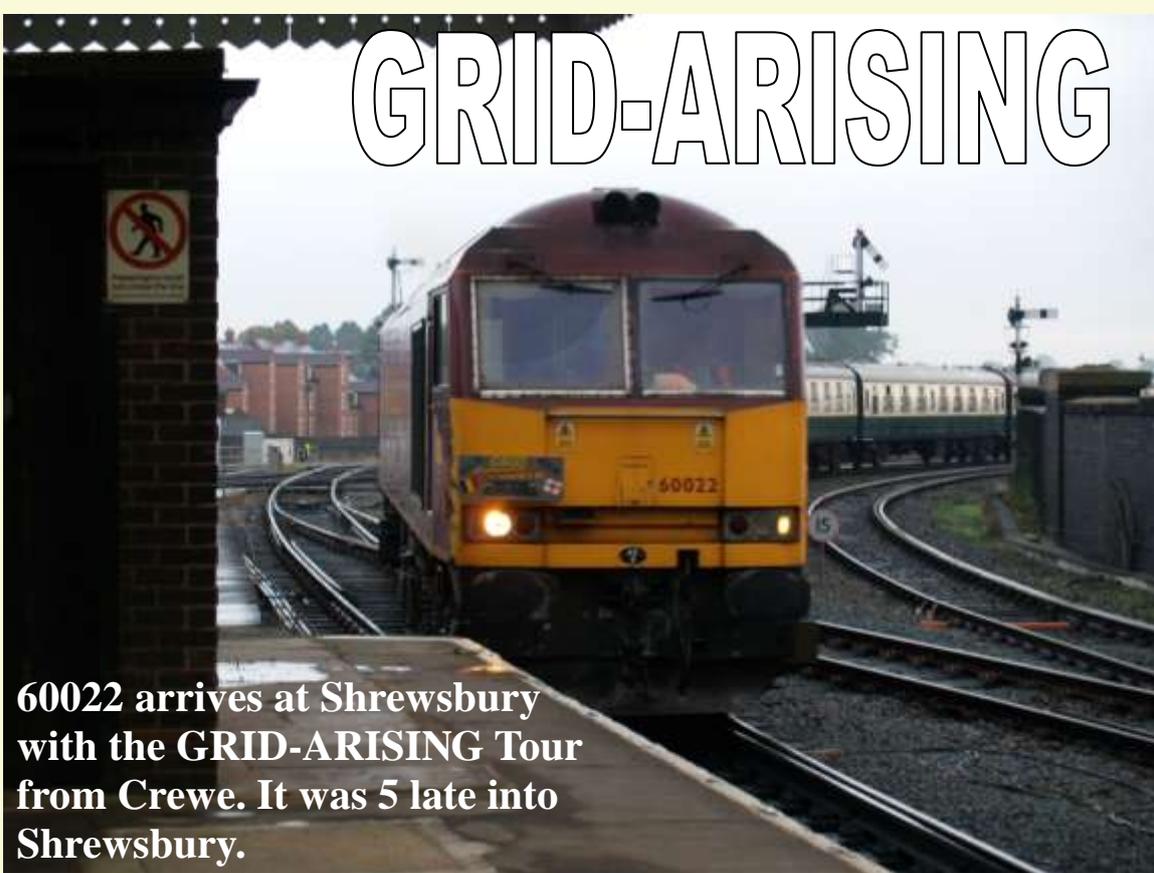
"Its running 20mins later today" - Even though announcements of apology were being made that the train due to depart 20mins earlier had left early!

"We can t get on this Silver one! The purple ones are our train" Heard at Harrow and Wealdstone as a Class 350 approached going to London where this young family were heading to!

So... if you stand on a platform for a while, listen to some of the comments and look at some of the actions, you may find it quite a comedy!

All: Robert K

GRID-ARISING



60022 arrives at Shrewsbury with the GRID-ARISING Tour from Crewe. It was 5 late into Shrewsbury.

Right: Looking resplendent in Fastline Freight Livery, 56302 waits at Doncaster ready to attach to the train when we came back in.



