

Railtalk Magazine

Long Marston
Special 2009
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Class 86 involved in huge bird strike

Welcome

From The Editor

Welcome to the Long Marston special edition of Railtalk Magazine, to start with I would like to thank Richard Hargreaves, David Mead and Jack Boskett for their contributions to this issue, and thank them for their support.

Firstly this event was about supporting the "Help for Heroes" charity, you can find their advert and link to their website in the pages of this magazine. Please do take time to go there and support this worthy cause.

It's always a risky business staging an outdoor event in the UK, no one can ever predict the weather, and who would have thought that the weekend of the Long Marston open day would be quite the washout it was. A huge amount of rain on the Saturday caused only the die hard to stay longer than necessary. All credit to the Motorail team for battling through and creating another delight in the railway calendar.

The best quote from the event, and one which we think is very appropriate comes from Railtalk regular Jon Jebb, who says: "I put my foot through Mrs Bunny's unauthorised kitchen extension, drowned my camera and got very wet. Didn't reckon much to the shuttle service, which fell off the tracks and even the bus burst. Nice to see so many dead "tractors" in one location. Maybe next year they'll do a scrap a "tractor" event."

Not everyone will agree, but it really put a smile around the office. All we can say is, "Don't give up Jack, cracking event this year, pity about the weather but think positive, it can't be any worse next year, can it?"

Andy Patten

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Submissions

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

Send us your news and pictures to email:

entries@railtalk.net

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When do we publish?

Railtalk Magazine is published on the last Sunday of each month.

More information can be found by visiting Railtalk forums.

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Front Cover: Class 86 247 on display in its new "Europhoenix" livery. [Richard Hargreaves](#)
Front Cover Inset: Another risen from the ashes Class 86 is fire damaged Class 86 501.
Last years fire has not ended the loco's life, and it too lives on. [John Cottrell](#)
Above: A line up of all the visiting loco, at the MOD Site. [Andy](#)

Charter Scene

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Class 66 060 heads up the 1Z66 return charter to London Euston, seen here as it prepares to depart the compound. [Andy](#)

From the top

Jack Boskett (pictured), was one of the many that everyone wanted to thank for an excellent weekend. Jack and his team had worked hard for months preparing the event. Here are his views.

"It was a good weekend, the weather was a bit unkind to us on Saturday but we have raised thousands for Help For Heroes, which I am over the moon with.

I would just like to say thank you to Ruth Dunmore of Motorail Logistics for allowing us to go ahead with this open day."



Main Picture: Fictional Class 04, 11230 arrives at Long Marston on the 5th June. *Jack Boskett*
Inset: Jack Boskett in the cab of No. 15 Steam loco at the event. *Jamie Squibbs*

David Mead tells us his thoughts on his trip to Long Marston

The weekend 6th and 7th June 2009 gave railway enthusiasts the rare opportunity to visit one of the former British Army's main strategic supply depots at Long Marston, which was constructed in 1941. The site, finally closed by the Army in 1999, served by a connection from the Oxford - Worcester line at Honeybourne, is now the home of various varieties of redundant electric loco, diesel locos and rolling stock. The current owners, "Motorail Logistics" with their new "locomotives for old" have recently signed a contract for providing re-furbished Class 87's to Bulgaria!

I visited the Open Weekend on Sunday. Following a continuous rainfall the previous day, and with a weather report for more rain in the Midlands, my photographic expectations were not high, as I drove from my home in the New Forest to Long

Marston in what seemed to resemble a continuous deluge. I was greeted with "steam" - an Andrew Barclay 0-6-0ST No.15 appropriately named (for me) "Earl David" and so I immediately opted for a ride in the Mark 1's with some help from a black diesel shunter - 11230, around a crescent loop, being only part of the 4km system, the majority being laid with 75lb flat bottom rail, most having been installed during the hostilities.

From the top station, I made headway for The Stratford Broadway Railway Society's refreshment coach and was able to learn of the Society's ambition in re-instating the railway from Stratford-upon-Avon and Honeybourne. By now, the rain had stopped and some unexpected bright conditions allowed me to photograph the rows of condemned locomotives - mainly 86

and 87 varieties. There were some "show" locomotives - inc. 86 401 "Northampton Town", 50 026 "Indomitable", 50 135 "Ark Royal", 47 580 "County of Essex" and Virgin Thunderbird 57 307 "Lady Penelope".

One of the star photographic attractions was 86 247 in "Europhoenix" livery. This locomotive was re-built to conform to European Standards and various examples have been destined for both Western and Eastern European countries. Another attraction was 86 260 in a red and grey livery which along with 86 205 will remain in the UK. Other attractions at the event were various sales stands, a charity draw and heritage bus trips, all contributing to keep me fully occupied for my five hour visit. In all, it was worth the effort and gave enthusiasts an insight in the work at Long Marston.



