



Railtalk Magazine

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Royal Sovereign returns.

From The Editor

Front cover

16th July, and 1287 Crewe - Carstairs gave the opportunity for Class 87 002 to stretch her legs on test.

The Class 87 had Class 86 101 in tow with some superb Cargo-D MkIII stock.

Dave Harris



Submissions

Pictures and news can be entered through the forum, or by email to: entries@railtalk.net

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When is it published

Railtalk Magazine is published on the last Sunday of each month. More information can be found by visiting Railtalk forums. © Railtalk

Welcome to issue 23 of Railtalk Magazine. Within this issue you can find out all the latest news and pictures that have made this month, another great month on the UK and International rail scene.

Another month, another issue, and another set of great pictures! Once again, can I thank everyone, for their contribution to the magazine this month.

The first thing and probably the major interest that has come about this month, surrounds Deltic 16, D9016. This month saw the sale of Deltic 16 to HNRC (Harry Needle Railroad Corporation), and for every rail enthusiast's worst nightmare. SCRAP!

Rumours have been flooding website and forums, about what is going to happen to this loco. The latest "word" is that, DRS (Direct Rail Services) are going to buy the loco, for charter work.

This comes after Stobart Rail pulled out from the charter scene this month and DRS have said they will continue alone.

Once again, can I say what great preserved lines we have across the country. With two great Galas, one was being the East Lancs. Railway diesel gala, and the other being the Embassy and Bolton Abbey diesel gala. Both galas operated a great range of traction, and both ran without much trouble. A selection of pictures from the event can be seen in the preserved section of the magazine.

Now, onto something that is mentioned in the magazine, so I will try not to say too much. The Cross Country early morning mystery tour, which runs from York to Leeds and Doncaster via..... a large circle, well worth the trip, and get those delicious Bacon Sandwiches from the "Shop" while you can.

This month also saw, the first of the Cross Country HST power car fleet being introduced into service, when you consider the state that 43 101 was in, Brush have done a great job.. A picture can be found in the magazine.

Once again, thank you to everyone that has contributed to the magazine this month, and I hope that more and more people will contribute to the magazine. As we have always said, it's your magazine!

Once again many thanks this month to: Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Peter Cheshire, David Mead, Liam, Brian Battersby, Steve Madden, Jim, Steve Andrews, Gary S. Smith, Mike Parsons, Joe Patrick, Chris Kirby, Jack Needham, Gray Wilson, John Coleman, Damon Cox, James Stoker, Paul Godding, Damon Powell, Ian Ross, Yorkie, Andrew Flusk, Rowan and Ryan.

Andy Patten



Congratulations to Virgin Rail Group on the successful tender for upgrading of their Pendolino fleet. Extra coaches and perhaps new vehicles for crash victim 390 033? Anyway if Govia had won and the Pendos were painted in a neutral livery, would it be Porterbrook purple? We hope not.

Peter Cheshire

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Charter Scene

Welcome to this month's round up of the British Charter Scene, brought to you by the Railtalk Magazine team.

Right: With the sun out to play, 46233 'Duchess of Sutherland' passes through Wardle with 1234 Chester - London Paddington 'The Cathedrals Express', on the 19th July.

David Dawson

Below: Earlier the same day, the train is seen passing through Crewe.

Class47





Class 55 022 certainly has been out and about a fair bit this month.

Top Left:
55 022 'Royal Scots Grey' approaching Barmouth Bridge with 1222 Preston - Pwllheli 'The Snowdonian' railtour on the 12th July.

David Dawson

Bottom Left:
On it's return to Preston later in the day, RSG crosses the famous Barmouth Bridge with 'The Snowdonian' railtour on the 12th July.

Carl Grocott

Top Right:
Earlier the same day, the tour is seen through Telford.

Richard Hargreaves

Middle Right:
A week later, the loco was in action in Wales yet again, when it worked a charter from Blackpool - Cardiff via the Central Wales line. 55 022 leaves Crewe on its journey south.

Brian Battersby

Bottom Right:
55 022 with 1255 Blackpool - Cardiff passes Kemps Eye on the 19 July.

Carl Grocott





Far Top: 60009 is seen at Helifield on the return working of "THE HADRIAN" on Saturday 26th July.

Andy

Far Middle: 34067 arrives at Paignton on the 6th July with the "Torbay Express".

Steve Andrews

Far Bottom: 45407 Storms passed New Mills South on the 29th June with "THE WORTH VALLEY ANNIVERSARY EXPRESS"

Ian Furness

Left: 60009 Union of South Africa brings in the Steamy Affairs charter "THE TALL SHIPS" into Liverpool Lime Street on the 19th July.

Mike Parsons

Bottom Middle: 76079 hammers past Caerhowel with 5Z60 Carnforth - Machynlleth ECS, ready for the start of the 'Cambrian Coast Express' season.

David Dawson

Below: A shot of 6024 at Goodrington working the "Torbay Express" to Kingswear on the 20th July.

Steve Andrews





In connection with the Tall Ships visiting Liverpool, several charters ran, however one was far above the rest.

A Western into Liverpool Lime St. on the 21st July.

Left: and Right: Two views of D1015 as it waits to depart Liverpool Lime St. on the return charter.

Both: Brian Battersby

Bottom Left: In evening light, D1015 passes Featherstone, Staffordshire, as it approaches Wolverhampton with the 1254 Liverpool Lime Street - Salisbury return.

Gary S. Smith

Bottom Right: Pathfinder's 1254 Liverpool to Salisbury in connection with the Tall Ships Event is seen at Penkrige.

Carl Grocott



As well as working for WSMR, the Class 67's have been working hard on railtours this month.

This month the railtour market was dominated by the "Tall Ships" event at Liverpool.

Right: Class 67 028 seen just north of Crewe with the return "Northern Belle" from Liverpool.

Far Right: Class 67 005 on Past Time Rails charter to Liverpool.

Below: Class 67 001 was on the rear of the train as it leaves Crewe. *All Above: Andy*

Bottom Right: Class 67 028 brings in the ECS for Past Times return charter from Liverpool. *Brian Battersby*





Above: Class 33 207 passes Cemmaes Road on the 25th July. The loco is standby for the forthcoming "Cambrian Coast Express" steam charters.

Peter Cheshire

Top Right: Class 47 804 is seen passing through Dalreoch station while working the 13.32 1H85 Edinburgh Waverley - Spean Bridge Royal Scotsman train on the 11th July.

Jonathan McGurk

Bottom Right: Class 47 804 with Class 33 025 on the rear are seen passing through Bowling station while working the 07.52 1H87 Bridge Of Orchy - Wemyss Bay Royal Scotsman train on the 13th July.

Jonathan McGurk



Left: Class 47 832 and 47 712 pass Dawlish Warren on the 5th July, working from Paddington to Paignton. [Steve Andrews](#)

Top Left: The Stobart Pullman can be seen passing through Exeter St Davids with a charter to Paignton. [Liam](#)

Middle: Class 47 802 and 47 832 are seen approaching Glasgow Central High Level station while working the 09.18 1Z47 London Kings Cross - Glasgow Central on the 11th July.

[Jonathan McGurk](#)

Top Right: Compass Tours "Cumbrian Fellsman" from Stafford - Carlisle powers through Winwick Jct. on the 6th July, with Class 47 839 Pegasus and 47 853 Rail Express. [Dave Harris](#)

Bottom Right: Class 47 815 and 47 805 work 1Z47 Lichfield - Edinburgh passed Penkridge on the 19th July. [Carl Grocott](#)

In the past few months, Friends of Suburban Bristol Railways (FOSBR) have been campaigning in two vastly different areas. In June, proposals drawn up by FOSBR member Eric Wildman and supported by the rest of the group appeared on the front page on one of the local newspapers, the Evening Post. More recently, however, we have been campaigning against a turnback signal at Clifton Down which would allow trains to reverse here and return back to Temple Meads.

The half-hour train campaign in 2007 showed that focussing our resources and energies on one objective can achieve quick results. "This is why I have proposed the reopening of Ashton Gate and extending Severn Beach Line trains," said Eric. Following our campaign last year, Bristol City Council agreed to spend £1.2 million over three years providing a more intensive service on the Severn Beach Line, including the first regular Sunday service in a number of years. Even though the new timetable on the Severn Beach Line is still imperfect, it represents an improvement on the past.

A reopened Ashton Gate, provided it is given an adequate service, has the potential to rival Filton Abbey Wood and Clifton Down as the most used suburban station. In recent years, the number of passengers using local stations has increased in excess of 125%. Numerous facilities such as parks, community facilities and a university campus are within walking distance. This is an up-and-coming area of Bristol poorly served by public transport in general.

Trains to Ashton Gate could be operated as an extension of the Severn Beach Line, which would also serve two other south Bristol stations already in situ and with other services; Bedminster and Parson Street; linking the north and the south of the city.

Of course FOSBR wants to see all closed stations in Greater Bristol reopened and development of this station, situated on the line to Portishead would bring the reinstatement of passenger services there one step closer.

At a FOSBR meeting earlier in the year, we asked ourselves what we had achieved. As well as the recognition of the role we played in securing service enhancements and increased public awareness of local railways; came a reply few of us had thought about: "the fact that the Severn Beach Line is still running."

Many individuals will never forget the days of "managed decline" and service changes in the past. There are now almost double the number of trains on the Severn Beach line than there have been in a number of years, so anything other than positive changes are unthinkable for some.

The turnback signal at Clifton Down was originally proposed in Network Rail's 2007 Business Plan, listed as pending third party funding. In a reply to a letter sent to the Executive Member with responsibility for Sustainable Development, Cllr Mark Bradshaw in June, FOSBR received confirmation that Bristol City Council intends to provide some funding to enable this signal to be provided.

The Line Development Plan listed two main reasons to provide a turnback facility at Clifton; improved reliability, by enabling late trains to terminate early instead of running all the way to Avonmouth or Severn Beach; and provision of an enhanced service between Temple Meads & Clifton Down. FOSBR has analysed the risks and assessed the supposed benefits and feel that such a scheme would be a poor way to spend taxpayers' money.

I am sure that some will be wondering what this has to do with a decline in service. In 2004, a report for the Government produced a plan to completely withdraw passenger services north of Clifton Down, but highlighted the fact that the principal barrier to implementation of the recommendation is the present "nature of the signalling." If this principal barrier is removed then FOSBR believes there is nothing to say that this proposal will not be implemented in the future.

