

Railtalk **Magazine**

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Time for a bit of 'English Electric' action

Welcome



Battle of Britain Class 34067 "Tangmere" is pictured southbound at Winwick Jct. with an empty stock movement on April 4th. [Dave Harris](#)

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Front Cover

Class 37 670 and 37 401 work 1Z18
Oban - Fort William passed
Loch Awe on April 12th.

[Mike Byrne](#)

Submissions

If you have ever wanted to
submit pictures to a magazine, here
is your chance.
Send us your news and pictures to
email:

entries@railtalk.net

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From The Editor

Welcome to issue 32 of Railtalk Magazine, as always I would like to thank everyone that has contributed in any way to this issue, and for their support.

Now there are many preserved lines in the UK, and many are always looking for volunteers, from whatever background, painter, mechanic, welder or cleaner, most lines will welcome you, and the personal satisfaction of working on your local line is great. With this in mind, this month saw both the Railtalk Magazine editors, put their boots on, and decide that they also wanted to help. With none of the above talents, we gave the Embassy & Bolton Abbey Railway a visit. Hopefully we will both spend some time working in any area that we may be needed, we don't mind, as long as we are being useful. We have wanted to start volunteering for a long time, and it is a great way to put something back into the railway.

Now on to something very surprising to me, whilst at the Bolton Abbey, it was the "Thomas Event" weekend, I can't believe how many people were at the event, including many rail enthusiasts. There were even people from the A1A group to have a ride behind the Class 31. Its great to see how many people attending an event like this, can make such a difference to a line financially and over just one weekend.

On to something completely different, one of the biggest tours this month, was the 3 day Scottish tour featuring three Class 37s and a shed! The tour was a great success, and very enjoyable for everyone on board, and thanks to the many people that went out to photograph the tour several locations. Sorry that we can't use all the shots sent, Scotland is a beautiful place.

Now onto the grumbles, and another dig at National Express, although not totally their fault. Last Friday, May 1st, there were a few delays on the ECML due to an earlier train failure. At York there was a backlog of trains, but the announcements were all wrong. Why is it that in the 21st Century it is impossible to have correct announcements, and why do we have to play platform swap around even when trains are on time, there seems to be a joy in making passengers change platforms at the last second. Then the platform staff complain that the passengers aren't getting on quick enough.

Andy Patten

This issue wouldn't be possible without:

Richard Hargreaves, Ian Furness, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Mike Byrne, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Madden, Andrew Flusk, Steve Andrews, John Coleman, David Hollowood, Yorkie, Julian Churchill, Jonathan Gill, Craig Stretten, James Stoker, Steve Thompson, Richard Jones, Alan Usher, Pavel Šturm, Terry Evans, Mike Sheridan, Lee Scott, Ian James Allison and a big thanks to the Rail UK team for assisting in proof reading.

Charter Scene

charter.scene@railtalkmagazine.co.uk

This months round up of the British charter scene



Could we start with anything else?. Class 37 670 leads 37 401 working 1218 Oban - Fort William past Crianlarich on April 12th. [Carl Grocott](#)



Above: 45407 leads the Great Britain II through Montrose working 1228 Inverness - Dundee, notice the wreath on the front of 45407, in memory of Bernard Staite pioneer of steam revival who passed away on April 10th.

Richard Jones

Top Left: The Great Britain II sees 45231 and 45407 departing Perth on April 10th. *Richard Jones*

Bottom Left: Wizzo D1015 and 70013 head through Devonport whilst working the Royal Duchy charter on April 5th. *Steve Andrews*



Above: 34067 "Tangmere" approaches Wem on April 8th with the Great Britain Tour II. This was the section from Bristol to Preston.

Terry Evans

Top Right: Streatham Common Station on April 3rd sees Merchant Navy Class 35078 'Clan Line' working the VSOE heading for Victoria. *John Coleman*

Right: 61994 works the 5Z93 Inverness - Thornton ECS move seen here at Dunkeld on April 12th. *Richard Jones*



Above: Passing through Church Fenton on April 25th was GWR "Castle" Class 4-6-0 No. 5043 "Earl of Mount Edgumbe" on 1261 York - Tyseley. [Steve Thompson](#)

Right: Departing Perth on April 11th is 1248 Perth - Cleethorpes is Class 47 786 "Roy Castle OBE" leading and 47 798 "Prince William" on the rear. [Richard Jones](#)

Below: 5029 and 70013 work the Royal Duchy passed Tiverton Parkway, April 5th. [Steve Andrews](#)



charter.scene@railtalkmagazine.co.uk



Above: Another shot of the Great Britain II tour sees 34067 and 70013 working the Penzance to Bristol leg near Saltash.

Steve Andrews

Top Left: After running a charter from Cleethorpes to Perth and back, using Class 47 798 and 47 786 in top/tail formation, April 12th produced the ECS returning from Barnetby to Carnforth with 47798 leading. Seen here passing through Scunthorpe.

Steve Thompson

Bottom Left: GWR "Castle" Class 4-6-0 No. 5043 "Earl of Mount Edgcumbe" pauses at the NRM York whilst being coaled in readiness to work 1Z61 York - Tyseley on April 25th. *Alan Usher*



Above: On April 5th the SRPS Tour, 1254 Linlithgow - Dalmeny via FRB was hauled by 61994 "The Great Marquess" seen passing Cowdenbeath.

Richard Jones

Top Left: Class 40 145 passes Brock on April 25th working Pathfinder's "The Settle and Carlisle Explorer". *Ian Furness*

Bottom Left: On April 13th, Class 47 854 heads south through Dorrington on 1222 Dumbarton to Taunton, "The Scottish Chieftan". Class 47 804 was on the rear. *Pete Cheshire*

Right : On April 5th, ex. GWR 4-6-0 no. 5029 'Nunney Castle' & ex. BR 4-6-2 no. 70013 'Oliver Cromwell' storm past Victory Crossing with the outward 'Royal Duchy' special from London Paddington to Par, the 2 steamers having joined the train at Westbury. 'Nunney Castle' was subsequently failed at Newton Abbot with a hot axlebox on the tender.

Jonathan Gill

Below: Prior to working a charter Royal pair Class 67 005 & 67 006 head north through Milton Malsor on April 3rd.

Derek Elston

Bottom Right: Class 37 401 works 5Z75 Grantham - Wembley passed a sunny Branston on March 29th

Carl Grocott





Top Left: WCRC liveried Class 47 760 at the rear with LMS Class 5MT 4-6-0 45231 + LMS Class 5MT 4-6-0 45407 leading is seen passing through Springburn station working the slightly late 08.58 5270 Glasgow Works - Glasgow Central High Level ECS working in order to form the 10.25 1225 Glasgow Central High Level - Inverness Railway Touring Company 'The Great Britain II' Steam Charter Train on April 10th.