Pathfinder Tours ran the „GRID-ARISING“ tour from Crewe to York to celebrate the return of three 56s to the mainline with Fastline Freight, I noticed it picked up from Shrewsbury. This was the perfect opportunity to sample a Grid on the mainline. The tour was originally going to York, but due to the collision at Copmanthorpe, we were told the train would be going to Doncaster instead. Also, we were told days before the tour that the FL 57/0 could not be provided for the return leg. 60022 worked the Crewe-Toton leg, and due to an AWS failure of the GBRF 66, 60028 worked Toton-Doncaster leg. 56302 as scheduled Worked Doncaster-Toton and a surprise pairing of 66043+67005 *Queens Messenger* worked Toton-Crewe. All together a superb day.

Right: 66043+67005 *Queens Messenger* wait for the right away at Shrewsbury with the Toton-Crewe leg of the tour, due to the unavailability of a Freightliner loco.



David Dawson



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The AC loco group are raising money to save 89001. The loco is about to be scraped but the AC loco group are trying hard to save it. 89001 is pictured above at the Doncaster works open day on the 27/7/2003 [Picture: © Brian Battersby](#)



73204 pictured here entering London bridge on GBRF e/w. It heads for Blackfriars then on to Hoo. [Tom Loader](#)

170's and ONE?



One might say that „ONE maintain their class 170 Electric Multiple Unit fleet very well!

However... they don't!

Bombardier take care of everything once a class 170 reaches crown point. „ONE sign it in and Bombardier take care of the rest. ONE staff aren't allowed to go near the class 170s whilst in crown point, and Bombardier have their own road especially for class 170s.

When Bombardier sign them out, ONE can then use them, and Bombardier can't touch them.

A similar thing happens with class 360s and Siemens at Ilford.

Therefore, it can now be understood why class 170s are maintained to a different standard than the other trains maintained at Crown Point depot.



20306 is seen passing Wymondham working the RHTT 1Z61 - 14/10/2006 [Jonathan Lewis](#)

66237 tows 66713 through Peterborough on 7th October [David Dawson](#)



'one' one under at Manningtree



Whilst with a group of friends taking photographs at Ipswich, it came to our attention that a mainline service had been cancelled. We were informed later by a fellow photographer, that somebody had jumped Underneath a MKIII set at Ingatestone. In due course, I asked a member of staff where the fatality had occurred and was informed it was at Manningtree. As the evening went on, myself and one friend spoke to various staff, finding out a little more about the events of the evening.

Our final conclusion is that:

A lady driver was driving her MKIII DVT set in to Manningtree platform at 30mph and a young man jumped in front of her train. She immediately stopped the set and disembarked to check the damage caused and the state of the person. Because of the slow speed she was travelling at, the remains were still visible all around the front of the DVT, whereas had it been at speed the train would have stopped a mile away from the place of the incident. The driver was extremely shaken up and is either to return to ONE at a later point or may not return at all.

We must remember that these events happen and the driver and their family suffers, as do the family of the person involved.

I hope this has been informative to the point where you can look and think about what actually happened rather than looking upon it as a story.

All: Robert K

One ED for SWT GBRailfreight Advantage

Passenger operator South west trains plans to let 73s 201 and 235 off lease. This is due to the proposed withdrawal of the class 442 unit.



Rare sight a pair of SWT EDs in the sidings at Woking.
GBRf are interested in taking on 73235 to use with their current fleet of 73s



73235 Will most likely be painted in GBRf house colours as the 73 above.

All pictures: James Paice

Nene Valley 2006 Diesel Gala



Teddybear madness!!! The three Class 14s that worked on the day are seen attaching to their train. **All Photos: David Dawson**

Visiting "Grid" 56003 is seen on one of the service days on the Saturday.



27066 from the Dean Valley Railway, with 40106 in tow pass 56057 at Wansford.