Joe Patrick is Vice Chairman of Friends of Suburban Bristol Railways

For more information and to become a member visit

<http://www.fosbr.org.uk>

This article is adapted from one originally printed in the July edition of the Friends of Suburban Bristol Railways newsletter

Deltic Retro Scot - 30 August

The Deltic Retro Scot is a day trip for passengers from Huddersfield and North West stations (as detailed below), to the historic city of Edinburgh via the scenic summits of Shap and Beattock along the West Coast route. A 5 hour break in Edinburgh has been requested before returning via the scenic East Coast route over the Royal Border Bridge at Berwick. Preserved 1960s locomotive, 'Deltic' 55022 has been hired for this excursion.

Tickets still available for this tour:

For Bookings and General Enquiries, you can contact us as follows:-

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OUR FIRST RAILTOUR WILL BE AN EXCITING DAY OUT BEHIND 'DELTAIC', 55022 ROYAL SCOTS GREY, FROM HUDDERSFIELD TO EDINBURGH, ON AUGUST 30TH

NOTE: Due to a Network Rail blockade between Chorley and Bolton, we are no longer able to call at Bolton, Horwich Parkway or Chorley. We have requested alternative pickups at Wigan NW and Leyland. The train will serve Huddersfield (0600), Stalybridge (0625), Manchester Victoria (0650), Wigan NW (0740), Leyland (0750) and Preston (0800). Delays are expected due to the confined, slow (single) line.

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Forget the past

ATOC have been very keen to announce that from 7 September the fares will be “simplified” and how wonderful this will be for passengers. They even have the cheek to claim that they did this of their own free will at the request of passengers,

“Passengers have told us that they want a simpler fares system. We are listening and responding,” said David Mapp, commercial director of ATOC. But is this true? The Government’s White Paper, Delivering a Sustainable Railway, directed ATOC to implement simplification.

Unfortunately the Government failed to specify the terms of simplification, so we are completely at the mercy of ATOC, whose idea of simplification does not match what I consider to be a genuine use of the term. Sadly, it appears to be nothing more than a re-branding exercise, at least as far as walk-on tickets are concerned, with a few minor changes that will make very little difference.

David Mapp claimed “These changes will enable people to buy train tickets more easily and with greater confidence,” but I do not see how anyone would feel more confident purchasing an “Off Peak” than a “Saver” - the names are meaningless as in both cases the restriction codes must be consulted to determine the true validity.

We do know that Saver fares will, in general, be re-named “Off Peak”, but what has not been made clear is how 8A (any train) Savers will be named. Take York-Sheffield, there is no Standard Open fare, the Saver Return costs more than the Standard Day. I can only assume that, in this case, the Saver will be re-named “Anytime”. However this will increase costs for young people travelling before 10am who will no longer benefit from a railcard discount (minimum fare pre-10am is £8 Savers and £16 Day or Open returns). If this Saver is re-named “Off Peak”, then it would not make sense that an “Off peak” ticket is valid on any train.

Like York-Sheffield, Savers from York-Peterborough are also code 8A ‘Valid on any train’. So, will they become Anytime? If so, the current Standard Open will be abolished, but that would prevent NXEC charging people more to buy onboard and I can’t see that happening. If it becomes “Off peak” it will result in a so-called “Off peak” ticket being valid at any time! Interestingly, XC have avoided this scenario by restricting their “Valid at any time” Savers to “Valid after 0500”, this could be followed by other TOCs but it is not yet clear.

And what of London to York? The business saver is presumably going to be called Off Peak, and the Saver will surely be called Super Off Peak. Rather like the old days of Savers and SuperSavers but with higher-than-inflation rises justified by the change of names. This will create an interesting anomaly out of King’s Cross, as an “Off Peak” (formerly Business Saver) to Peterborough will be valid in the evening peak.

There is no day equivalent of the business saver, so will the Cheap Day return become Off Peak Day or Super Off peak? If the latter, then passengers may be confused at the lack of an Off Peak day on this route. If the former, then passengers may be confused at being allowed to use an Off Peak on the 17:03 yet not allowed to use an Off Peak Day on the same train. Which is it to be? It is not yet clear.

Finally, we come to the issue of Break of Journey (BoJ). This is currently allowed on just about all walk-on ticket types, with the exception of the outward portions of Savers. Early indications are that, as Savers will become Off Peak, break of journey will be allowed on Off Peak tickets so that is a genuine improvement and could make things “simpler” however ATOC have scored an own-goal by stating “Break of journey is now permitted on all Off-Peak tickets unless otherwise indicated by a restriction shown against the ticket’s validity code. Therefore, Saver fares that are currently restricted may allow break of journey from 7 September when they become Off-Peak fares. If a customer indicates that they want to break their journey, please see the relevant validity code to check restrictions.” So, at present, a Saver is not valid for BoJ on the outward portion but in future an Off Peak is valid for BoJ unless the restriction code says otherwise, so to find out if your ticket is valid for BoJ you need to look up the restriction code. Is that really simplification? I think not.

By this time next month, all should be clear. Watch this space...!



Left: The site of the new Railfreight terminal at Donnington in Shropshire is taking shape.

Around 400 local jobs will be created by this project which has regional and national significance. Led by Telford & Wrekin Council a 2.6-mile stretch of railway, closed in 1991, is being reinstated between Donnington and Wellington, allowing freight trains to reach the national network. The £4.2 million development on former military land includes a freight terminal and a major new site of 8.9 hectares (22 acres) capable of taking a warehouse in excess of 37,100 sq m (400,000 sq ft) floor space.

Richard Hargreaves

We are both in the same position. We both have disabilities, that make us poor walkers and unable to grip on to items from time to time. This makes simple things, like travelling upon trains, be it either for fun or travelling to an appointment with a hospital of some sort, a much harder challenge than at first people would think.

In this series, we are aiming to get across the point of peoples attitude to disabilities on public transport, and on a whole, and stories that we have, and suggestions on things that can be done by the TOC's to improve upon the quality that we receive, for examples, the provision of more disabled seating on trains.

A classic case is getting upon a train, travelling either for fun or to an appointment somewhere, and you sit in one of the very few disabled seats provided by the TOC, and you get such evil looks from people, as if saying you shouldn't be sat there. Someone gets on the train further on and perhaps asks if you wouldn't mind moving and you show them your

disabled card and they carry on, but then other people in that carriage automatically judge you and give you such evil looks. And I'm sure others in our position have felt exactly the same way. And it makes you feel so low, as you know you have a right to be sat where you are, but you can't explain every single person who is so narrow minded and judges you within an instant, because in a way, that would be an invasion of your privacy. Its right for people to politely ask you to move, but absolutely wrong for them to give you evil looks and to stare at you as if you were of a lower class to them.

Perhaps, make every seat a designated seat? But then you lose, on average, 20% of the entire seating capacity of the train, due to the extra room needed to fit disabled seats. So that idea would not appeal to many TOC's as it would effect there overall takings with having fewer seats, and unable to carry the extra passengers. It's a very tricky situation to get the best for all parties concerned; the TOC, the disabled passenger and then normal passengers.

Some TOC's, upon their website, allow you to pick a "quiet coach" when booking seats in advance. Maybe its time we see an addition to that list, that you are able to book disabled seats in advance? That would help a vast number of people. And that, in theory, wouldn't impose upon passenger number on the train.

Another possibility is limiting the number of 1st class seats available for people, as quite often, all the seats provided on services are not taken, and that then is wasted room that could be used for disabled seating. In that wasted room, say half to three quarters of a coach, you could easily fit 25+ specially adapted seats.

We are here to be your voice, and to share our examples of incidents like this, and also hear from you about similar happenings. And together, we'll make a difference to the way people think about people with disabilities trying to live their lives.

Readers Letters

Cross Country VFM

If any readers want Value for Money on a Cross Country train at the moment, they can do no better than join the 06.09 service from York to Birmingham, at York on a Saturday morning.

In order to retain driver route knowledge, the service is routed from York via Castleford into Leeds and then from Leeds takes the York line as far as Micklefield and on via South Milford and then onto the East Coast main line to Doncaster.

This means that the Journey from York to Doncaster is approx 1 hour 40 mins.

On the train last weekend was train manager Russell, who kept passengers well informed of the planned route and gave excellent service.

I don't know how long this diversionary route will last, as it is clearly not for engineering purposes, but highly recommend it as an interesting route.

Does anyone know of any other regular diagrammed diversions.?

PS. Does anyone know how to get it into Arriva's head that removing a shop will NOT solve the problems with the Class 220's.

Letters can be submitted by emailing them
to: editor@railtalkmagazine.co.uk

Part 1 - Keighley and Worth Valley Railway

Thurs 5th-Monday 9th June

Thursday saw a positioning move to a well positioned mate in South Elmsall which was done 'on the cheap'! Glad it was so cheap as it wasn't very pleasant - 220007 had no air-con and a nice PA buzz alongside the normal rattling. At Sheffield it was onto a local scratchcard to waste the afternoon on various pacer/sprinter contraptions before heading east on a wedged 185 to Donny. An evening spin back to Donny from South Elmsall for food at Wetherspoons saw 321903 doing the honours both ways.

The KWVR put on its usual superb gala with 2x25, 2x37 and D1023 all starring alongside 2x20, 31108 and a couple of gronks. Loads of familiar faces and great thrash on all three days with D1023 stealing the limelight, sideways clag and thrash simply exhilarating from the front coach! Personal favourites were the two rats both in fine form and making plenty of trips enabling over a hundred 'rodent' miles to be scooped in alongside plenty of the other bits. The Saturday fast evening runs were cracking and the stewards onboard had little obvious OTT behaviour to deal with.

The moves to/from Keighley also saw 91117 scratched in and all three Northern 321s raked in for South Elmsall whilst when doing Moorthorpe for the slightly longer walk 144s were suffered. On Sunday an ECML signalling farce meant 67021 was viewed at Wakefield dragging a diverted Mk4 set south. The Monday saw me returning south via Sheffield where the day was spent being a 'normal' with a mate with a thankfully empty 220006 back to Birmingham on the 1705 Edinburgh-Bristol making 323240 onwards to Selly Oak, home for 2250 and rather tired!