Jonathan McGurk

Above: Riviera Trains Class 47 839 and 47 843 haul Compass Tours 1247 "Cumbrian Fellsman" tour through Redbank cutting on April 18th. *Dave Harris*

Far Left: 1242 Inverness - Hooton return charter leaves Perth with Class 47 805 leading 47 843 "Vulcan", April 17th *Richard Jones*

Left: Class 47 804 approaching Longniddry station while working 06.17 1247 Huntingdon - Inverness 'The Highlander' on April 25th. *Jonathan McGurk*



charter.scene@railtalkmagazine.co.uk



Top Left: Class 47 851 is seen hauling “The Queen of Scots” through Darwen on April 26th. This train ran from Wakefield to Sheffield via Copy Pit – Blackburn and Darwen. [David Hollowood](#)

Top Middle: On April 18th, 6233 “Duchess of Sutherland” arrives at Carlisle with the Citadel Express from Lincoln having taken over at Crewe. [Derek Elston](#)

Top Right: Royal Class 47 798 is seen at Carlisle on the front of 1234 Spondon- Carlisle, April 18th. 47 851 was on the rear. [Derek Elston](#)

Left: April 18th, saw “Tornado” take the VSOE Pullmans down the ECML from Kings Cross to York and back. Carrying the “Yorkshire Pullman” headboard, Tornado storms back towards London. [Steve Thompson](#)



Above: In connection with football at Wembley, Class 90 024 in its Scotrail livery heads 1291 Liverpool - Wembley passing Castlethorpe on April 19th. [Derek Elston](#)

Below: Another footex on the same day, April 19th, sees Class 90 036 propel its train towards Wembley. [Derek Elston](#)



Above: DVT 82101 leads 1293 Footex from Liverpool to Wembley for the Everton v Man. United FA Cup semi final on April 19th. [Derek Elston](#)

Below: 60019 heads Class 67 030 and 67 026 working 1228 Cambridge - Minehead. The A4 was put on the front at Bishops Lydeard. [Steve Thompson](#)



Combining Advance tickets – you are covered!

It's a debate which crops up again and again; if you purchase a combination of Advance tickets, do they cover you in the event of delay, for your entire journey? I say yes! And here's my evidence... The National Conditions of Carriage (NCoC) states that 'You may use two or more tickets for one journey as long as together they cover the entire journey...' and the ticket conditions for Advance fares state 'If delays occur while travelling, you will be allowed to take the next available train(s) to complete your journey'.

It is not uncommon for people to claim that if you are delayed on an Advance ticket, causing you to miss your connection on another Advance ticket, you have "invalidated" the second ticket, yet this claim has no basis as both tickets can be used for one journey and if you are delayed you are allowed to get later trains to complete your journey. The key here is the use of the word 'journey' in the conditions.

WSMR and tickets routed Birmingham

It has come to my attention that Wrexham, Shropshire & Marylebone Railway (WSMR) are – incorrectly, I believe – refusing to accept tickets routed Birmingham on the advice of ATOC (yes, that organisation that represents train operators' interests and treats passengers with contempt), despite all their trains going through Birmingham!

Posting in the ticket advice section on Railforums.co.uk, Andy Hamilton (MD for WSMR) revealed that ATOC had directed WSMR not to accept these tickets, and refused to give WSMR any revenue from them! ATOC are wrong. Some WSMR services actually go through Birmingham New Street, and there can be no doubt whatsoever by anyone with a single functioning brain cell that a ticket routed Birmingham has to be valid on a train going through New Street!

What is perhaps less clear is that the services going via Aston also count. Why you may wonder? Aston is a member of the Birmingham Group in the Routeing Guide (along with New Street, Moor Street, Snow Hill and Duddeston).

There is no requirement for the train to call at a Birmingham Group station – merely to pass through. Equally WSMR do not call at High Wycombe, but as the trains are booked that way then those tickets are valid on WSMR services (in addition to the fast Chiltern services which also do not call at High Wycombe either). I checked The trainline and it refused to offer a Route Birmingham fare from London to Shrewsbury on the first

train out of Marylebone, despite that train being booked via New Street. So even if The trainline mistakenly think Aston is not a member Birmingham Group, it should still be offering the fare for that train. The fact that it is not reveals that The trainline have put a manual block on those tickets at the request of ATOC. Interesting....

PAYG: The end of break of journey?

Enjoy the ability to break your journey while you can! PAYG (Pay as you go) with Oyster is introduced throughout the London area shortly, and the system treats journeys as ending when you exit the system (except at certain interchange points for a specified length of time, in case you are making an interchange) so if you break your journey multiple times you are treated as making separate journeys.

Once operational throughout London, I can see this system being extended slowly beyond the London boundary, and also introduced in other centres. The solution, for now, is to buy a paper ticket, but if – as they did on London Underground – paper tickets increase in price massively, then that would cause increased costs for people wishing to break their journey.

It may take a long time but it could eventually be launched across the UK, although such a system would be incredibly complex and it is difficult to

think what the 'maximum cash fare' would be, and how it would cope with all the routeing possibilities.

A passenger recently had a frustrating experience at Paddington, where he thought he was touching out at the barrier on the footbridge after using the Hammersmith & City Line from King's Cross. He later discovered he was meant to touch out on the platform, and by touching the reader on the footbridge it classified his original journey as 'unresolved' therefore charged him a hefty penalty. To make matters worse, it then thought he made an unresolved journey on FGW and charged him a penalty for that too. What an abysmal system! Fortunately he got a full refund, but you have to be on the ball when using PAYG or you may end up utterly 'chinged'! I can't begin to imagine the mayhem that will be let loose if PAYG were to be installed throughout the entire National Rail system, yet the DfT persist with their plans to expand it. What planet are they on?

Ticket advice for all

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there.

Letters to the Editor

Dear Editor

So with all this fuss about pollution and getting cars off the roads and people on to public transport, I thought I might try the railways for a change. After all how hard can it be?

Wrong....

There is no way that I am paying £13.00 to park my car in a station car park for just one day. This is the sort of pricing that airport users have to pay.

So I'll walk to the station...

Having purchased a ticket called anytime, why can't it be used as it says ANYTIME!!.

It doesn't say anytime but not now, nor does it say anytime soon, so the thought here is that it should be called sometime, or occasionally.

Trains certainly are popular these days, if I had gone in the car, there is a guaranteed seat, and peace and quiet if needed.

The train that I have boarded is full of people, no seats, standing room only. So I've bought a ticket to stand then... great.

But what's this not only is it full, but it's full of Football fans who have had a drink and are very rowdy, and have the pleasure of being accompanied by the British Transport Police. Very pleasant I must say.

After an hour's journey it's time to change trains, but what's this. the connecting service left 2 mins before my train arrived, and I have an hour to wait.

Thanks but no thanks, it's back to the car for me.

Have YOU got something to say or discuss?

If so email the editor or any of the contacts on page 2 of this magazine.

Alternatively post your comments on our forum

<http://www.railtalk.net/forums>

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ABANDONED AND DISUSED RAILWAYS: Botanic Gardens



A photograph of the Kirklee tunnel mouth seen from Botanic Gardens train station. The tunnel takes you through to the original Kirklee station which was once a station also owned by the Grand Central Railway which opened on 10th August 1896 and before the station officially closed to passengers and passenger trains between 1st January 1917 and 2nd March 1919. The station was closed due to wartime economy during World War I. Until 6th February 1939 the station was still open and in use to passengers only (not passenger trains) when the train station was fully closed on 5th October 1964.



A general view of Botanic Gardens station looking towards Kirklee. If you look in the photograph below you will see what was the original track bed which is seen now by overgrown foilage. This photograph shows a general view of both platforms that once existed and that were once in use at the station when the station opened on 10th August 1896 and before the station officially closed to passengers and pasenger trains between 1st January 1917 and 2nd March 1919. The station was closed due to wartime economy during World War I. During this time up until 6th February 1939 the station was still opened and in use to passengers only (not passenger trains) when the train station was fully closed on 5th October 1964.