The Nene Valleys Diesel Gala held on the 7th & 8th of October was a big turnout with the chance to sample two "Grids" in preservation. Also there were 3 Class 14s visiting which would be triple heading trains. Visiting locos also included 27066 from the Dean Forest Railway and 03 No. D 2112 from Boston Docks. The 03 didn't run on the Saturday due to an unknown failure. The NVR's home fleet were also running over the weekend. The weather was wonderful on the Saturday with sun all day providing some beautiful photograph opportunities. All together a wonderful day to all concerned.

47245 in charge of a charter at it stops at Doncaster on the 14/10/06 as the fog was setting in for the night. [Andy Patten](#)



As the line via Cheltenham is currently closed at weekends for the next 18 weekends (as of September 2006) it means that non passenger trains (as passenger services are replaced with buses!) are being diverted via Oxford and Didcot West Curve. Here a Cotswold Rail stock move running as 5Z47 Oxley-Gloucester is seen in afternoon light with 47813 in charge near Radley - 07/10/2006. [Jonathan Lewis](#)



ONE - Going through the trains!!



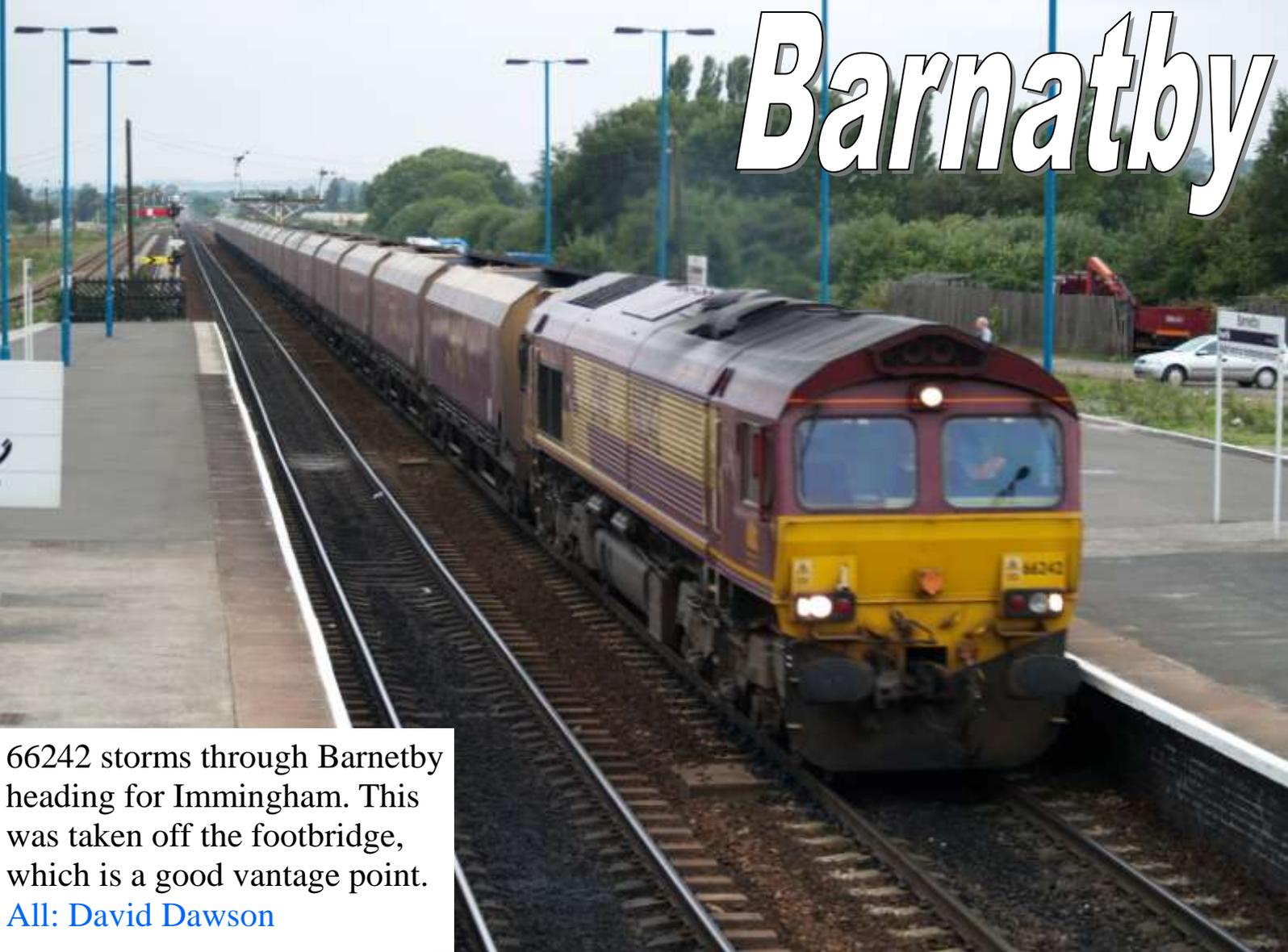
Once, whilst taking a trip from Colchester to London Liverpool Street, I was given the opportunity to go First Class... which I took gratefully! Me being my good self, as many of you would have guessed, I took a class 360 Electric Multiple Unit. I climbed aboard and headed for the First Class section of the portion of the 12 coach train I was onboard. I was thinking about the stock on the Great Eastern.