Part 2 - West Somerset Railway

Thurs 12th-Monday 16th June

Another long weekend trip away to a preserved line involving a Thursday positioning leap, 350114/321434 taking me home from university digs back to Leighton for the evening. An early start on the Friday for 2x350 on the 0653 off Leighton flyer to Euston, passing 56311 on 4M60 and 37401/417 on Wembley. After a painless Circle Line tube to Padd 43138/129 were the next power on the 'cheap train' 0818 Exeter calling all shacks down the 'desert' including Theale, Hungerford etc! Shame about the stock though... The free bus from Taunton dropped us nicely onto 25262 for a loud run to Minehead, not a bad start to the gala! The afternoon was spent behind 33048, 37037 and a clearly unwell 832 running paired with 25262.

Between trains at Minehead there was time to have an enjoyable spin to Dunster and back with 03119 and cut-down 03133 working two DMU trailers.

We started early on Saturday heading for the 0830 DMU off Bishops Lydeard before 832 having staggered from Blue Anchor succumbed at Stogumber being rescued by 47840 around an hour down. The highlight was 25262 pairing up with 25173, and in mult to boot, with a fast run Norton Fitzwarren through to Minehead although the mooted 'non stop' didn't happen due to the timetable being out meaning a wait at Blue Anchor for a kettle to pass. More 'rodent' trips with thrash aplenty before unsociable rostering meant it was GWR kettle 5553 all the way back off 25262s arrival at Minehead. Sunday saw a simple out and back move behind 37037 and then more rodent thrash with 25173 for 25262 including the booked chips on the beach, the evening wasted with a time killing HST leap to Tiverton Parkway from Taunton.

Homeward bound on Monday but being booked on the lunch-time cheap train a morning leap to Exeter was done to kill some time before it was the same HST set in 43138/129 back to Padd via all shacks arriving at Padd around 30 down due to delays after Newbury. The usual slow tube to Euston for 350106 back to Leighton passing 87026/007/008 in Wembley awaiting forwarding to Europe, farewell...

Oyster security flaws

Yorkie

A group of scientists from Radboud University in the Netherlands has discovered that Oyster cards can be cloned by connecting a Mifare card reader to a computer.

After successfully cloning the card, they travelled around the London underground using the cloned card in order to demonstrate their points.

Oyster uses a basic version of the Mifare system, 'Mifare Classic'. Secure versions of Mifare are available, but TfL chose an unsecured version in order to reduce costs. ATOC have refused to embrace Oyster due to the lack of ITSO compliance

which includes the lack of security. ITSO is the standard for smartcards specified by the DfT which TfL chose to ignore.

The insecure nature of the system has been known by industry insiders since it's inception, but only recently has it been publicly announced.

Oyster cards hold the data themselves, rather than reading from a central database. This means that it is possible to clone cards. Some IT experts even claim they could easily 'top up' legitimate cards.

TfL responded by announcing that they can detect fraudulent use and that the most anyone could get is a single day's travel, however many in the industry are sceptical about this claim.

A TfL spokesman warned "Using a fraudulent card for free travel is subject to prosecution." Whether TfL bosses will face any disciplinary action for not complying with Government standards remains to be seen.

The Paignton Pudden & Riveria Rat Tour

Leading up to the tour

As soon as this tour was announced we (Me & my Dad) decided that we'd do it. A few weeks later the Rat tour along the Paignton & Dartmouth Railway was announced, so we sent the booking form off for both tours.

A week leading up to the tour the gen was that 37229 & 37423 would work the tour. '423 was a winner for me so I was quite pleased with that pair. But a few days before the tour, a fault with '229 prevented it from being used on the tour, so '606 was going to replace it. Great, not only did I need '606, but my Dad needed it as well! It was all adding up to be a great day!

The morning of the tour

I was up early at 0510 to get ready for this tour. We got to the station at around 0625, and the 37s were already hooked up to the front. Sure enough 37606 & 37423 were on the train, ready to go. A few photos were taken and we went to find our seats in coach B. At 0644 we made a smoky, but on time departure from Crewe. 87002 was seen on Crewe LNWR as we passed. We made steady progress up Madeley Bank and were overtaken by a Pendolino in the process, only to overtake it as we came down the other side!

As [we] pulled into Stafford a few minutes early the Pendo overtook us again! We departed Stafford on time and headed towards Wolverhampton, just as we were about to turn off towards Wolves we saw 56311 under a bridge smoking away; we arrived at Wolves around 5 minutes early.

Just before departure from Wolverhampton we went down to the buffet to get tea & Bacon Butties. After walking down the train we were greeted with a big queue, but we persevered and were being served as we rolled into Birmingham New Street on time.

The buffet was quite strange because it didn't have the usual serving hatch that they normally have. This one was more of a kitchen that served the food from the open door. Which was quite funny, as when we pulled into New Street the driver applied the brake too hard, and something must have gone all over the guy frying the bacon as he shouted, well I don't think I can put what he said!

We got back to our seats as the train was traversing Grand Junction. We didn't gather much speed as we stopped just outside Kings Norton at a signal. After that we were slow lines to Longbridge where we were held for about 5 minutes before crossing over to the fasts.

We flew through Barnt Green 2 minutes late. The train stormed down the Lickey and kept its pace up all the way to Cheltenham Spa. We pulled into Cheltenham a few minutes early and left bang on time. We flew past Gloucester New Yard and soon we were pulling into Bristol Parkway, a few minutes early. After a brief stop here we were under way again.

As we approached Bristol Temple Meads it looked as if we were going to go non stop through the station, and sure enough we did! Before long we pulled into Bridgwater 20 minutes early. The train was booked to stop here so people could catch a coach to the Cranmore 150 Gala. But I don't think anybody took up this option. A few photos were taken and we were underway again.

After running alongside the M5 for a brief period of time we were approaching Taunton. The driver thrashed the 37s through Taunton station much to the bemusement of the 'normals' on the station. We passed 73133 in Fairwater Yard and begun the climb up Whiteball. The 37s were chugging away nicely, and we reached the top at a fair speed. We flew down the other side and passed Cowley Bridge on time. After waiting at Red Cow crossing for a 142 to cross over we proceeded through Exeter St Davids a few minutes down. We quickly accelerated past Exeter St Thomas, and before we knew it we were passing Langstone Rock where many photographers were waiting. The weather was still rubbish but there were plenty of

photographers out in force along the sea wall. We flew through Newton Abbot on time and turned left at Aller Junction to head down to Paignton. We passed through Torre and Torquay before pulling into Paignton on time. The train was off the end of the platform so we went over to Goodrington Sands Level Crossing to get some photos. Whilst we were at the crossing we saw Great Western Steam loco 7827 shunting around for its 1215 departure for Kingswear. Then at 1215 7827 departed and moments later the 37s left for Goodrington Sidings!

The Rat

After photting the HST in the sidings we went back to the crossing to see 25185 shunting around for the 1300 to Kingswear. Afterwards we headed to the Paignton PDSR Station. We got a few photos, which was difficult as it was right on the end of the platform, and set off on time.

We made a steady departure and said goodbye to the 37s, but from there on the 25 was thrashing away nicely with its load 6 up Churston bank. We arrived at Churston on time, and seeing as the steam engine we were booked to pass wasn't there yet, we got off and took some photos. I ran over to the other side but when I got there the steam engine was approaching, so I had to be very quick and leg it back onto the train! We set off again a few minutes late, with me on board! We arrived into Kingswear, in a light shower, bang on time at 1330. So we got off and got some photos, whilst most people went to the pub! The 25 ran round and backed onto the other end at about 1340 and was shut down. After buying some light refreshments from Kingswear, we headed back to the station to get some photos and to get some seats for the return to Paignton.

So the Rat was started up again, and we were on our way on time at 1415. We thrashed nicely past the marine and up to Churston, where we arrived on time before the kettle again. Once again some quick photos were taken and we were on our way to Paignton. We arrived at Paignton on time at 1445. We then headed towards Goodrington Sidings to phot the 37s and headed into town.

The blockade at Lincoln got underway at 1am on the 19th of July, to remove all semaphores, and 2 of the boxes - the others (East Holmes, and High Street) being kept as emergency gate boxes due to Grade II listings on them - and to replace a lot of track (again!), put in and commission new signalling and the new signal centre.



At the time of writing, no boxes had been demolished and none were in any stage of being demolished, apart from all equipment bar the frame being removed. Also at the time of writing, three semaphores remained in situ - PS70, WH13 and WH14 - all forgotten?! Also, at least 15 new LED signals were up (or at least replated! (see later)) and all track in the station had been relaid.



The editor of this article also understands many signals have been replaced in other parts of Lincolnshire, as they were fringing the new signalling centre.

A new signal is S12 at Saxilby; this signal is on the Lincoln bound platform there. This is apparently for the benefit of Lincoln's centre, so they know when a train has left Saxilby.



Meanwhile, back at Lincoln, there has been some interesting things going on with converted signalling... Signals NL7957 and NL7959 are actually the old WH30 and WH29 respectively, just with new heads and plates! Even more interestingly, signal NL7948 is the old WH7948, just re-plated! Econo-signalling, anyone?



Other things happening include the old UP GOODS and DOWN GOODS being turned into basic fast and slow lines into Lincoln, new gantries being installed.



Something else changing is platform numbers, with all being changed from 3-7 to 1-5 (i.e. Platform 3 becomes Platform 1, Platform 4 becomes Platform 2 etc.) - how much confusion will this cause, I wonder?!



There is something else happening that's interesting... the closure of the High Street level crossing - traffic chaos?! But I can't laugh - my bus will have to be diverted...

- For more of Damon's photographs, and picture updates of the blockade visit :

<http://picasaweb.google.co.uk/ACBest2007>

- More in next month's issue on the re-opening of the station under the new signals.





Top Left: The Nat Ex East Coast fleet of HST's is rapidly changing livery, this is 43 300 on a newly refurbished set arriving at Leeds on the 26th July.

Class47

Middle Left: Another fleet that is changing is the Arriva Class 175's. Here 175 006 approaches Crewe.

Andy

Bottom Left: We're not sure if this unit has ever seen the South West this year, we think not. Anyway this is Class 158 786 on a transfer move from Scotland to the Midlands, seen here at Crewe on the 19th July.

Class47

Right: Class 325 013 is seen passing through platform 2 at Cambuslang station while working the 17.08 1M04 Polmadie - Shieldmuir RMT service on the 24th July.

Jonathan McGurk

Below: The "old" Arriva Class 175 Livery, is seen on 175 110 at Shrewsbury on the 13th July.