A photograph of what was once the staircase the led passengers to and from the Botanic Gardens station ticket office which was above the staircase. This was also the staircase that led you to the ground level entrance and exit to the station. the staircase is not all 'fully' there anymore. It can only be partly seen today as part of it which led upto the ground and ticket office has been knocked down.

ABANDONED AND DISUSED RAILWAYS: Crow Road Station

Here is a very small collection of photographs that I took of the old Crow Road station which is very close to Hyndland train station. The exact location which you can gain access to get in and out of the old station is Clarence Drive in Hyndland.



A view of the old station island platform at the abandoned and disused Crow Road train station which served residents within the Broomhill and Hyndland areas of Glasgow. The station was part of the old Lanarkshire and Dunbartonshire Railway. The station led (looking left in the photograph though not visible) upto the old and also abandoned and disused, Kelvinside train station which also took you under the present day (and still in use by the North Clyde Electric and Argyle Railway Lines) Hyndland train station. The station was closed on 6th November 1960 at a time when the current Hyndland station and an electric train service was opened / introduced and in use which was the much more faster option and popular choice for the local residents to get in and out of the city (Glasgow).



A view of the tunnel just up from the old station at Crow Road which led trains to and from Kelvinside and Partick Central stations on what was known in the 1960s as the Lanarkshire and Dunbartonshire railway line. The tunnel, as you can see, is non - accessible due to a padlock being in the high fence protecting and blocking the tunnel mouth.



Left: A close up and detailed photograph showing the architectural design of one of the pillars on the island platform at Crow Road station used to hold the actual Crow Road which is directly above the station.



Right: A view of the roof structure at the old, abandoned and disused Crow Road station where the actual Crow Road in Hyndland, Glasgow runs above.

Pictures





Top: Just like the old days as Class 90 019 speeds past Kilsby working the 1G30 15.43 Euston - Birmingham New Street on April 23rd.

Derek Elston



Right: Freightliner Class 66 609 is seen working the 6M92 West Thurrock - Earles empty cement wagons past Irchester on April 24th.

Steve Madden



Top Left: Class 31 105 and DBSO 9701 leading are seen passing through Dalmuir station to stop beside the Dalmuir Down Siding (not going into the actual siding due to local passenger trains occupying the siding) while working the 09.00 1Q21 Mossend - Mossend via Springburn, Helensburgh Central and Dumbarton Central Network Rail Radio Survery Test Train on April 1st. [Jonathan McGurk](#)

Top Right: Class 31 285 passes a foot crossing north of Canterbury West, working 1Q12 Ashford-Ashford SERCO Test Train on April 22nd. [Craig Stretten](#)

Right: Still wearing its old Fragonset black livery, Class 31 459 is seen at Selby with a test train bound for Leeds on April 22nd. [Andy](#)



Above: West Coast's Class 37 706 passes through Nuneaton on April 7th with a couple of coaches bound for Carnforth.

Richard Hargreaves



Top Right: Class 37 682 heads away from Dungeness while working the weekly 6M95 Dungeness - Willesden flask train, running solo due to 37 510 failing at Tonbridge earlier on the morning April 21st.

Craig Stretten

Right: Class 37 423 with saloon 975025 'Caroline' at Great Bowden on April 15th. It was running as 5Z73 Derby RTC - Ferme Park. This was the going away shot because the 37 was propelling.

Steve Madden





Above: Class 66 731 with 2 barrier vehicles passes Kettering on April 21st, running as 5X77 Wembley to Derby Litchurch Lane. It later hauled a Class 377 back to Selhurst.

John Coleman

Left: Arriva liveried Class 57 314 works the Northbound "One Wales Express" Cardiff - Holyhead service on April 2nd.

Richard Hargreaves



Left: Northern liveried Class 156 479 passes over the bridge at Arnside on April 20th. [Ian Furness](#)

For a couple of weekends in April, East Coast services were diverted between Doncaster and York. Some trains were going via Leeds and others via Ferrybridge.

Bottom Left: Passing the site of the old station at Bolton Percy on April 4th is 43307, heading for London Kings Cross via Leeds. [Andy](#)

Below: Grand Central ran all of its services via Ferrybridge. In this shot 43068 heads towards Sunderland. Note that this set is now 6 coaches. [Andy](#)







Above: NELPG 62005 "Lord of the Isles" passes Chorlton, near Crewe, on April 22nd working from Tyseley to Carnforth. [Terry Evans](#)

Top Right: Following its exhibit at Barrow Hill 60009 "Union of South Africa" passes York on April 7th, heading home. [Andy](#)

Bottom Right: On the same day, 60007 "Sir Nigel Gresley" was hauled from York to Grosmont. The loco is seen at Skelton, near York, with Class 66 020. [Andy](#)



Above: Class 60 040 works 6L41 on April 19th. The train was on a possession working from Clitheroe to Crewe via Hellifield and Wennington, then WCML to Crewe. It is seen here approaching Hellifield. [David Hollowood](#)

Below: Freightliners Class 66 540 complete with headboard works the last Intermodel service from Eastleigh on April 16th.

This photo was taken at Reading West. [John Coleman](#)



Above: Class 66 098 hauls 6K05 Carlisle to Crewe through Feniscowles on April 3rd. [David Hollowood](#)

Below: Class 221 140 works 1V67 Edinburgh - Bristol passed Church Fenton on April 25th. The eagle-eyed amongst you will notice the rapidly disappearing NMT (43014/062) working 1Z17 Carlisle - Heaton. [Steve Thompson](#)





Left: Coming round the curve and into Nuneaton station on April 7th is Freightliners Class 66 568.

Richard Hargreaves

Bottom Left: Kensington Olympia on April 22nd sees Class 59 206 working the 7002 Acton Yard to Tolworth.

Steve Madden

Below: Unique Bardon Aggregate Livery Class 66 623 is seen coming off the Ellesmere Port branch at Helsby on April 14th.

Brian Battersby





More colourful Shed shots

Top Left: Class 66 152 is seen working the 6F52 Donnington RFT - Arpley passed Trench Crossing on April 17th.

Carl Grocott

Above: Fastline Class 66 305 works 4G65 Chaddesden - Daw Mill coal train passed Branston on March 29th.

Carl Grocott

Left: GBRf Class 66 703 "Doncaster PSB" joins the West Coast Main Line at Nuneaton working a Felixtowe bound intermodal service.

Richard Hargreaves



Above: Class 66414 “James the Engine” passes through Dunkeld on April 29th.

Richard Jones

Top Right: Not many Class 175s are left in First Group livery now. One such example is Class 175 116 pausing her at Helsby on April 14th whilst working a Manchester - Holyhead service.

Brian Battersby

Right: Recent returnee Class 37 670

“St Blazey T&RS Depot” passes Portway with 6D44 Bescot - Toton consisting of 66 250 and 66 124 on April 23rd.

Derek Elston





Above: Recently reinstated Class 67 010, outshopped in Wrexham & Shropshire livery, makes its way light engine into Eastleigh works on April 6th. The loco returned north the following day with a single Ex-Virgin Mk3 in tow.