Class 73 006 and Class 86 233 (still in old money showing E3172) stand side by side. [Richard Hargreaves](#)



No15 Earl David - Austerity amongst the sleepers and industrial background at Long Marston on the unloading/loading pad on the 5th June. [Jack Boskett](#)



The main lineup on show at the event consisted of a few Class 08s, a Class 56, and a line of Class 86s. On the right is one of the end cars to Motorail's DMU, which was used on a tour of the site last year. [Andy](#)



The visiting line up, starting at this end we have Load haul liveried Class 50 135, behind it can be seen class mate 50 026 and Class 73 006, all three of these locos were to go on to the Severn Valley Railway after the event. [Richard Hargreaves](#)



Down at the far end of the compound, a group of three Class 87's were almost hidden away. [Jack Boskett](#)



Class 20 902 and 20 903 were on display at the event, both owned by HNRC, but still in the old DRS house livery. In the background stands Tyseley's Class 47 580. [Richard Hargreaves](#)



01512 was moved from Bicester to Long Marston for the weekend. [Jack Boskett](#)



Various shunters could be found around the site including examples from Russells (Top Left), Middlepeak (Top Right), Deanside Transit (Bottom Left) and Minilok (Below). *All: Brian Battersby*





Plenty more to be sent overseas? [Brian Battersby](#)





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

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

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

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

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

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Above: GBRf Class 66 730 was on display and open to the public. **Andy**
Top Right: Ex Netherlands shunter Class 08, No. 13 (H049). **Richard Hargreaves**



Another Europhoenix loco, Class 86 260 this time in red. [Richard Hargreaves](#)



Could it really be the end of the line for this Class 87?, the “Wolf” still clings on in 2009, and although looking well stripped, it could be resurrected, should the need occur. [Richard Hargreaves](#)



Another shot of Class 86 258 showing an all over orange bodyside which it received in conjunction with some crash testing it had recently done. [Andy](#)



Another of the visitors to the event was one of Virgin's Thunderbird locos, this being 57 307 "Lady Penelope". [Andy](#)



Class 87 013 was another of the fleet to be on display at the event, still wearing its Virgin livery minus the logos and stripes, the loco awaits its turn in the workshop for assessment and possible re-use overseas. [Richard Hargreaves](#)



Class 87 032 is framed through the fireman's window on the Austerity No15 during the shuttle trip. [Jack Boskett](#)



Class 86 401 is owned by the AC loco group, but is being stored at Long Marston until time and funds allow its restoration to mainline condition. [Andy](#)



Some of the variations in liveries carried by the Class 86s can be seen here looking along one of the rows of locos, commencing with Anglian liveried Class 86 234. [Andy](#)



Main: No15 Austerity "Earl David" underneath the wires at Long Marston (100 points if you can spot the other two locos in the picture) [Jack Boskett](#)
Inset: "Earl David" prepares to work one of the final shuttles of the event on the Sunday afternoon. [David Mead](#)

Awaiting scrap or salvage?



Left: Class 31 439 and 31 301 are two Class 31 locomotives that are stored at Long Marston on behalf of HNRC. [Richard Hargreaves](#)

Right: Class 37 898 is seen with a tree growing into the side of the loco, also noticed is that there were a family of birds nesting in the loco. [Andy](#)



Help For Heroes was the idea of Appeal Chairman Bryn Parry and a group of friends and relations, many of who have connections with serving servicemen and women. Bryn and his wife Emma wanted to do something to help the wounded and came up with the idea of a sponsored bike ride. They mentioned it to some friends who mentioned it to some more friends and suddenly Help For Heroes was born and growing fast. A flurry of visits to various offices led to the campaign being blessed by the head of the army, Chief of the General Staff, General Sir Richard Dannatt.



Another loco that at one point had big plans made for it, but now it seems forgotten, is Class 37 412. The loco is seen stored at the compound, and doesn't look to be in the best of conditions. [Andy](#)



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Oops!



Apart from the poor weather on the Saturday, the only other down side was the derailment of the shuttle train that happen early on the Saturday. Fortunately, the carriage was rerailed on Saturday evening, and everything was fine for the Sunday.

Main: The re-railing was undertaken by Railway Support Services whose equipment is available for hire 24/7, 365 days of the year. [Paul Fuller](#)
Inset: One bogie came clean off the track, A picture of the derailed coach, caused by the points slipping as the train was leaving the station. [Andy](#)



Fictional 04 No 11230 stands with one of the shuttle coaches. [Andy](#)



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