Richard Hargreaves





Left: One of Freightliners latest Class 66's is seen on the East Coast coal circuit on the 9th July.

Andy

Above: EWS Class 66 013 climbs through Newton, north of Shrewsbury, with the 6M86 Llanwern - Dee Marsh steel train on Monday 14th July.

Gary S. Smith

Right: EWS Class 66 102 passes through Wem station, Shropshire, on Sunday 13th July 2008 with the 6V47 Dee Marsh - Llanwern empty steel train. Class 60 091 was on the rear.

Gary S. Smith





Top Left: Fastline Class 66's are seen shortly after arrival in the UK. This shot was taken at Chaddeston on the 5th July and shows Class 66 305, 66 304 and 66 301. [Chris Kirkby](#)

Top Right: A few days later Class 66 301 working 6D00 Daw Mill - Ratcliffe. The first revenue earning service for fastline with the new order of 66s. [Jack Needham](#)

Bottom Left: Top Right: Class 66 305 runs past washwood Heath before running round to continue it's onward journey to Ratcliffe Power Station on the 4th July. [Derek Elston](#)

Bottom Right: Taken at Tupton, near Chesterfield Class 66 304 waits for the South ladder junction at Clay Cross North Junction. [Gray Wilson](#)





Left: Class 37 423 is seen working 5Z01 Derby - Southall past Mill Lane, Wellingborough on Monday 30th June.

Derek Elston

Bottom Left: Trials continue with Class 31's and DBSO vehicles operating in Push/Pull mode. This was a Doncaster - Derby via York Serco working, with Class 31 190 seen at York on the 2nd July.

Andy

Below: The relivery of Class 222's continues, this is 222 014 in the new East Midlands Trains livery passing Harrowden Junction on the 23rd July.

Derek Elston





Top Left and Right:
Two views of Class 31 602 and 31 190
which were working in and around
Glasgow Central with the Network
Rail Mentor test train on the 23rd July.
Jonathan McGurk

Bottom Left:
Class 31 105 and 31 454 approach
Washwood Heath with a working
bound for Derby on Friday 04th July.
Derek Elston

Bottom Right:
Another Network Rail pair, Class 31's
31 601 and 31 454 seen working a
Glasgow - Derby service on the
19th July.
Andy





Top Left: Class 08 865 carries out some light shunting at Washwood Heath on Friday 04th July.

Derek Elston

Bottom Left: WSMR's Class 67 012 passes The Lighteach as it approaches Prees, Shropshire, with the 1P03 Wrexham General - Marylebone, diverted via Crewe, on Saturday 19th July 2008.

Gary S. Smith

Above: Class 67 025 and 67 015 work the 1J83 London Marylebone - Wrexham passed Walcot on the 3rd July.

Carl Grocott



Left: Class 60 094 Rugby Flyer working the 4E38 Colnbrook - Lindsey empty tanks is seen at Irchester on the 30th June.

Derek Elston

Bottom Left: Shock, horror or success, it certainly gets the point across. West Coasts Class 47 826 is in "Mobile Advert" mode for the Scarborough Spa Express season. Seen here at York on the 19th July.

Class47

Bottom Right: Class 37 417 back working freight again with the 6F61 Folly Lane - Arpley at Acton Bridge on the 8th July.

Carl Grocott





Above: Class 86 632 and 86 639 are seen approaching Coatbridge Central while working the 14.12 4M74 Coatbridge F.L.T. - Crewe Basford Hall Freightliner service on the 21st July.

Jonathan McGurk

Top Right: Working a Cambrian engineers train on the 23rd July is Class 37 422, pictured at Welshpool.

Peter Cheshire



Bottom Right: No it's not Icebreaker season at York yet!. Freightliner have been route learning drivers on the East Coast Main Line for forthcoming diversions.

Andy



Left:
Class 47 769, still in Virgin Trains livery together a complete rake of Virgin
Trains liveried stock stands in the undergrowth at Crewe in July.

Class47

Below:
HST Power Car 43 055 in unbranded EMT livery.
This power car was in this unbranded state for 1 day only.
Seen on 30th June at Harrowden Junction working 18:30 St Pancras
International to Nottingham.

John Coleman





Left: Class 31 233 leads a short test train past Willington with BBSO 9703 on the rear on Monday 28th July. [Derek Elston](#)

Above: Class 37 259 leads 37 612 at Bedford North with 1Q14 Derby RTC - Bournemouth on the 22nd July. [Steve Madden](#)



Top Left: Winwick Jct on the 29th June produced this gem of a working.
A seven loco convoy, Class 66 006 60 017 66 184 66 034 66 097 66 110
and 66 039. [Dave Harris](#)

Above: Birkenhead Tram No 78, seen at Woodside Ferry. [Richard Hargreaves](#)

Left: Class 60 074 passes Willington with 6E77 Bedworth - Port Clarence
tanks on Monday 28th July. [Derek Elston](#)

Below: Class 320 313 is seen passing in amongst the old World War II boats at
Bowling Harbour having just departed Bowling station while working the 15.23
2E64 Balloch - Airdrie service on a lovely, warm day. 28 July. [Jonathan McGurk](#)





Top Left: A Class 320 EMU is seen from Bowling Harbour wall having just departed Bowling station while working the 15.23 2E64 Balloch - Airdrie service on the 4th July.

Jonathan McGurk

Top Right: Class 66 128 heads 6F93 St. Pancras - Ketton cement working though Melton Mowbray on the 23rd July. *Derek Elston*

Left: The 1655 Weymouth-Bristol summer adex rests at Westbury in far from summer conditions on the 5th July. *Liam*

Right: Power Car 43 301, released from Brush two days before, works 9V65 1205 Edinburgh - Plymouth for Cross Country arriving into Bristol Parkway on the 17th July. *Liam*





DRS at Gresty Lane, Crewe held an open day in July. As with previous events at Carlisle it was by ticket in advance only, but another event that was well worth a visit.

Top Left: Class 37's line up in the sunshine with the Mornflake Oats factory in the background.

Bottom Far Left: Two Class 47's were named at the event, will the Stobart branding remain on 47 832?.

Bottom Left: A loco with an uncertain future is Class 47 829. Owned by many in recent years, will DRS really sell it on?.

Above: Inside the main shed at Gresty Lane was, amongst other locos a chance to see Class 66 411 "Eddie the Engine".

All: Class47 & Andy



On the weekend of the 26th/27th July, West Coast Railways at Steamtown, Carnforth held an open day.

Briefly we cover the event on this page and the next, starting with Top: Class 37 696 named "Loch Rannoch" at the event and Class 47 787 named "Roy Castle". Above: Probably two of the most talked about steam locos to return to service this year are 46115 "Scots Guardsman" and 70013 "Oliver Cromwell".

All: Class47





From Ex Royal Train loco's, Preserved Main Line Diesel and Electric locos, an abundance of scrap (or are they?) Class 47's, to the world famous "Hogwarts Castle", Carnforth certainly had it all.

All we ask is, "Please do it again next year"

All: Andy



Lymington 150

July 12th saw the 150th anniversary for the Lymington Branch line, to celebrate South West Trains had various events on and around Brockenhurst and Lymington Town station.

They had also attached recently repaired Class 73 109 "Battle of Britain" on the Brockenhurst end of the Train.

All: James P.





A great day was had by all and
Class 73 109 performed very well after being confined
to the depot
for lengthy repairs.

All: James P.

Welcome to the 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.

This months top place to get something to eat is:

Chatwins Bakery,
Crewe,
Cheshire

This award winning bakery owns several bakeries and cafes in and around Crewe. Offers good quality food at sensible prices.

With perfect pastries, superior savouries and creamy cakes, Chatwins bakery offers freshly prepared products using the finest ingredients.

And what could be nicer than fresh bread from your award-winning local baker.

The Pies and Sandwiches both hot and cold are delicious.

The nearest to the station is situated on Nantwich Road turn left out the station walk past Rail House and the premises on is opposite a large road junction and next to a pub called the ‘Last orders Inn’.



Sadly, this premises is only open Monday to Fridays from about 9.00 to 2.00 mainly to cater for the workers in nearby “Rail House”.

However there are more located within Crewe Town Centre please visit their excellent website at:
<http://www.chatwins.co.uk/index.php>

They have numerous locations around the North West, including an excellent Tea Room in Chester.

Quote :

“As winners of the Champion Bakery of Britain Award, Chatwins have received national recognition for a professional and dedicated team supplying a wide selection of wholesale customers including supermarkets, restaurants, caterers and retail businesses in addition to our own retail outlets and Coffee Lounges throughout Cheshire and Staffordshire.”

Until the next time.....Steve.

Don't forget if you have any reports or thoughts for this column, email me at :

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

Rob's Rail Review



Remember to... mow the lawn,
wash the plates, cook dinner,
and...

Look at the Signal Ahead.

Following on from last months article regarding National Express's decision to have placed reminder to stop boards in East Anglia, this month Jonathan McGurk has sent us a picture from First Scotrail land where apparently the drivers have to be reminded to look at the Signal Ahead.

Can this really be the case?, do drivers forget?, is this Health and Safety gone mad again?.

If anyone can let us know, please do.....

National Express names Class 90 “Colchester Castle”

Bob Russell the MP for Colchester named a National Express East Anglia Class 90 locomotive ‘Colchester Castle’ on Thursday 31 July at 11.30am at Colchester North station. The locomotive naming was in recognition of National Express East Anglia’s partnership with the Castle Museum and East of England Tourism to promote the stunning Guardians of the King Exhibition at the Colchester Castle Museum this summer, which features 43 miniature terracotta figures from the Chinese Han Dynasty.

Representatives of Colchester Castle Museum and East of England Tourism were also present at the naming ceremony.

The Class 90 electric locomotive is part of the train operator’s fleet of trains providing Intercity train services on the Mainline route between Norwich and London Liverpool Street that serve Colchester. A Class 86 locomotive was previously named ‘Colchester Castle’ a few years ago and with the fantastic attraction of the miniature terracotta army in Colchester, this is the ideal opportunity to restore the name on the Mainline route. Theo Steel, Projects Director for National Express East Anglia said: ‘We are delighted that Bob Russell MP was able to join us for the ‘Colchester Castle’ locomotive naming in celebration of the Guardians of the King Exhibition. By supporting this landmark exhibition, together with our special ticket offer, we hope to encourage more people to visit the area by train.’