Lee Scott

Top Right: Class 67 008 and 508 139 pass Burton on April 16th. The Class 508 unit is on it's way back to Birkenhead North, this is the hybrid unit of damaged vehicles that were repaired at Eastleigh and then sent over to Doncaster for further attention. It consists of vehicles from units 508 139 & 508 143.

Brian Battersby

Bottom Right: Class 67 No 67 026 works the 5X75 Birkenhead - Doncaster hauling a Merseyrail electric unit through Winwick on April 8th. *Dave Harris*





Above: Class 67 010 and 67 014 with DVT 82304 on the rear work 1J84 London Marylebone - Wrexham through Telford Central on April 13th.

Carl Grocott

Top Right: Class 66 020 with the 6E08 Wolverhampton - Immingham empty steel passes through Chesterfield on April 22nd.

Dave Harris

Right: Class 47 749 "Demelza" and 47 739 "Robin of Templecombe" head the 6Z48 Burton West Yard - Dollands Moor empty steel carriers past Elford on April 23rd.

Steve Madden





Above: Early morning sunshine at Tamworth as Cross Country's HST power car 43285 passes through, heading for Birmingham and the South West. [Richard Hargreaves](#)



Left: "Plastic Pig" Class 442 402 arrives at Gatwick Airport with a "Gatwick Express" service from Victoria on April 22nd. [Steve Madden](#)



Above: Network Rail's Class 97 304 heads past Cefn, bound for Shrewsbury, on a crew training turn, April 29th.

Pete Cheshire

Top Left: Class 37 401 works 6W61 Bescot - Bescot passed Cosford on April 15th.

Carl Grocott

Left: Silverlink liveried Class 321 428 approaches Wilsons Crossing with a service from Birmingham New Street on April 17th.

Derek Elston



Above: Class 08 730 'The Caley' is seen outside in the yard at Glasgow Works, Springburn from a rather good vantage point, on April 18th.

Jonathan McGurk

Top Left: Class 57 311 is seen hauling Class 318 253 passing through Springburn station while working the 12.25 5D02 Glasgow Works - Shields TMD First GBRf working. GBRf have the contract to take Class 318 and Class 320 sets to and from Shields T.M.D. / Glasgow Works as the 21 3 - car Class 318 and 22 3 - car Class 320 E.M.U. sets are all receiving a C4 overhaul at Glasgow Works. The train is seen here running just over 30 minutes late on April 3rd.

Jonathan McGurk

Bottom Left: An aerial view of Toton depot and the surrounding area.

David Hollowood





Above: On April 2nd Class 156 458 and 156 493 are seen crossing over Dalreoch viaduct having just left calling at Dumbarton Central station while working the 12.21 1Y23/1Y43 Glasgow Queen Street High Level - Oban and Fort William West Highland Line service. [Jonathan McGurk](#)

Left: Advenza Class 57 005 is seen arriving at Stockton with empty scrap wagons on April 25th. [James Stoker](#)

The Nosh Report with Steve Roberts

Welcome to 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. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

Bad news health freaks... I've been to the fish shop again.

This months highly recommended establishment is the

Castle Fish Bar
4, Castle Gates
Shrewsbury
Shropshire
SY1 2AQ

This fish & chip opened its doors in 2008, in a convenient position to serve the railway station...excellent deals are to be found here at great prices... and the food is great.



Have to also mention this month the pub restaurant chain JD Weatherspoons has been running a great deal with quality meals starting from £2.99. Love them or hate them its an excellent chance to have two meals for under £7.00 check out their website for great meal deals.....

<http://www.jdwetherspoon.co.uk/food-and-drink/>

Whilst on the Weatherspoons website, you can easily locate their nearest one to where you are going and as many of them do breakfast as well, then there is no excuse for popping in early.

Now an interesting thought, does anyone know of one that actually overlooks a station. therefore, eating and spotting and drinking all at the same time. That would be heaven!.

For the healthy amongst you I note that Tesco has followed M&S's lead with a budget, but very tasty, sandwich deal.

Well i'm off now to dig up some more gems for you all to try, hope that you all have a great month, and I look forward to hearing from you soon.

Remember you can email me at:

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts

View from the Outside by Megan Thomason

"That will be £125 please" for two returns to Milton Keynes from York. You would think they would be rich enough these train companies.

Well, apparently not, and for people with little money, train journeys mean that it is time for the dreaded search for unavailable cheap fares. That price of £125 is including a young persons railcard as well....just think of the poor people that are over 25 who do not get that so called discount. So here I am on a train after spending £105 to get to Stevenage so my uncle can pick my mum and I up from there and take us the rest of the way to Milton Keynes in his car... nice. Do you think that is worth the money? Especially since renting a car that the government apparently wants us not to use and use public transport instead costs £15 per day!

I am sure you will agree that this is a rather large difference in price. And there I was thinking that the government actually wanted us to use public

transport...must have been mistaken terribly sorry. To those who don't want to pay, then how about the fact that we didn't once get out tickets checked. Although there were train crew walking up and down the train, none seemed interested in checking any tickets, we could have got away with not paying, then the train companies complain about revenue, barriers and the like. If they had people on their trains that did their job properly then it wouldn't be a problem.

Just to make you realise how amazingly expensive this train business is, I got a flight to Spain for just £40....a flight to a foreign country I might add. It is bad enough that I have not seen my family in America for 7 years because of the ridiculously expensive air fares at around £500 each, but over £100 to get to a place in the same country, I have one word for the people that decide transport prices.....mean. That is correct, mean. Why should I have to suffer not seeing my loved ones just because they want to get filthy rich, can't

they be happy with a normal salary or something?

Another rather sickening fact to let you all know, we got to Stevenage, my uncle's fiancée picked us up.... £6 for two minutes of parking out side the station....and on top of that she lost the chip that you get when paying to let us out of the car park and so had to pay £20 on top of that....£26 for two minutes of parking....now who said you couldn't get cheap parking?

Andy and I went to Doncaster the other day and it cost us £7.40 each with our young person's railcards. We were on for twenty minutes and we had to sit on the floor. Andy said he had seen people in first class with no seats before. Andy came up with the idea of offering customers 10% off their ticket if they do not have a seat, I said 20%. Another idea that comes to mind.....make train tickets cheap so that people can actually live their lives and get places, but then as the trains are already full to bursting on some routes and they still charge a small fortune, perhaps I need a bigger page.....

DEVON LEVEL CROSSING USERS URGED “DON’T RUN THE RISK”

Network Rail has joined forces with the British Transport Police, First Great Western, Cross Country Trains, Office of Rail Regulator and local MP, Adrian Sanders, at one of Devon’s most misused level crossings - Paignton - as part of its ongoing Don’t Run the Risk campaign.

The campaign is designed to highlight the severe risks drivers, cyclists and pedestrians take in ignoring red signals, barriers and klaxons at level crossings. Pedestrians trying to dodge the crossing barriers are particularly rife at Paignton level crossing.

Level crossing misuse now represents the largest single risk of a train accident on the railway and those in the wider Devon area suffer from frequent misuse. Alan Milne, community safety manager for Network Rail, said: “We want to use this opportunity to spread the ‘Don’t Run the Risk’ message to people who use the level



crossings at Paignton and the surrounding area regularly. Level crossings are safe, but misuse them and your chance of surviving after being hit by a train is virtually zero.” “Most accidents are as a result of impatience; not being prepared to wait and trying to beat the train. For the sake of 60 seconds, a little patience can prevent lives being ruined.” MP Adrian Sanders said, “I applaud this campaign to raise awareness of the dangers and promote safety at level crossings.” Sector Commander Paul Richards from BTP said: “I have seen what happens when a train hits a car or person and have had the sad duty of destroying people’s lives by informing them that their loved ones have died. I would urge those who think it is okay to misuse level crossings to take a second to think of the consequences and stop.”

