

RAILTALK MAGAZINE

Issue 7
April 07

Railtalk magazine is brought to you monthly with all the latest News and Pictures



Class
73's

Railtour
Review

NRM's
Cab-it

SVR
Steam Gala

Front cover

31271 and 33065 approach Peterborough Nene Valley with the 1133 from Wansford on Saturday 3 March 2007
James Power



About the magazine

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

Contents

P4 - Latest Pictures
P6 - Rail Tour Periodical
P8 - South West News
P10 - Rail Operator News

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.

Railtalk magazine team

Andy - Editor
Robert K - Head of news
James P - Head of freight news

Apologies

The Railtalk team would like to apologise, but with so many cracking pictures this month, the regular Grumbles and Praises section has not been included

When is it published

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

Railtalk magazine is published by Railtalk forums.

© Railtalk

The month's review

Wow, another month has flown, and what a month this has been. We cannot remember there being so many great rail gala's and tours in just one month.

It seems ages ago, but the month started with the CFPS's Class 40 tour to LLandridod Wells.

Then we have had the Nene Valley, Llangothlen, and various other galas. There has been the end of Class 50 working for Arriva, and the return to the main line of 86101.

Adding to all this there has been a large influx of Class 158's to Northern, resulting in some odd livery pairings.

So who can say that in 2007, there is nothing going on.

Once again thanks to all our contributors this month and remember without your input to this magazine, we cannot make it YOUR magazine. So come on get those cameras out of winter storage and send us your photos.

The Editors



Above: Freightliner Heavy Haul 47816 pulls 456020(?) on 5Z19 Selhurst - Wolverton [456 Drag approaching Cromwell Road. **Juligan G**
Below: How much longer will these stored 37's remain at Bristol Barton Hill, seen here on the 27th March. **Class47**



Welcome

Welcome to issue 7 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 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 administrator 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, just contact us for details.

Andy Patten, Editor



Pendolino crash	Class 455 Refurbishment	Sheffield Supertrams	Chasing 73136
--------------------	----------------------------	-------------------------	------------------



Above: 170302, the first ex South West Trains 170, pictured here in the new First Transpennine Dynamic lines livery. **Kiyan Burke**
Top: 66720 storms through Doncaster with the morning Selby (Potters Group) train, 10th March. **Class47**

Rail Tour Periodical



Above: 47853 on the "is it blue or not so blue" Pullman [Kiyran Burke](#)

Below: Just to show how bizarre things on the 158 scene have got, still branded transpennine 158798 works a Bristol to Portsmouth Harbour 27th March. [Class47](#)





Above:
Just as we start to get used to the current new Central Trains livery, they announce a new Network West Midlands one.

Here 150022 passes Kidderminster on a local service to Birmingham.

Andy Patten



Right:
Eurostar Class 373219 cruises through the Kensington Area with a North Pole-Waterloo ECS Move.

Juligan G

GB Railfreight



Freight operator GB Railfreight have a base at Eastleigh where you can quite frequently see locomotives from the company here. GB Line up 66702,705,707,710,719,73205,73209, are all awaiting Engineers trains.



Frequent visitors like 73205 & 73209 can often be seen here, 66702 is also a regular. Livery wise, note the difference between the 66 & 73, in that the 73's actually have the name railfreight on the side. All James Paice



Class 73's (ED)



Battle of Britain
50th Anniversary



There are still quite a few class 73 Locomotives in service in the UK. Train operating company Southwest trains own one of these locomotives pictured here, 73109 is used for shunting and hauling defective units. **James Paice**



Freight operator GBRailfreight own a handful of ED's and 73208 was painted into BR Blue livery by the Class 73 locomotive preservation group, owners of 73136.

There are Quite a lot of preserved Class 73s in service, one such loco in very faded Network South East livery is 73129, pictured here Approaching Winchcombe on the Gloucester and Warwickshire Railway

All : James Paice (except left) Andy P.



40145 pauses at Llandridod Wells, during its round Wales trip on 3rd March. [Class47](#)



The Welsh Central Liner II

Pathfinders Welsh central liner tour to Llandridod Wells on the 3rd March was a recreation of a similar tour quite a few years earlier and just like that one, was a resounding success.

The tour was essentially Crewe to Crewe via Derby, Cardiff and the Central Wales line back through to Shrewsbury and Derby.

The loco, 40145, was spectacular in it's ascent of Sugar loaf, and as has come to expect of this magnificent engine, excellent throughout.

The Rivera stock was clean, comfortable and with generator coach attached, warm, Just what was needed for the very early start.