Marie Taylor, Marketing Manager Colchester Castle Museum said: ‘This is the first time Colchester and Ipswich Museum Service has worked with National Express and we have been delighted with the partnership. Their generosity and professionalism has led to extensive PR and extra publicity for Guardians to the King which is attracting residents, visitors and tourists and will continue to place Colchester firmly on the map as an important regional tourist destination.

I was here at the last naming of the Colchester Castle train and we are very proud to be making history again! It’s conjures a lovely image of the train bringing thousands of national and international visitors to experience this once in a lifetime exhibition at Colchester Castle.’



Fratton depot makes huge savings thanks to one man!

Dave Smith, a member of Fratton depot’s maintenance team has used energy-saving techniques to cut the depot’s electricity bill by a third.

His scheme to save power has won him the award for Individual Contribution at Network Rail’s recent environment awards.

Dave has been a devoted member of Fratton depot since 1994. He saved money and energy by encouraging his colleagues to turn off lights. Installing light sensors to all outside lights helps conserve energy by cutting down on the amount of time the lights are unnecessarily on. Between 2005 and 2006 he reduced the electricity use in the depot from approximately 500,000kWh to 370,000kWh.

The judging panel commented:

“Dave has shown great leadership and we were really impressed by the way he always looks to improve how South West Trains impacts on the environment at Fratton Traincare Depot.”

Mark Starkey, our Environment Manager, said:

“As South West Trains actively seeks to reduce its carbon footprint Dave’s hard work and diligence is acting as an inspiration for staff, not only at Fratton, but across the whole South West Trains’ network.”

Farnham depot manager Dave Hunt said:

“He is a fantastic bloke you can call him into to help you with anything.”

Dave received his award from ‘Springwatch’ presenter Bill Oddie at the Earth Galleries in the Natural History Museum.

Southeastern promotes ‘surprisingly cheap’ train travel

Southeastern has launched an innovative campaign to promote off-peak train travel in the South East. Giant price signs have been erected in three fields, visible from trains, drawing passengers’ attention to ‘surprisingly cheap’ off-peak fares. The field-based campaign is to support the current successful TV and radio advertising.

The 16.5 ft signs illustrate some of the cheapest fares Southeastern offers from London to Kent: £3, £5 and £8. The advertising campaign focuses on great value off-peak fares such as GroupSave, Cheap Day Returns and the Kent Rover deal.

With fuel prices continuing to climb, Southeastern offers those wishing to make the most of their summer holidays a viable alternative to travelling by car. Serving Kent, part of East Sussex and much of south-east London, Southeastern brings a wide range of attractions, from the seaside to the West End, within easy reach.

The giant price signs can be seen in the following fields and will be on display for the next six weeks:

- between Meopham station and Sole Street station;
- Kemsing station and Otford station;
- Tonbridge station and Paddock Wood station.

Virgin Rail Group welcomes decision on longer Pendolino trains

Virgin Rail Group has welcomed the announcement by the Department for Transport (DfT) to select Virgin Rail Projects Ltd as chosen bidder to help introduce longer 'Pendolino' trains on the West Coast Main Line.

The DfT today issued a notice to proceed, which will mean that Virgin Rail Projects Ltd, a subsidiary of Virgin Rail Group, is the chosen bidder for the Service Provider contract to introduce 31 longer trains and four new trains. The extra vehicles will be ordered from Alstom by the DfT. Under the contract, Virgin Rail Projects Ltd will support DfT throughout the design, manufacture, delivery, testing and commissioning of new 'Pendolino' trains through to the end of the current West Coast franchise, on 31 March 2012. An agreement has been reached between the DfT and train manufacturer Alstom to begin production of the new high speed tilting Pendolino trains and extra carriages which will deliver 7,420 additional seats on routes between London and the west Midlands, North West, North Wales and Scotland.

The DfT agreement with Alstom provides for 106 carriages which will create four new 11-car trains (44 carriages) and will also lengthen 31 of the existing trains from 9 to 11 carriages (62 carriages). These will be in full service by December 2012.

Tony Collins, Virgin Rail Group CEO, said, "Virgin Rail Group is delighted that Virgin Rail Projects Ltd has been named chosen bidder for the Department for Transport's proposal to introduce 62 additional carriages and four new trains within the Pendolino fleet operating on West Coast Main Line.

"We have already seen strong increases in customer numbers and further growth in future needs to be matched by adding many more seats. This project is a prime example of the private sector working in partnership with Government to meet customer expectations. We are keen to see the carriages introduced at the earliest possible opportunity."

Virgin Rail Projects Limited is a subsidiary of Virgin Rail Group.

Railtalk
Magazine

Pendolino damaged by Suicide

On the 25th July Class 390 031 is seen departing Glasgow Central High Level station going to Polmadie, to receive attention on the front end of the train. As you can see the set is badly damaged at the front and this is due to the train hitting a woman (suicide) at Lammington near Carstairs as it was working a service from London Euston to Glasgow.

The train was stopped at Carstairs station where the train was cleaned up and the white rope you can see on the front is keeping the coupler in place as it was damaged when the train hit the woman.

Picture: Jonathan McGurk



School children come up trumps with top train name

Over twenty pupils from Clee Hill Community Primary School in Shropshire joined Wrexham & Shropshire recently for a special ceremony at Shrewsbury station to celebrate winning a competition for a rare opportunity to name a train.

'A Shropshire Lad' was the name chosen from a number of entries as part of a schools' competition to mark the recent launch of Wrexham & Shropshire's direct rail service, which offers five direct weekday trains in each direction between Shropshire and London. Wrexham & Shropshire's Managing Director,

Andy Hamilton, said

"It is really important that our trains are part of the community they serve, so in the run up to our launch we ran a schools' competition to find a name for our trains which local people would identify with, both now and in years to come.

"The pupils at Clee Hill Primary School took their inspiration from A E Housman's famous poem of the same name. The poem includes the lines: 'You and I must keep from shame... In London streets the Shropshire name'. The class decided that both 'Shropshire lads (and lasses) will be very proud of our new train'. "The name is an inspired choice and cleverly identifies a direct link between Shropshire and London so is perfect for our rail service. It is a fitting tribute for the county of Shropshire and also those who continue to enjoy A E Housman's work."

BRITAIN'S WORST RAIL CRIME HOTSPOTS REVEALED

Figures revealing the nation's worst ten areas for rail crime were published on the 17th July by Network Rail. The figures come as Network Rail launched its summer 2008 campaign to combat rail crime – No Messin' Live! – headed by Commonwealth lightweight boxing champion Amir Khan.

No Messin' Live! is a series of free two-day events held across Britain during the school holidays when rail crime peaks. No Messin' gives young people the chance to try a range of new activities and steer them away from the dangers of playing on the tracks. The national launch of No Messin' Live! takes place in Leeds – the nation's No.1 hotspot for railway crime in 2007 – and sees the champion boxer trying something new himself by swapping his boxing gloves for drum sticks and playing a track with up-and-coming teenage band The Irregulars. Together they will show how anyone can uncover a talent by trying something new.

Commenting on the campaign, Amir said: "It's really important that young people realise they can be a winner just by taking part. No Messin' is a great campaign because it gives kids the chance to try something new for free as well as promoting the rail safety message.

"If you mess about on the railways the best you can hope for is that you won't get injured, arrested or even killed. By finding a real interest like I did you could be an Olympic athlete or even a number one recording artist... but you won't find out unless you try."

Martin Gallagher, who heads up No Messin' for Network Rail added: "Too many young people's lives are lost or ruined because they decided to take a short cut or take risks on the tracks. Thousands of kids will get the chance to try something much more fun at No Messin' Live! this summer such as canoeing, rock climbing, street dance, archery, kickboxing, wrestling and motorcycling. We hope to grab their interest, and working with local clubs, sustain that interest to develop their skills and keep them off the tracks for good. This way we can work to reduce rail crime and ultimately save lives."

In 2007:

- There were over 15,000 reported incidents of railway crime in around 3,500 places across Britain – although it is estimated that the true figure is much higher as much goes unreported. There were 225 reported incidents in Leeds alone, with trespass the biggest problem in the area.
- Over 2,200 objects were placed on tracks across Britain, and
- Nearly 3,000 missiles were thrown or fired at trains

In the last five years there were 256 accidental public fatalities on Britain's railways (56 in 2007) with one in four of someone aged eight to 18. There was also on average 806 near misses with trains. Half of all near misses involved children.

Near misses can happen when people crossing the tracks underestimate the speed of an oncoming train; mistakenly believe a train is stopping at a station or think trains have stopped running at night. Trespass crimes in 2007 range from people taking short cuts, crossing from platform to platforms at stations rather than using footbridges or subways, walking home along the tracks, to more serious incidents of kids playing 'chicken' with trains, dodging out of the way at the last second. Such incidents can leave drivers traumatised as they are unable to break in time to avoid hitting those who may not correctly judge the speed of the train.

No Messin' recently won the prestigious Business in the Community BUPA Healthy Communities Award. The award, which is supported by the Department of Health and known as the 'Big Tick', recognises companies that work with voluntary and public sectors to improve the health and well-being of UK communities.

Top 10 Individual Rail Crime Hotspots for 2007 : 1. Leeds , 2. Coventry , 3. Willenhall (near Coventry), 4. Edinburgh Waverley, 5. Darlington, 6. Newton (near Glasgow), 7. Swindon, 8. Weston-Super-Mare, 9. Moston (Manchester), 10. Castleford.



From 2003-2007 there were 256 accidental fatalities on Britain's railways (note: this does not include suicides or workforce deaths).

- In the last five years one in four accidental fatalities was of someone aged eight to 18

Railway crime costs the industry £264 million every year.

The Penalties

Trespassing on the railway is a criminal offence which carries a fine of up to £1,000. A child of eight years or older in Scotland and 10 years or older in England and Wales can be prosecuted by the police. A child of 12 years or older can be sent to a residential care unit. In Scotland, a parent or guardian will be sent to the Procurator Fiscal who will give them a reparation order which may mean that they have to attend a course or take part in community punishment projects. Putting objects on the tracks (like rocks or shopping trolleys) could cause a train accident which may hurt or kill other people. If you do this, then you can be prosecuted by the police. The maximum penalty for causing a train accident is life imprisonment.