Freight trains set to use High Speed 1

HS1 Ltd and DB Schenker Rail (UK) Ltd have signed a Heads of Term to cooperate in the development of modifications to Class 92 locomotives to enable them to operate on the high-speed railway.

HS1 Ltd will support the existing group led by DB Schenker, which has secured Marco Polo funding from the European Commission. HS1 will lead the software development to the TVM parameters. This will ensure that the modifications required to Class 92 locos are available to all owners of Class 92’s who wish to operate over the HS1 infrastructure.

HS1 and DB Schenker have also agreed outline terms for a Track Access Agreement in anticipation of the commencement of freight services on HS1 infrastructure in early 2010.

Paul Chapman, Managing Director of HS1, said that “This agreement is a major milestone as it cleared the way for freight operation on HS1 infrastructure by DB Schenker and indeed by any other interested parties able to utilise the Class 92 fleet.”

Graham Smith, Planning Director for DB Schenker, said “This initiative will allow full-size European rail freight vehicles to move between the UK and the rest of Europe. It will open up a massive market for cross Channel rail freight, delivering major environmental and economic benefits”

First GBRf signs two new contracts with Network Rail

First GBRf has signed two new contracts with Network Rail, totalling six years of new business and continuing the freight haulier’s 10-year record of never losing a client.

Network Rail has decided to renew its contract with First GBRf to operate and manage its Whitemoor infrastructure terminal, on Hundred Road in March, Cambridgeshire for a further two years. This award was based on First GBRf consistently notching up 100 per cent right time and correctly consisted departures at the depot over the last five years; Whitemoor has the best depot performance figures in the country.

Under the terms of the new contract First GBRf will continue to assume responsibility for running the depot, which it has been in charge of doing since winning the original contract in 2003. Duties will include loading and unloading trains and managing the ballast stockpiles.

First GBRf has also secured a new four-year haulage deal with Network Rail to operate infrastructure maintenance trains from Hoo junction in Kent, Eastleigh in Hampshire and Whitemoor. The freight haulier will provide locomotives, drivers and staff to transport track renewal material for the rail infrastructure owner.

First GBRf’s Managing Director John Smith said: “When First GBRf was first established in 1999 Network Rail were our very first customer, so it’s great, 10 years on, to be renewing contracts and expanding the work we do with them. The new contracts not only continue our unblemished record of retaining every client we have ever done business with, but also help to secure First GBRf’s future for the long term and we look forward to working with them over the next few years.”

T-Mobile and Virgin Trains link up to offer wireless internet service on West Coast Main Line service.

T-Mobile and Virgin Trains have announced the launch of high speed wireless internet for passengers on all Pendolino Virgin Trains on the West Coast Main Line. The Wi-Fi HotSpot service will provide a wireless broadband connection throughout the entire journey, including all tunnel sections, at high speeds. The HotSpot service has been rolled out by T-Mobile’s solution partner, Nomad Digital. The HotSpot service will provide train passengers with fast and reliable access to the internet, email and other applications, whether for work or leisure purposes. First Class passengers will get complimentary access to the service, while other passengers can purchase HotSpot passes online from their Wi-Fi enabled device. T-Mobile Mobile Broadband pay monthly customers have unlimited HotSpot access including in their plans, so will be able to access the new service at no extra cost. The service will initially be rolled out on Virgin’s 52 Pendolino trains, and by mid Summer, the 21 Super Voyager trains will also be Wi-Fi enabled. Virgin’s West Coast Main Line services see around 22.5 million passenger journeys per annum.

T-Mobile and Nomad Digital have been at the forefront of the provision of access to internet on trains and partnered for the world’s first ever broadband Wi-Fi service on trains on the London to Brighton Southern routs. The two companies also partnered to provide onboard Wi-Fi access to passengers on all Heathrow Express trains. T-Mobile provides Wi-Fi HotSpot access across the UK in places where you need it most, - including the places regular cellular network technology finds harder to reach. In January 2009 T-Mobile’s Mobile Broadband service came top in the independent YouGov survey of 1,958 mobile broadband users. The results ranked T-Mobile first in nine out of 13 categories including upload and download speeds, customer service, easy start up and use, and value for money.

Virgin Trains statement: Shrewsbury service proposal

Virgin Trains has confirmed that it will not proceed with its plans to introduce a direct train service from Shrewsbury to London Euston. Stakeholders were informed in March this year that this

FULL SPEED AHEAD FOR KENT RAIL STRATEGY

The UK’s first high speed domestic train service is the backbone of a new proposed rail strategy for Kent which has been unveiled recently. Better access to stations and train services, improved reliability and longer, faster trains also feature in the plans to meet future passenger demands. The Kent route utilisation strategy (RUS) analyses current demands and predicts future trends in order to make recommendations for a bigger and better railway in Kent and across the border into East Sussex.

With passenger growth in the county expected to increase by 32% between 2007 and 2019, capacity and overcrowding is a significant consideration within the RUS. An expanding population in Kent, notably at Ashford and the Thames Gateway, and a sizable population being attracted by the new high speed service will all contribute to this increased demand. There are already more trains operating daily on the Kent route than in the whole of Switzerland, and owing to the high number of trains terminating at London stations, there are very few options to run additional services into the capital. However, there are opportunities to run longer trains across Kent routes, which will result in extra seats and reduced congestion for passengers.

Domestic high speed services will bring the biggest boost to the railway in Kent. The high speed line between St Pancras International and the Channel tunnel is owned by High Speed 1 and maintained under contract by Network Rail. The Southeastern Highspeed services, which are due to launch formally in December 2009, are likely to bring immediate benefits for Kent passengers. In addition, further options exist to increase the length of the trains from six-cars to a maximum of 12, as well as extending planned high speed services to start further back within Kent to meet future needs. Not only would this add extra capacity into London, it could reduce overcrowding on traditional

was an initial proposal and needed further investigation before Virgin Trains would seek approval from the Rail Regulator. After several months detailed analysis on the proposal there is not a compelling case to justify additional trains, as evidenced by WSMR’s recent withdrawal of part of its service. Virgin Trains was surprised at claims that we would force WSMR out of business, and this certainly was not our intention.

routes into Victoria and London Bridge. Andrew Munden, Network Rail’s route director for Kent, said: “Working with our partners, Network Rail is planning for a bright future for Kent commuters. The coming of domestic high speed services is great news. In the next few years Network Rail will invest £1.1bn in Kent’s railway to meet passenger needs. “The development of a robust strategy to improve the railway is an important part of our role, and the feedback we get as part of the consultation process will play an important part in shaping the future of the county’s railway.”



The RUS also makes recommendations to improve access to the railway. A number of stations have already been identified for enhancement under the government’s National Stations Improvement Programme and Access for All schemes. In addition, there are plans to provide more car parking spaces at stations across the county. As part of an ongoing Seven Day Railway initiative, Network Rail is exploring ways to allow more consistent and frequent access to train services during evenings, weekends and public holidays, in addition to peak commuter services. Other areas examined in the RUS include increased line speeds, improved connectivity across the region, an allowance for the predicted increase in freight traffic and enhancements to the infrastructure to improve reliability.