The most memorable moment was skirting the banks of the Severn at Lydney, it could have almost been the sea wall!!

Unfortunately the sun didn't shine much but it was a damned good day out.

Well done once again to the CFPS, Pathfinder and Rivera Trains

PS. If any of our readers venture up to Llandridod, we can thoroughly recommend the fish and chips!



paignton railway centre

25kv boosts Sir William back into life

Looking splendid after a fantastic restoration job by the AC Loco Group, Class 86, 86101 ran its first mainline tour on 24th March when it ran from Carlisle to Crewe, and return, Green duo, class 47's, 47812 and 47815 took the tour from Crewe along the coast to Holyhead





In conjunction with the West Somerset steam gala Victa Westlink ran a "Merrymaker" charter from Sheffield to the event. Traction was provided by Rivera Train's 47805 and 47839. Coaching stock was from a variety of ex Virgin and Anglia Mk II's. We have to say, that this company do seem to provide very good tours at reasonable prices and unlike other companies they actually run Let's hope that this was a success for them and long may it continue. Like the tour using 86101 and others this month, we would like to congratulate Victa Westlink , Rivera Trains and associated companies . **Pictures : Dave Dawson.**



End of an era for APTIS machine

The last ticket to be issued at a UK rail station from an APTIS machine has been issued at Upminster station by one of the first booking office clerks to use the system on c2c when they were introduced on the route in 1987. Terry Cox, who works as Retail Support Controller at Westcliff, was on the early turn in Benfleet booking where, in January 1987, the then state of the art APTIS machine was introduced on c2c. He missed out on issuing the very first ticket because his then boss, now sadly no longer with us, came into work especially early at 0430 to be the first c2c employee to issue a ticket to a member of the public using the new machine. He only issued one, then Terry took over!

The APTIS machine (which originally stood for All Purpose Ticket Issuing System and later for Accountancy & Passenger Ticket Issuing System) became the Rail ticketing issuing system in the 1980's across British Rail.

It was built by Thorn EMI for British Rail and the prototype machines were introduced in 1982. Benfleet having received the first APTIS machine in January 1987, and Upminster followed in November of the same year.

The system lasted a quarter of a century, mainly as a result of the speed that the machine could issue the ticket. Gradually superceded by modern technology, it was the inability of APTIS to process Chip & Pin that led to a contract being obtained for the replacement FASTIS+ machine, which is now in use at a number of c2c stations.

After the issue of the last ticket, the Aptis machine was withdrawn and replaced by FASTIS+.

Mark Hopwood, MD of c2c said; "For most people a ticket machine is a ticket machine and as far as members of the public are concerned they are only interested in how quickly it can issue their ticket – and understandably so. But for the industry, this really is the end of an era. For over 20 years this machine has issued billions of tickets and in its own way helped to keep the railway running. The fact that it is now being replaced by a much faster machine does not detract from the fact that in its day the APTIS machine was the Rolls Royce of ticket issuing equipment. It is most appropriate that the last person to use this machine should be one of the first people to use the system when it was introduced on c2c."

Engineering work

The engineering work this coming Easter weekend.

We were going to put a breakdown of what to see this Easter weekend, but as there is so much going on, it's impossible to list it all.

On one of the busiest weekends of the year, once again our railways close down, primarily because the railways are run nowadays for the business traveller. So take our advice, go by car into those traffic jammes roads, or bike and risk your life, cause you wont be able to take the train as the railways

SHUT

Riviera Trains and EWS Network are pleased to announce the launch of the Charter Alliance

A dedicated provider of reliable and high class specialist passenger rail services, The Charter Alliance will build upon the strengths of both Riviera Trains and EWS Network in the supply of charter trains to a wide range of customers, including businesses, football clubs, film companies and individual customers. This is an alliance that provides stability and certainty for customers, and creates a service provider with over 20 combined years of consistent and reliable service delivery. Riviera Trains is the leading provider of charter trains to a wide range of rail touring companies and EWS Network is the most reliable and dedicated operator of specialist passenger services in Britain. The strengths of each company, combined through the Charter Alliance, will build upon the exceptional reputation of both companies to make the strongest and most reliable charter trains provider in Britain. From the initial enquiry to the last passenger stepping off the train and onto the platform, the Charter Alliance will plan and deliver the train service exactly as promised for its customers.

Official Opening of Gresty Bridge Depot, Crewe

Direct Rail Services (DRS) celebrated its official opening of its depot at Gresty Bridge on the 23rd March 2007. The new depot is a reflection of DRS business expansion programme and the new facility will not only provide suitable office accommodation with meeting rooms but also maintenance facilities to allow the company to provide its own maintenance works.