IMPROVING FREIGHT ACCESS TO THE PORT OF TYNE

Bigger containers with more goods will be flowing in and out of the Port of Tyne after work completed by Network Rail.

A survey of key freight routes is being completed by Network Rail to allow ports around the country to move more container freight traffic by rail. While this is already possible on several routes, on others gauge clearance works are needed to ensure that 9'6" containers can fit under bridges, through stations and past other trackside structures.

This gauge clearance has now been confirmed on the route between the Port of Tyne and the East Coast Main Line at King Edward bridge south junction.

Warrick Dent, area general manager for Network Rail said: "Moving freight by rail has a green advantage - taking lorries off the roads, reducing traffic and pollution. We are working closely with UK container ports and national and local government agencies to respond to their needs and to help develop business on the railway. Work is being completed on a number of routes - including the East Coast Mainline - to allow container traffic to move more freely around the network."

Matthew Hunt Commercial Manager at the Port of Tyne added: "Between 40 and 50 trains per week are handled at our bulk, automotive or intermodal rail facilities. This development will certainly improve efficiency, and with our well-established relationship with Network Rail we will continue to operate what has become a highly efficient rail terminus that benefits our customers and the region as a whole."

NATIONAL EXPRESS DOT2DOT IS HEADING UPWARDS AND EASTWARDS

National Express has launched a brand new service integrating its rail and airport shuttle businesses to make the journey from Central London to Heathrow Airport simpler.

From 28 July, passengers travelling on the company's East Anglia train services into London's Liverpool Street station will be able to pre-book a seat on the National Express Dot2Dot (www.dot2.com) the innovative, on-demand airport shuttle service, for a more convenient and direct transfer across London.

The new Liverpool Street service joins the Dot2Dot route already linking London King's Cross with Heathrow Airport, providing an easy link for rail passengers using National Express East Coast services to and from the East Midlands, Yorkshire, North East England and Scotland.

Operating as an on-demand service, passengers who arrive in either station will be able to use the direct service to every terminal at Heathrow Airport 24 hours a day, seven days a week.

Paul Whitfield, managing director of Dot2Dot said, "Our intention at Dot2Dot has always been to simplify the journey across London for the millions of passengers travelling to and from Heathrow. It's great that we can now extend this service to anybody coming in to Liverpool Street, as well as King's Cross, and give our customers a joined up and more comfortable way of travelling across London to one of the world's busiest airports,"

A journey between King's Cross or Liverpool Street station and London Heathrow costs a maximum of £20 per person with discounts for groups and return journeys less than half the cost of a taxi and considerably more convenient. Each shuttle is capable of carrying between ten and twelve passengers in comfort and style.

Serving all terminals at Heathrow, the Dot2Dot shuttle offers a more responsible travel choice to its passengers. Each shuttle complies with EU Emission standards and by sharing a single journey with up to nine other travellers this will help reduce an individual's carbon footprint.

Each of Dot2Dot's luxury shuttles has spacious leather seats, air conditioning, and lots of room for baggage to ensure that the journey is stress free and comfortable. The company is currently installing free Wi-Fi across the fleet.

Since launching in November 2007, Dot2Dot have delivered thousands of customers to their destination, with 95% of recent passengers saying they would recommend the service to a relative, friend or colleague



Key freight link “on track”

The first tracks have been laid on a key new freight link in Merseyside, using a pioneering machine used only a handful of times in the UK.

The tracks for the £7.9million Olive Mount Chord project were laid from Olive Mount Junction to Edge Lane Junction in Liverpool using Balfour Beattie’s giant New Track Construction machine.

Neil Scales, Chief Executive and Director General of Merseytravel, said: “Work is progressing well and this is an important step forward in a nationally significant project that will help to improve access to the Port of Liverpool.

“It will mean better access for trains to and from Liverpool as well as a number of places in the north of England and beyond. Locally, it should also help reduce the

number of lorries using the road network.”

Contractor for the works, First Engineering took possession of the rail line to lay the stretch of track from the Chat Moss line through the disused 1882 Olive Mount Tunnel up to a new exit on the Bootle Branch that carries freight trains to Seaforth Docks.

Work still in the pipeline on the project includes connecting the signalling to Edge Hill signal box.

Further north along the

Bootle Branch, gauge clearance work is being carried out to the Spellow Tunnel and alterations will need to be made to the Sandhills signal box where the branch connects with Merseyrail’s Liverpool to Southport line.

The new chord will be a single track along the centre line of the old double track tunnel. It will allow for 9’ 6” deep sea container trains to eventually use the Chat Moss line to and from Manchester and the West Coast Main Line without the need to reverse in the Edge Hill area and along the busy Lime Street station.

The line, about a quarter of a mile long, has been closed for 20 years.

Merseytravel is client for the scheme and is acting on behalf of the Merseyside

Local Transport Plan Partnership and The Northern Way.

Network Rail is project managing the scheme. There is also a contribution from the European Regional Development Fund.

Peel Ports and Mersey Maritime sit on the project steering group along with train

operator Freightliner.

The scheme is due to be completed by December 2008.



It’s quids in as Birmingham-Scotland route gets Britain’s cheapest long-distance train fares

Just a penny for around two miles – that’s the average cost of the cheapest fares to be introduced for a long-distance rail journey when Megatrain joins the Virgin Trains routes linking Edinburgh and Glasgow with Birmingham.

The lowest cost for the single journey of almost 300 miles will be a mere £1, plus a booking fee of 50p that is the same whether the booking is for one person or more, so two people travelling together could go for a total of £2.50.

In straight cash terms that’s just about as cheap as the lowest fare when the line from central Scotland opened 160 years ago, never mind the inflation that has taken place since. In those early Victorian days the old penny a mile price – 240 of those pennies to the pound – was for trains that were slower than the rest. But the Megatrain fares that have gone on sale for travel on Mondays to Thursdays from 14 July are available on regular Virgin Super Voyager 125mph trains.

Graham Leech, Virgin Trains Commercial Director, said: “There are already well over 100,000 seats a week available on Virgin Trains at bargain Advance fares. Now with Megatrain on our Birmingham-Scotland route and further reductions in other advance purchase fares, we are offering many of Britain’s cheapest long-distance fares. This is further proof that flying and car travel is more expensive than travelling by train.”

SOUTHERN STARTS GATWICK EXPRESS DRIVER TRAINING

Driver training courses have started for Southern and Gatwick Express drivers on Class 442 vehicles which will be the trains used on the extended Gatwick Express services later this year.

Around 130 drivers in total will be trained to drive these trains which will run between Brighton and London Victoria.

Colin Morris, Southern’s head of operations strategy said: “So far, the feedback from the drivers has been very positive with reports that the Class 442s offer a very smooth ride”.

Six Gatwick Express services will be extended to run from Brighton in the morning high-peak hours during weekdays from December. This will add around 2,000 extra seats, increasing capacity on the Brighton Main Line by almost 11 per cent.

Direct Rail Services announces another intermodal rail freight service

Direct Rail Services Limited (DRS) announces a third intermodal service for Scottish road haulier John G Russells following the hugely successful two of services from Daventry to Coatbridge currently operating 5 days a week.

The demands for freight to be moved by rail demonstrate the commitment from distributors and suppliers to the government's 'green' agenda in reducing the impact of global warming.

The combined three intermodal services for John G Russells is estimated to remove over 37,000 lorries off the UK congested roads each year and that is equivalent to 420,200 lorry miles and a savings of 105,000 tonnes of CO2 per year.

Chris Connelly, Commercial Director for DRS said " We have a commitment to remove as many lorries off the roads as possible and transfer the capacity to rail and working with John G Russells over the last few years have clearly demonstrated the benefits of intermodal transportation. We look forward to deliver these benefits to our customers and creating a benchmark by which all rail freight is judged".

SOUTHERN GAINS ISO 14001 ACCREDITATION

Train Operator Southern has taken another huge step in working towards reducing its carbon footprint, with the accreditation of ISO 14001 standard for its environmental management system at its Selhurst and Brighton Traincare depots.

The company's environmental management system covers recycling, managing waste and managing energy, and is the product of over two years of training and development to effectively manage and improve those areas of the department's work that has an environmental impact.

400 YOUNGSTERS ENJOY A SPECIAL DAY OUT WITH NATIONAL EXPRESS

National Express East Anglia helped to round the school year off in style when they treated 400 Essex primary school children to a complimentary train journey last week. On Monday 21st July Mark Tye, Duty Station Manager for National Express East Anglia and his team at Clacton-on-Sea station, chartered a special train for the benefit of local school children in the area.

Pupils from Ravenscroft & Cann Hall Primary Schools travelled from Clacton to Colchester Town station on the special 10.37 service, returning in the afternoon at 14.06. Each child was given a National Express goody bag to enjoy on the journey, complete with pencils and a colouring book, plus a voucher for two children to travel free on a future train journey, with a paying adult.

Mark Tye commented:

'I realised that many local children had never experienced train travel, so I decided to give them the opportunity. I also wanted to show the schools how easy and convenient train travel can be, so perhaps they will choose to travel with us in the future. The feedback we have received from teachers and parents has been really positive, they thought it was a fantastic idea. The children really enjoyed their day out



CHAPPEL & WAKES COLNE STATION GARDEN

National Express East Anglia's Chappel and Wakes Colne Station has a flourishing garden thanks to the diligence of station adopter Corinne Sermons. Corinne's efforts have recently been recognised at the Network Rail Environment Awards. Corinne was one of five finalists in the Individual Contribution category, for her work on improving biodiversity at Chappel & Wakes Colne station. Corinne, who has cared for the station for several years, was delighted to receive a Highly Commended certificate.

Bryan Harker, Essex & South Suffolk Community Rail Partnership officer said, "This project is an excellent example of how members of a community can pull together for the good of the community. It is funded by the Essex and South Suffolk Community Rail Partnership, Wakes Colne Parish Council and the East Anglian Railway Museum."

The objective of the scheme was to create a range of gardens incorporating both the station and the museum. Corinne, a keen enthusiast of biodiversity and recycling, has achieved her objective and the excellent examples of what Corinne has created are a credit to her.

Petrina Murphy, National Express East Anglia Group Station Manager commented:

'Corinne is a really keen gardener, so much so that she has helped out at Marks Tey station too. The gardens she has created are very pretty and they enhance the station environment for all who visit here.