We hope that WSMR and its key backer - Deutsche Bahn – the state-owned German railway - will now commit long term to providing their service to Shropshire, despite recent reductions in the service. Virgin Trains will continue to concentrate on the many parts of the country where there is clear demand for our expanded services

RAIL CABLE THIEVES COSTING YOU £MILLIONS

Thieves stealing or damaging railway cables cost Network Rail £3.5m compensation for train operators in the North East and Yorkshire in the past financial year. That's up £1.7m on the previous 12 months.

Richard Lungmuss took over as route director for Network Rail in January 2009. He said: "Network Rail, working with our partners in the train operating companies, achieved record levels of train punctuality in 2008/09. However many thousands of passengers in the north east and Yorkshire were unnecessarily delayed after thieves brought trains to a halt. This is not good enough and I am determined that we will not allow thieves to continue to bring misery to passengers."

"We are working on a number of ideas to tackle the thieves and I would ask the community for their support. It is your railway, help us to keep services running reliably by reporting anyone you see acting suspiciously or any information you have about the people committing these crimes."

Detective Inspector Brian Buddo leads the British Transport Police (BTP) dedicated team of officers charged with tackling metal theft in Yorkshire and the North East. He said: "This year, to date, we have has recorded 367 cable theft offences and has effected more than 115 arrests, detecting 44 crimes and we are continuing to use a wide range of tactics to prevent, deter and detect this type of crime.

"We are dedicated to doing all we can to tackle metal theft but we can't do it alone. The public has an important part to play. If you have information about metal thieves who are stealing from the railway network then call Crimestoppers anonymously and tell us - we're not interested in your name, only theirs."

Since April thieves have continued to strike. Recent incidents include:

9 April - 100m of cable stolen at Seaton Carew

10 April - cable set on fire behind the Meadowhall centre in Sheffield

13 April - 34m of cable stolen at Seaton Carew

16 April - 250m of cable stolen at Ashington

21 April - 10m of cable stolen at Thorne Moorends, between Goole and Doncaster

Crimestoppers can be contacted free on 0800 555 111. You can leave information anonymously and could be eligible for a reward of up to £1,000.

Eurostar appoints Pininfarina as designer for interior refurbishment of high-speed train fleet

Pininfarina has been appointed after a lengthy and rigorous selection process. The company is a world-class design house that is best known for its work in the car industry, with prestige marques such as Ferrari and Maserati as well as volume manufacturers including Peugeot, Alfa Romeo, Ford and Volvo. It is also developing the revolutionary, electric Pininfarina BlueCar that is due to go into production in 2011, and which will cut carbon dioxide emissions from road travel.

Importantly for Eurostar, Pininfarina also has extensive experience in the rail industry, having designed the interiors and exteriors of Italy's high-speed trains; rolling stock for Swiss, Danish and Norwegian Railways; automated light rail cars in Lille, northern France; and trams for cities in Italy, Greece, Sweden and Turkey. Pininfarina will be responsible for the full interior design including styling and engineering, and the exterior livery. The 28 trains in the Eurostar fleet will be fitted out by SNCF, and the first ones are due in service in 2012.

Virgin Trains introduce MkIII set into daily use

From the week commencing 6th April, Virgin Trains has introduced the MkIII set based at DBS Crewe into daily service.

This is to cover for Class 390 Pendolino sets that are currently receiving repairs.

Virgin expect to use the MkIII set on a planned basis, for the next 12-14 weeks, on the Euston - Birmingham route. As a consequence the 1846 Euston - Preston on a Friday will be Class 221 worked. This was the original MkIII diagram.

The MkIII set will work:

0743 London Euston - Birmingham New Street

0930 Birmingham New Street - London Euston

1143 London Euston - Birmingham New Street

1330 Birmingham New Street - London Euston

1543 London Euston - Birmingham New Street

1730 Birmingham New Street - London Euston

The set returns to DBS Crewe on Wednesday evenings for maintenance overnight and is also stabled at DBS Crewe at weekends.

The vehicles in the set are TSOs 12017/54/59/94/124, RFM 10242, FOs 11064/84/86.

At the time of writing, 12059 is undergoing attention and 11027 is substituting for this vehicle in the set.

MkII vehicles continue to be added to fleet

Cargo-D is adding more MkII vehicles to its operational fleet. The first tranche of MkIIs re-commissioned saw 5 such vehicles transfer to FGW to operate on their Taunton - Cardiff DBS contract. However, they are not expected to be returned to Cargo-D for sometime, so further reactivating has taken place from the stored fleet.

Nemesis Rail is currently contracted to return BSO 9506, TSOs 5919, 5995 and 6001 to service. Currently 9506 has been completed and requires painting into blue/grey.

Other vehicles, namely 5810 and 5901 will follow suit. It is expected that one vehicle will have to be added from the current Long Marston storage pool. A vehicle from numbers 5787, 5876, 5810 or 6154 will be chosen accordingly.

MkIIe FO 3232 has also been loaned to Cargo-D from VSOE to strengthen it's MkII FO pool. Thanks go to Jonathan Rawlinson and Julian Clark from VSOE for making this happen. Nemesis Rail will also paint this vehicle from it's current Great Western colours into blue/grey livery.

Cargo-D will then be able to offer a full standard class rake to the leisure and TOC markets.

ON TRACK FOR A STARRING ROLE

Network Rail has launched a new website www.networkrail.co.uk/filming promoting its portfolio of filming locations. “Train stations and the railway have always played a supporting role in film and television and we plan to continue this longstanding partnership into the future.” Network Rail’s commercial filming manager Rachel Whitburn commented at the official launch of its specialist service at The Grand in St Pancras International station.

Network Rail has developed a specialist department to handle the hundreds of filming opportunities which happen each year, and launched a new website to inform the broadcast and production industries about the wide variety of stunning and unique locations that are available to film at.

With 18 of the largest stations in the country, 40,000 bridges, 20,000 miles of track and over 8,000 commercial properties, Network Rail has already played its part in some of Hollywood’s biggest blockbusters such as The Bourne Ultimatum and Britain’s favourite television dramas such as Spooks and The Bill.

Patrick Stuart, location manager for Spooks says: “I have always found that filming with Network Rail is an all round great experience. From initial recess to filming large set pieces the set up is efficient, well managed and flexible. The scope of locations available on Network Rail property is wider than one might think- tunnels, walkways, offices they’ve got the lot”.

Rachel Whitburn, commercial filming manager for Network Rail says: “Network Rail is proud to have such a unique location portfolio to offer the industry. We have some of the best filming locations in Britain and are really enthusiastic about playing a part and providing the perfect backdrop to many exciting production shoots whether that is films, dramas, photo-shoots or commercials. “As a specialist department we have a professional service that offers

competitive prices, loyalty rates and a single point of contact to make the process as straightforward as possible. Additionally, the filming service provides a great opportunity for Network Rail to raise extra funding and plough the profits back into the railway.”



Photo: Filming of Spooks series 7 at St. Pancras station © Network Rail

Experience the romance of the railways past and presentas tilting trains meet steam trains

Train passengers can enjoy the contrasts of modern 125-mph tilting trains and vintage steam locomotives on the busy West Coast Main Line this summer.