ONE operate class 360 and class 321 EMUs on their mainline routes, and class 315s on inner-suburban metro type journeys. NO unit on these services when in 8/12 car operation allows passengers access to the entire train. This is a big benefit for those customers who fail to buy tickets when revenue inspectors become stuck in the trailing unit, however this is a great disadvantage to US fare paying passengers, and there are many other such disadvantages. Although, some may be surprised to know that the mock up of the original class 360 actually had corridor connections and it was therefore a surprise when the First train had a flat end!

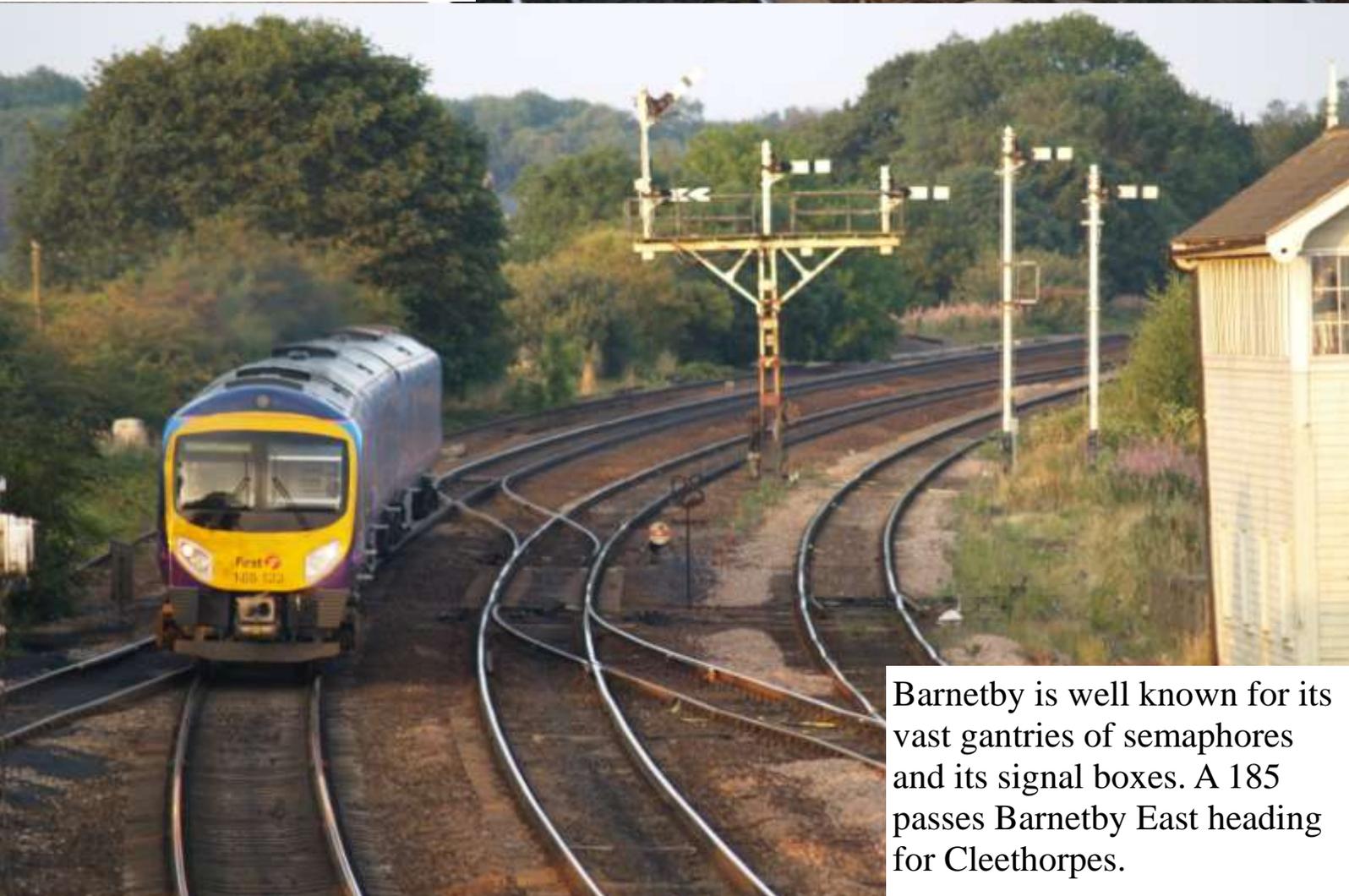
Many trains are still built with ,flat ends and therefore this can be a problem , although some may argue that the aesthetics are better when there is a flat end! Personally, I believe the corridor connections make trains look more powerful!