Virgin Trains 'Donald Campbell' nameplates presented to Bluebird museum project at Coniston

As Donald Campbell's iconic hydroplane, Bluebird K7, nears the end of a significant phase in her rebuild programme, two train nameplates will help keep the project on target.

Virgin Trains donated a pair of cast metal 'Donald Campbell' nameplates which were previously fitted to a high-speed Super Voyager diesel train number 221 135 named after the famous record breaker. Appropriately their background colour is blue.

One is destined to become an attractive memento in the new Bluebird Wing of The Ruskin Museum at Coniston where the rebuilt jet-powered boat will be housed, while the other will be auctioned to help raise funds and is likely to become a highly prized collector's item. Regional General Manager of Virgin Trains, Jane Cole said: "As train operators committed to serving Cumbria, we are delighted to help the project by donating these unique 'Donald Campbell' Super Voyager train nameplates.

"We are happy to pay tribute to a great pioneer in the quest for speed." Following a crucial grant of £250,000 from Cumbria Vision, and other donations, £527,000 has already been raised for the construction of Bluebird's new home at The Ruskin Museum. The Bluebird Wing is due for completion later this year though further funding is needed for the museum display.

However, the rebuild of Bluebird herself is entirely dependent on supporters' donations and sponsorship from industry. The gift from Virgin Trains coincides with the completion of a major phase in Bluebird's return to full operating condition.

For almost a year since her reconstructed frame returned to the rebuild workshop at Tyneside, volunteers have worked untiringly to conserve, repair and rebuild her entire aluminium structure from front to back. With approximately 98 per cent of the wreckage recovered from Coniston Water returned to the craft, Bluebird is now plainly recognisable as her former, powerful self.

In a statement, the Bluebird Project thanked Allan McLean, Communications Manager for Virgin Trains in Scotland and north England and Will Whitehorn, President of Virgin Galactic, for "their invaluable help in the efforts to return Donald Campbell's Bluebird to both her former glory and her spiritual home in Coniston, Cumbria".

BREEZE TO THE PLEASURE BEACH WITH NATIONAL EXPRESS THIS SUMMER

National Express East Anglia has launched an attractive new ticket / entrance offer for visitors travelling by train to Great Yarmouth this summer, in partnership with the Pleasure Beach and East of England Tourism.

Coinciding with the school holidays, the offer is being promoted across the East Anglia region and is ideal for families and daytrippers who want to leave the car at home and enjoy a relaxing journey by train to Great Yarmouth before sampling the thrills, excitement and rides on offer at the Pleasure Beach. The joint travel / entrance package is available from many National Express East Anglia stations in Norfolk, Suffolk and Cambridge.

The new partnership was welcomed at Great Yarmouth Pleasure Beach by National Express Business Director Andrew Goodrum and Great Yarmouth Pleasure Beach Managing Director Albert Jones.



Andrew Goodrum, National Express East Anglia Business Director said: 'With more families holidaying locally this summer and taking day trips out, we are delighted to team up with one of the region's premier attractions to offer a relaxing and attractively priced way to visit Great Yarmouth and the Pleasure Beach. I am also pleased that the partnership demonstrates a positive way in which businesses can work together to provide their customers with incentives and money saving offers.'

Could you create a new iconic bus for London?

"London deserves a bus fit for the 21st Century, and I want as many people as possible to submit their ideas" says Boris Johnson, Mayor of London.

The Mayor of London, Boris Johnson, today delivered on another one of his key manifesto pledges, joining Transport for London (TfL) to launch a competition to design a brand new bus for London, inspired by the Capital's iconic Routemaster.

At a launch event in the London Transport Museum, which showcases the evolution of public transport in London over the decades, the Mayor and the Transport Commissioner, Peter Hendy, invited would-be designers to submit their ideas.

Tyseley Family Day raises £15,000 for Railway Children charity

London Midland presented the Railway Children charity with a cheque for £15,000 on the 29th July after raising the money at their annual Tyseley Family Day. The money will go towards helping homeless children in the UK and across the world. Around 5,000 employees and their families enjoyed the Family Day at Tyseley Depot on 28th June - an extra special event this year as, not only was it the first since London Midland took over the West Midlands rail franchise, but it also celebrated 100 years of Tyseley Depot.

The fun-filled day included the first ever public viewing of the new Parry People Mover, which is due to go into service between Stourbridge Junction and Stourbridge Town from December, and a display of vintage steam, diesel and electric locomotives. In addition, London Midland hosted two train naming ceremonies, renaming the 47 580 'County of Essex' and the shunter 08 616 'Tyseley 100'.

SOUTHMINSTER STATION RENAISSANCE

National Express East Anglia's Southminster station has been rejuvenated following a redecoration programme, the installation of new signage and the creation of a beautiful garden.

The redecoration work has been undertaken over a number of weeks by both contractors and in-house National Express East Anglia staff. Firstly the doors, windows and light columns were decorated. Next the subway was decorated by Norman Christianson of National Express East Anglia. Norman also took the time to clean the mural, making the colours look more vibrant than they have for sometime.

Grace Stevens Community Rail Partnership Officer for Essex and South Suffolk said: 'It is Norman's speed and care for detail that make such a difference. He understands the pride we have for our stations and he shares that pride.'

The subway is now a more welcoming environment for customers, who can enjoy the mural in all its former glory. New, smart signage has also been installed at the station to add the finishing touch to the improvements.

In addition, Southminster station has also benefitted from the attentions of a willing band of volunteers, who are particularly keen gardeners. The sustainable dry garden they have created includes: Blue Juniper, Pyracantha, Cotoneaster, Cordyline, and Euonymus.



NATIONAL EXPRESS EAST COAST APPOINTS REGIONAL ROUTE PERFORMANCE MANAGERS

Train operator National Express East Coast has appointed route performance managers for the region as part of the drive further to improve the punctuality of its services.

Hayley Forrest is responsible for the part of the East Coast Main Line south of Doncaster – running through Retford, Newark, Grantham, Peterborough and Stevenage down to London King's Cross. She is one of three newly-appointed route performance managers who report to Paul Boyle, head of performance delivery at National Express East Coast.

Paul said: "National Express puts making travel simpler at the heart of its strategy and improved performance is a critical part of delivering a world-class railway.

"We know how important arriving on time is to our customers – and the new route performance managers will be tasked with building on our already improving performance figures."

The route performance managers are the day-to-day contacts for Network Rail on their respective parts of the route.

Gerry Boyle has been appointed the first-ever dedicated route performance manager for Scotland at train operator National Express East Coast.

The role involves working closely with industry partners, such as Network Rail, as the company looks to further improve the punctuality of its services on the route, which it took over in December 2007. Gerry's responsibilities cover the part of the East Coast Main Line track from the border through to Edinburgh and Glasgow, and on to Inverness and Aberdeen.

John Marshall is responsible for the parts of the East Coast Main Line stretching from the border with Scotland to Doncaster, including the lines out to Leeds, Bradford, Skipton, Harrogate and Hull. Photo shows (Left to Right) John, Hayley and Gerry



Derailment at London Waterloo

At approximately 21:15 on Sunday night, HC 450 545 was on the rear of a 12 car set in platform 16 at Waterloo, when it somehow moved backwards.

The hydraulic buffers at Waterloo were fully compressed and the 11th carriage of the train derailed, bringing the running rails down onto the ballast and the conductor rail being flipped into a partially upright position. RAIB investigators and Siemens engineers soon arrived and the investigation looks to be still ongoing (as of 21:00 on Monday 14th). Class 73 109 has been brought in to block platform 16. Initially platforms 15 to 17 were taken out of use on Sunday night, which resulted in many peak services on the Windsor lines to start/terminate short of London at Clapham Junction. By about 09:30am platforms 15 and 17 were back in use, meaning the only non-operational platform was number 16, in which HC 450 545 remains.

Photo and text by: Damon Cox







Left: There's a Class 37 in there somewhere. Class 37 214 in the shed at Carnforth awaiting repair.

Class47

Right: Someone didn't like their ice cream. Class 150 cone fitted!

Jim

Bottom Left: Just one of those classic shots. The engineer changes the main light to a flashing red ready for the ECS to Edge Hill sidings just outside of Liverpool Lime Street.

Mike Parsons

Bottom Right: An almost perfect reflection of Class 33 030 in the shed window at Carnforth.

Andy



Railtalk
Magazine



Preserved Railways



The East Lancashire Railway held its now famous annual Diesel Gala early in July.

The week was as per usual for July weather a mixture of sunshine and showers.

We hope that you enjoy this selection of pictures from the event.

Left: Classic Wizzo departure from Ramsbottom with D1023 leaving for a service to Rawtenstall.

Andy

Top Right: Recently returned to traffic is Class 50 015, looking and sounding great as it approaches Ramsbottom.

Andy

Bottom Right: One of the many visitors to the line during the event was Class 31 108.

Peter Cheshire





Top Left: When it rained, it certainly poured down. Another shot of Class 31 108, this time at Ramsbottom.

Richard Hargreaves

Top Right: Super Slug power as Class 37 901 and 37 906 depart Summerseat with a train for Heywood.

David Dawson

Left: Another visitor to the line was Class 20 087.

Class47

Right: The NRM's Class 52 waits at Ramsbottom, it is pleasing to see this loco back in use and we certainly hope that the NRM will continue to allow it to visit such events.

Richard Hargreaves





Top Left:
Top dogs hanging
around, waiting for
some Slug thrash.
You have to say
one thing for this
pair, they do know
quality!
Class47

Bottom Left:
The CFPS's Class 40
D335 is seen in one
of the rare sunny
moments.
It was noted that
for the past three
years there has
been rain during
the event, next
year some sun
perhaps??.
*Richard
Hargreaves*



Right: Class 45 041
departs
Summerseat on
the 5th July.
David Dawson







The Wensleydale Railway celebrated it's anniversary in July. Unfortunately it was another event where the weather was appalling.
Above:
Class 101 678 waits at Redmire with the return service to Leeming Bar.

Below: One of the many loco's at the site, and like a lot of other stock, it has suffered from graphitti. What does the future hold for Class 31 D5611? *Both: Andy*



Embassy and Bolton Abbey Railway was another excellent gala in July.

Friendly staff and excellent facilities, well worth a visit.

Left: Once Old Oak Common's pet loco D1524.

Right: Visiting Class 33 109.

Below: Ped Power with Class 31 435 and 31 119 arriving at Bolton Abbey Station.