For the first time in over 40 years Statesman Rail will be operating a regular timetabled steam-hauled train, departing from stations in Lancashire and offering a unique 260 mile return day trip over the world famous Settle and Carlisle line. Virgin Trains’ iconic Pendolino and Super Voyager tilting trains will provide connections into the steam-hauled special train at both Lancaster and Preston.

Passengers will also be able to witness how effortlessly modern trains tackle gradients on the route, while the steam-hauled train will demonstrate how demanding a job it was on the locomotive and fireman to keep their train moving. The steam-hauled train, which will travel from Lancaster and Preston to Appleby and Carlisle via the scenic Settle and Carlisle railway, will operate every Wednesday from 29 July to 2 September.

Virgin’s Pendolino trains are fully air-conditioned and have power points to enable passengers to charge mobile phones, laptops and personal entertainment systems.

All trains are WiFi enabled and have enhanced mobile phone reception. Alternatively, if you’d prefer some quiet time there is a quiet coach on all trains. The Pendolino trains are used on most services on the London-Glasgow route.

The Super Voyager diesel trains are also fully air-conditioned, have power points for charging mobile phones, laptops and personal entertainment systems, as well as a quiet coach on all trains. The Super Voyager trains are used on the Birmingham-Glasgow/Edinburgh route and some London-Lancaster trains.

Connections from Virgin’s Pendolino or Super Voyager trains will be available at Preston (from Birmingham New Street, Wolverhampton, Crewe or Warrington Bank Quay) or at Lancaster (from Glasgow Central and Carlisle). Why not take a short break, and include a steam train ride as part of your itinerary? For details of Lake District accommodation contact Cumbria Tourism on 01539 822222 or visit www.golakes.co.uk.

Virgin Trains offers advance fares, which could be as little as £4.50 single between Birmingham and Preston, offering affordable connections into the special steam train. For full details of fares and availability visit www.virgintrains.com. Fares on the steam special from Lancaster start at £56.05 Standard; £84.55 First Class and £132.05 for Premier Dining.

Virgin Trains Communications Manager Steven Knight said: “The romance of the railways has never gone away. This is a unique

opportunity to take a glimpse into the railways of yesteryear while enjoying the railways of the 21st

Century. There is something just as romantic with the sleek lines of a Virgin Pendolino as it whizzes through the countryside at 125mph as there is with the smoke trails left by a steam locomotive.”

The Fellsman steam train will leave from Lancaster and then pick up passengers at Preston, Bamber Bridge, Blackburn and Clitheroe and will be hauled throughout by steam giants from the past including the recently rebuilt LMS Royal Scot class 46115 ‘Scots Guardsman’ or LMS Jubilee class 5690 ‘Leander’. Seated in carriages from the 1950’s & 60’s with a central table and opening windows, passengers will be able to hear and feel the engines working hard to pull the heavy train up the steep gradients of the spectacular Settle and Carlisle line and over the impressive 24 arch viaduct at Ribbleshead. Passing through unsurpassed vistas of the three peaks, then on to the summit of the line at Ais Gill and on through the stunning Yorkshire Dales.

Passengers have the opportunity to leave the train at the pretty Westmorland market town of Appleby for a four-hour break, or, carry on through the pretty Eden Valley to the border city of Carlisle for a two-hour break while the engine takes on coal and is serviced ready for the return journey. There will be a chance for photographs as the engine stops for water and perhaps have a chat to the driver and fireman who will explain the workings of the engine and show children the roaring coal fire.

YOUNG PEOPLE COMMIT OVER 100 RAIL CRIMES A WEEK

There were more than 5,000 recorded incidents of railway crime involving young people last year. This year Network Rail has launched its annual No Messin' campaign to reduce railway crime and promote positive activities for young people. The campaign is fronted by boxing champion Amir Khan. Taking short cuts, playing alongside the tracks, throwing objects at trains, placing obstructions on the line, and spraying graffiti on railway bridges, fencing and buildings, were all crimes committed by young people in 2008.

The most shocking instances include:

- dropping breeze blocks, televisions and bicycles from bridges to hit trains passing below
- throwing golf balls and stones at trains

- placing a blazing sofa and shopping trolleys as obstructions on the line

Despite these disturbing incidents, the No Messin' campaign, now in its fourth year is seeing some significant successes. Overall, reported trespass and vandalism crimes are down around 13% on 2007, and in the 100 locations specifically targeted by Network Rail in the past year, crime is down 30%. Amir Khan spoke of his continued support for the campaign: "No Messin' is great because, instead of just lecturing kids, it gives them the chance to get involved with something new for free. Once they're interested and can see the alternatives that are out there, they're much more likely to pay attention to the rail safety message.

"Young people need to know that messing about on the tracks is not what earns them respect. The young kids that I see in my community gym are learning a real skill in boxing, making friends and keeping out of trouble. I want young people to take a chance and try something new at a No Messin' Live! event, rather than on the railway, where all they'll be doing is chancing their lives."

Iain Coucher, Network Rail chief executive said: "We're seeing some real success in bringing down the levels of railway crime in hotspot areas, but there is much more work to be done to save lives and prevent needless injury. We are working hard to tackle the most dangerous crimes where young people think it is fun to play 'chicken' with a 200 tonne train going at 100mph or place objects on the line, which could have catastrophic consequences.

"Over the spring and summer we will once again be taking our No Messin' campaign on tour to get young people involved in more exciting and fun stuff. That includes sports such as football and boxing, but also things they might never have tried before like archery, motorcycling and street dance. Once the events are over we continue to work with local clubs to sustain that interest and develop their skills and keep them off the tracks for good." Wendy Smith's son Ricky was just 15 when he was struck by a train near Leeds at Easter in 1997. Ricky and his friend were killed and a third boy narrowly avoided injury.

Wendy said: "It's always difficult talking about what happened but it needs to be done. If we can stop another child being killed and another family facing the heartache we are still going through, then it's worth it.

"Network Rail is really working hard to show kids that there's more to life than hanging about on the railway tracks and I'm really pleased to be able to do my bit to help with that. My message is really simple – no matter how bored you are or how much your mates are saying it's ok do NOT go onto the railway tracks. Your life is more important than what your mates think." British Transport Police deputy chief constable Andy Trotter said: "BTP welcomes the news that crime is down in the areas targeted by Network Rail. While the figures represent good progress, we are not going to be complacent and we will continue to work closely with our partners to reduce crime even further." "Our officers work tirelessly alongside Network Rail to educate youngsters that the railway is no playground and that those who gain access to prohibited parts of the railway are putting their lives at risk."



Have you tasted the Chiltern Railways curry?

We have recently discovered that there is a new dish on the menu at a local pub in Aylesbury. The 'Chiltern Railway' curry is available at the King's Head in Aylesbury and is made completely in house. It is a mildly spiced dish cooked with locally bought lamb prepared with the King's Head's own mix of spices including fresh root ginger, cumin and coriander seeds, curry leaves and a small amount of red chillies all balanced with coconut milk. It's a beautifully balanced dish - hot enough for everyone to enjoy, but not so hot that you could fire a steam train with it!