Will it ever work again, Cotswold Rail Class 47, 47200 at Gloucester. [Class47](#)

NRM's Cab-it Weekend



On the weekend of 17/18th March, the National Railway Museum, held it's annual Cab-it event. We are very grateful to Brian Battersby for allowing us to use a couple of pictures from the weekend. Without a doubt the star of the show was 57307, and Virgin Trains were highly praised for sending Lady Penelope to this event. ©Brian Battersby.



Farewell my lovelies



Arriva Trains Wales, in their wisdom, has decided to dispense with all its loco hauled stock, its contract to use the Class 50's ended and is rumoured to also be looking at replacing the "Bubble Car".

Therefore a trip on the 17th March down to Cardiff, on the occasion of Wales – England 6 nations rugby, to see the end of an era, had to be a must.

Quite how Arriva are going to cope with a few extra units in future is not known, let's hope they do, but as usual it's probably the customers who will suffer.

Above: 121032 Bubble car at Cardiff Queen St. [Class47](#).

Below: 67029 speeds through Newport bound for Cardiff. [Class47](#).



Looking Superb at it pauses at Newport, 67021 with the Northern Belle charter, bound for Cardiff Central 17th March. [Dave36](#)

Top: 50049 and 47805 with the soon to be extinct? Arriva Trains Wales stock worked a Swansea—Cardiff shuttle service. Can this really be the end for this excellent liveried MK II's. [Digital Dickie](#).

Middle Left: 47812 and 47815 top and tail the Gloucester—Cardiff shuttles, pictured here entering Gloucester. [Andy P.](#)

Middle Right: 47812 and 47815 departing Newport for Cardiff. [Jon Jebb](#).

Bottom: Viewed from the bridge at Cardiff Canton depot, 50049 arrives into Cardiff, 47805 was the loco used at the rear of this service all day. [Digital Dickie](#)



Preserved railways

Gloucestershire & Warwickshire Railway Diesel Gala

Once, Twice, Three times a lady (and we loved them all)

Gloucestershire Warwickshire Railway held its annual spring diesel gala on the weekend of the 30th March to the 1st of April.



The event saw a range of locos in attendance. 3 class 37 locos, 73129, 1 x class 20 and 47105. Unfortunately 47376 had turned into some kind of internal fountain and could not work.

The highlight of the event had to be the pairing of 3 class 37's for the round trip from Toddington to Cheltenham Racecourse.

Words cannot describe the sight and sound of these three locos all powering as they passed us. Truly a remarkable feat.

Well done to all that made this happen, in particular the owners of these locos.

All: [Andy P.](#)



Two pictures from the GWR Diesel Gala 31st March.
D8137 at Winchcombe and 37219 at Cheltenham.
[Andy P.](#)



Severn Valley Railway "Branch Line" steam gala



On the 10th/11th March the Severn Valley Railway held its Branch Line Gala. The main feature was GWR Large Prairie loco 4141, which worked extensively during the weekend.

On this page and the next we hope that you will enjoy pictures sent by our members at various locations along the line.



Llangothlen Railway Diesel Gala 2007



Last year the Llangothlen Diesel event was hampered by really bad weather, fortunately this year this was not the case, and the sun shone at times, all was not lost for those wanting snow shots as by the time of the last train on the Sunday, it was coming down quite fast.

Highlight of the gala for us was the triple heading of multiple units, .

Left: Could this be a scene from the 1960's E50416 enters Glyndyfrdwy with a Llangothlen to Carrog service. [Class47](#).

Above: 37240 top and tailed with 37901 on a number of services. [Class47](#).



Above and Below: What a superb (if a tad remote) location Llangollen station is (above), so is Carrog (below), ideal for walkers.



West Somerset Steam Gala



Another cracking gala this month was at the West Somerset .

There were plenty of action to be had over two weekends including charters from other parts of the country especially for this event. Virgin Trains also ran a special Voyager service connecting to the mainline station.

Pictures courtesy of:
Jon Jebb and Richard Hargreaves



Great Central 1960's Gala

Two pictures from the Great Central's 1960's Gala. This was a 3-day event on the 23/24/25th March.

Left: D5401 runs round at Leicester North.

Below: The empty shell of a railbus, we are told will run again, one day.

Bottom: A super paint job on D5185 is admired as it pauses at Loughborough.

All Pictures 23rd March :
Richard Hargreaves.