All: Robert K

Barnatby



66242 storms through Barnatby heading for Immingham. This was taken off the footbridge, which is a good vantage point.
All: [David Dawson](#)



Barnatby is well known for its vast gantries of semaphores and its signal boxes. A 185 passes Barnatby East heading for Cleethorpes.

37405 works a charter from Clapham Jn-
Penzance past a very rough Dawlish [Liam Yates](#)



FGW HST power car 43009 leads a
Paddington-Newquay service past Aller
South Devon. This is one of the few
power cars that was painted into the
dynamic lines livery. [Liam Yates](#)



Different Events around Eastleigh

I made two different trips to Eastleigh both on Saturdays there were various different locos about:



Week 1: A skip and a kettle managed to arrive at Eastleigh while i was there. Also sheds on engineers.



Week 2: GBRf sheds about, this time a change from the EWS sheds.



Shed line up 4 66/7 locomotives.

A close up of 66703 sitting at Eastleigh awaiting its next freight working. [All James Paice](#)

Crown Point: 'ONE'



Crown Point depot, is a hive of activity. From new pantograph heads, to new class 170 engines, all is done at Crown Point depot.

After a visit round the depot with a few friends, we know a lot of information which isn't necessarily confidential, but just not known and probably not necessary.

A few things we found out...

IF Anglia Railways had won the franchise, instead of class 90 locomotives, class 87 locomotives would haul MKIII and MKII coaches.

ANGLIA railways liveried Turbostar units are to be put into ONE livery at a later date, although it is not a date in the near future

Class 156 units in Central Trains and ONE advertising livery are to be kept in their current livery, although will be changed by the Olympics... hopefully.

Class 156s replaced some class 153 units.

Class 158 units were considered replacements for class 150 units at one stage.

DBSO coaches were meant to be on a temporary basis for Scotrail, these survived 20 years... Temporary?

We were trusted with some confidential information which for obvious reasons can't be given out. Therefore I will accept questions, however will not answer those which I can't owing to lack of knowledge or Confidentiality.

Mail Rob @ : swt450@railtalk.net if you have One questions

All: Robert K