All: Andy





Left: Class 08 054 was a visitor to the Embassy and Bolton Abbey Railway for its Gala. It is seen on Embassy shed with the lines resident Class 08 773.

Class47

Right: Beyer Peacock Steam loco at the Foxfield Railway on the 19th July. A line that has a lot of character and steep gradients making engines work hard.

Bottom Left: This little thing is known as "The Wasp", seen at Llanfaircaereinion on the 25th July.

Bottom Right: Another shot from the Foxfield Railway, sees Beyer Peacock and Bellerophon outside the colliery on the 19th July.

All: Peter Cheshire



Fifty Years of the Class 40s - 1950s & 1960s

This top quality CFPS publication is planned to be the first in a series of books covering the decades since the introduction of the Class 40s in 1958.

The first volume covers the late 1950s and the 1960s and is packed with interesting articles.

It is a must purchase for Class 40 aficionados and rail enthusiasts in general, particularly those who have an interest in the transition years.

Within its 56 pages, you will find almost seventy stunning photographs that take you back in time to the beginning of the Class 40 era. Many of the photographs have rarely (if ever) been published before. They include the superb camera work of Geoff Bannister, Jim Carter, David Hey, David Percival, Geoff Plumb, Peter Robinson, Alan Taylor and Bill Watson to name but a few. All these excellent photographers have kindly allowed a small selection of their photographs to be used in this new fund raising initiative. The CFPS is very much indebted to them.

The CFPS is also indebted to ANDY SPARKS who has undertaken considerable research and put a lot of time and effort into obtaining information for the publication.

Thanks also go to The Getty Picture Library, Steve Morris, Ian Allan, The National Railway Museum, The Railway Magazine, The Science Museum, Times Newspapers and also The Thames Valley Police for allowing the use of their material.

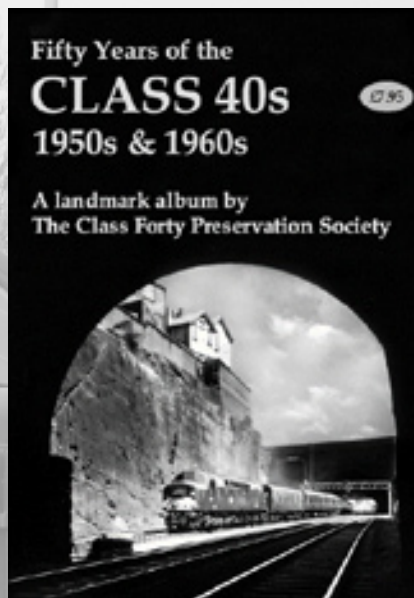
The book will be produced with a 300gsm gloss art, hard backed cover.

All the stunning photographs are in Black and White. The cost of the publication is £7.95 which reflects the quality of the photographs, their age and the research undertaken to compile the book.

ALL PROFITS raised from sales of the book will go towards the upkeep of both D335 and 40145.

This is undoubtedly a good enough reason in itself to ensure you each obtain your own copy. The success of this production will determine whether Volume 2, THE 70s turns to fruition.

The quality of this book alone will persuade you to purchase a copy in addition to your own desire to give support to the CFPS.



Below: 60009 "Union Of South Africa" is seen at the NRM York, being repaired. This picture was taken whilst the engineer was grappling unsuccessfully with some nuts and bolts on the locomotive.

James Stoker





GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

“ENGLAND EXPECTS!”

‘Lord Nelson’ on the bridge at the Great Central Railway.

The famous steam engine from the national collection is on a whirlwind visit to Leicestershire.

The Great Central Railway has hosted a surprise visit from the admiralty in July. It’s a Southern Region engine, No.850 “Lord Nelson” and has been paying a flying visit to the award winning Leicestershire heritage line.

The engine arrived in early July and stay until the begining of August. It is part of the national collection and is on loan from the National Railway Museum. While it is at the railway it will operate passenger trains at weekends and undertake some testing and performance trials.

“We’re very grateful to the museum for allowing Lord Nelson to visit the railway,” said GCR president Bill Ford. “It has never been to our line before. This is our year of express engines, but this is a treat we weren’t expecting. It will really turn heads and brings the number of national collection engines currently at the railway to four. ”

The engine is the doyen of the Lord Nelson class. Sixteen were built but only this one survived the scrapman’s torch. They were designed for pulling holiday trains across the south west of England on famous holiday routes. Built in 1926 this example weighs in at over 140 tons.

Lord Nelson has been in action on the 12th and 13th of July and also for the major Great Central Railway event, the ‘Mail By Rail’ gala on the 26th and 27th of July.

It is expected to leave in early August, so “kiss me quick” while the admiral is on the bridge!



Above: Class 47643 is seen sitting inside the diesel locomotive maintainance shed at Bo’ness receiving roof attention on the 26th June.

Below: A view of Class 26 004 sitting outside in the diesel yard at Bo’ness.

Both: Jonathan McGurk





Left: BR Bo-Bo
D5341 (27 001)
seen outside the
diesel shed in the
Yard at Bo'ness on
the 28th June.

Above: D2767
Shunter, Class 37
025 'Inverness'
with Class 26 010
behind, Class 37
175 and Class 27
001 and 27 005 all
outside the diesel
shed in the yard at
Bo'ness

Both:
Jonathan McGurk

C58LG CLASS 58 LOCOMOTIVE GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving at least one of these fine machines. As this day draws ever nearer, we invite YOU to join us. Membership costs just £10 per year and in return, you will receive quarterly copies of our in-house magazine *Red Diamond* as well as invitations to Group activities. Thank you for your support!

For more information on the Class 58 Locomotive Group, please write to: C58LG, 107 Woollasson Avenue, Cardiff, CF23 6EW. e-mail: c58lg@bt.co.uk or visit our website at www.c58lg.co.uk where an online membership application form can be found.



Left: SNCB 1359 is seen at Brussels Nord on the 19th June. One of the Thalys sets had just departed and can be seen in the background.

Bottom Left: SNCB Class 2749 at Brussels Nord with the 14.15 to Gent, on the 19th June. The Class 27 loco's are the staple power for SNCB/NMBS. Electric system is single voltage 3000V DC, and top speed is 160 km/h. They were built between 1981 and 1984.

Bottom Right: Thalys 2 set 4332 heading through Brussels Nord.

All: Derek Elston





Left: Suburban Unit 225 at
Brussels Nord on the 19th June.

Derek Elston

Right: One left over from last months
collection by Steve Madden sees SM31-013
working loaded coal wagons from Libiaz coal mine
through Libiaz Town to Libiaz Yardon the 9th June.

Steve Madden

Three shots from Belgium in 2001
Bottom Left: At Namur are 5305 and 5302 with
a freight service.

Bottom Middle: SNCB loco 5212 departs Namur
with a passenger service.

Bottom Right: 5180 and 5122 are seen speeding
through Antwerpen Oost on the 29th June 2001.

All: Paul Godding





Three excellent shots from modern day France, plenty of loco hauled services and some rather interesting liveries.

Top Left: Fret 75028, 75012, 75057 pass Rang Du Fliers with a loaded aggregate train from Marquise Rincent on the 5th July.

Top Right: SNCF Class 67 No.567626 at Ethples Touquet working in push and pull mode.

Left: 67450 and 67614 pass Rang du Fliers with a Boulogne - Paris express on the 5th July.

All: John Coleman



EURO SHEDS AT WORK

John Coleman had a short trip to France on the 5th July, this is what we have inflicted on the French!.

Above: Class 66 243 Passes Caffiers Station on its' way to Dunkerque

Top Right: Class 66 028 Departing at Caffiers Yard, France.

Bottom Right: Class 66 212 does some shunting at Caffiers Yard, France.

All: John Coleman



During the late 1960's and the early 1970's, British Railways did not really like running two parallel routes from London to Exeter.

The route from London Paddington to Exeter via Newbury was the faster and with very few stations, was comparatively cheap to operate. Railway enthusiasts at the time referred the Berks and Hants route as "The Desert" due to this. However, the former LSWR route between Waterloo and Exeter via Salisbury was put into the back-water as a slow secondary route. With long stretches reduced to single track, station closures, and transfer to the Western Region to operate/control its trains, between Salisbury and Exeter, motive power was reluctantly provided by the then almost redundant hydraulic "Warship" class.

Top: D831 Monarch is seen here on the 08.50 Exeter St. Davids - London Waterloo at Exeter Central on a somewhat murky morning of September 11th 1971.



Left: Later on in the day of September 11th 1971, D805 Benbow was in charge, single handling the 18.20 Exeter St. Davids - Salisbury and is seen here at the top of the 1 in 50 climb just about to enter Exeter Central. The short stretch of 1 in 50 was a test for locos and their crew from a standing start to the top of the bank and enthusiasts at that time, including myself, used to get a thrill by window hanging from the front open window of the Mark 1 rolling stock used at that period.

Both: David Mead



Above: Readers may initially think to themselves what is David Mead doing by submitting a picture of a post-box. Well, I happened to be wandering around Westbury (Wilts) Station recently and this caught my eye on the wall of former offices on Platform 3 - the box is "VR" and is probably nearly as old as the station building? I cannot precisely date this, but I guess approx. 130 years old and remarkably still in use. I was wondering if there are any other "VR" post-boxes at stations still in use today? It would be very interesting if we could compile a list. Mail and stations were very much part of the railway scene for a hundred years and more, but nowadays, the relationship between railways and royal mail has almost ceased so I expect that many relics such as this post box at Westbury have been removed making way for modern day re-construction.

David Mead

Railtalk
Magazine



Above: Class 33 056
"The Burma Star" is
seen at Landore depot
on the 28th August
1983.

Peter Cheshire

Left: Class 37 308 at
Camarthen Station in
May 1986 working a
Speedlink train.

Peter Cheshire



Three views of Tinsley yard and depot. Who would have thought in 1983, when these pictures were taken, that this huge operation would close. This was once one of the biggest depots and yards in the UK.

Top Left: One of the famous Class 13 “Master and Slave” shunters, 13 003 is seen with one of the more modern locos at that time, a Class 56.

Top Right: Class 31 169 and 20 190 are seen with other class-mates at the depot.

Left: A general overview of the depot and one of the marshalling yards.

All: Peter Cheshire



Fantastic picture, Spectacular location, DRS's Class 66 422 passes Docker on the West Coast Main Line on the 21st July. [Ian Furness](#)