The King's Head is no stranger to Chiltern Railways. It's one of the pubs in our Rail Ale Trail leaflet, which we have teamed up with CAMRA to provide a handy guide to real ale pubs along our route. George Jenkinson, Partner of the Chiltern Brewery and Director of the historical pub said: "Part of everything we do at The Chiltern Brewery and King's Head is influenced by our location in the heart of the Chilterns, and in this case we came up with the name of the curry because the curry was introduced to England through the soldiers returning home on the railways from the wars of the Empire around Asia. We are delighted that the Chiltern Railway's Lamb Curry is becoming one of our most popular meals."

11,000 EXTRA SEATS TO BE PROVIDED FOR NATIONAL EXPRESS EAST ANGLIA CUSTOMERS WITH 188 ADDITIONAL CARRIAGES (INCLUDING 120 NEW BUILD CARRIAGES)

National Express East Anglia (NXEA) and the Department for Transport (DfT) today announced a major boost to rail capacity on services to and from London Liverpool Street operated by NXEA. This includes the construction of 120 new rail carriages from Derby-based train builder, Bombardier Transportation UK Ltd worth £155m. Together with 68 additional modern and refurbished carriages transferred from elsewhere, a total of 188 carriages will be added to East Anglia services - a 17% increase. The 30 new trains will be used on the Stansted Express and West Anglia services, including some services to Cambridge and with many peak-time West Anglia services receiving extra carriages. The additional 68 carriages will be used to provide longer trains on the Great Eastern routes from Ipswich, Clacton, Colchester, Chelmsford and Southend to London and also help provide additional capacity on services between Norwich and London. The opportunity will also be taken to look at options for other timetable improvements. NXEA plans to begin the introduction of some additional carriages in December 2009 and once all improvements are in place by December 2011, approximately 11,000 extra seats will be provided into Liverpool Street in the three-hour morning peak period, 14% more than now, significantly improving capacity. The additional trains will also help provide extra capacity for the London Olympics at Stratford in 2012. In addition and as part of the overall investment plans, NXEA will increase car parking capacity at four stations and install two additional carriage washing machines. The former Clacton depot will be brought back into use as a maintenance facility to cope with the enlarged fleet.

Network Rail is committed to undertaking a programme of platform lengthening and other infrastructure works to enable the plan to be implemented, whilst Stansted Airport Ltd, will fund the lengthening of the platform at Stansted Airport station. Richard Bowker, National Express Group Chief Executive said: "National Express is delighted to work in partnership with the Department for Transport and welcomes the Department's £155 million investment in new trains and improvements to seating capacity on our East Anglia network. The introduction of these 188 extra carriages will provide our customers across East Anglia with a significantly improved quality of service and demonstrates our commitment to high standards of customer service." Rt. Hon Geoff Hoon MP, Secretary of State for Transport said: "This is one of the biggest changes to have been negotiated to an existing franchise since rail privatisation with the operator National Express East Anglia playing a key role in developing these plans, which are a mark of our continued commitment to invest in long term projects to improve the railways. Geoff Hoon continued, "This will be of major benefit to passengers in terms of reducing over-crowding, while Bombardier's success will help safeguard UK manufacturing jobs and the expansion of the fleet will create welcomed job opportunities with NXEA."

KING OF EMMERDALE CROWNS RAILWAY WALK

Actor Tom Brown, who plays Carl King in ITV's 'Emmerdale' and lives in Ingleton will officially 'open' a day of public walks across Ribbleshead Viaduct on the famous Settle – Carlisle railway line this summer. The 24-arch viaduct is a quarter of a mile long, 104 feet high and was completed in 1875 after taking five years to build.

Network Rail has agreed with the Settle and Carlisle Railway Trust to allow 3,000 people to cross the viaduct in organised parties on Sunday 26 July, as this year marks the 20th anniversary of the decision not to close the line.

Jo Kaye, Network Rail's route director said: "This year is an important anniversary in the history of the line, which is why we have decided to open the viaduct to the public for one last time. Had the line not been saved, rail travellers would have been denied one of the world's most scenic railway journeys, coal traffic from Scotland to power stations in Yorkshire and the Midlands would have had to use either the east or west coast main lines – both of which are heavily congested – and we wouldn't have been able to use it as a diversionary route.

"As it is, we are investing heavily in improving the line and stations along it, all of which are looked after and promoted by the Trust, the Friends of the Settle-Carlisle Line and the Settle-Carlisle Railway Development Co. Ltd."

Tickets for the walk, which have to be booked in advance, are now on sale at a cost of £15 per person for adults and children aged 14 years and over. Children aged under 14 years, and anyone with impaired mobility, will not be allowed across the viaduct.

Even so, Ruth Evans, organiser on behalf of the Trust says there will be other things to occupy the youngsters: "This special event is going to be a family fun day and we welcome families to come along."

As well as the viaduct walk there will be free guided tours of the former shanty towns on the Ribbleshead site, guided walks around the nature reserve, the Ribbleshead Visitor Centre, exhibitions and attractions in the station area.

Tickets for the event will be time specific and will be allocated to a particular time slot for crossing the viaduct. Visitors will not be allowed access to the viaduct unsupervised.

Temporary car parks will be set up at Ribbleshead and at nearby Horton-in-Ribblesdale from where free shuttle buses are being provided by the Trust.

Further details and a ticket application form are available on the Internet at www.settlecarlisle.co.uk or by sending a stamped, addressed DL or A5 envelope to SCRDC, Railway Station, Clifford Street, Appleby, CA16 6TT.

Proceeds from the walk will be used to support the work of the Settle and Carlisle Railway Trust in maintaining and developing railway buildings along the line.



150 YEARS ON – ROYAL ALBERT BRIDGE GETS A NEW LEASE OF LIFE

After carrying nearly 1 billion tonnes of rail traffic for the last 150 years, the Royal Albert Bridge – one of Brunel’s greatest masterpieces – is set for a major revamp.

Network Rail will be embarking on the most complex refurbishment scheme on this bridge since it was first completed in 1859. Planning work is now underway and the final stages of design to improve the two main spans of the bridge has started.

The design and construction of these spans was what made the Royal Albert Bridge unique and considered an engineering feat of its time. Ian Frostick, route civil engineer, Network Rail said: “This is a significant year for the Royal Albert Bridge. The 150 years anniversary is a testament to Brunel’s achievements and to the industry’s commitment to this vital rail link.”

“For the last two years, we have been working hard on the improvement plans. It is a complex job that requires careful consideration particularly on safety, operations and heritage issues and this planning process cannot be rushed. We are really delighted that we have come this far and will soon be able to start work, restoring the Royal Albert Bridge to its former glory and fit for the 21st century.”

A new lease of life will be injected to the two 455-foot spans as they will be blast-cleaned, strengthened and completely re-painted. A total area of 20,000 square metres – about three football pitches – of the bridge will be painted over using a three-coat painting system that is also being used on the Forth Bridge.

The bridge is currently covered in 30 coats of paint and as part of the work, research will be carried out to uncover the original colour of the bridge. Initial findings indicate that the original colour of the bridge could be brown.

The Royal Albert Bridge was first repainted grey in 1911 and its original

colour was hidden since then and was never recorded, thus leaving a gap in the history books.

As soon as the design work is completed, work is expected to begin onsite by summer 2010. This design process will finalise how the renewal



and restoration work should be carried out in the next two years.

Network Rail has been working closely with English Heritage, Plymouth City Council, Cornwall Council and Saltash Town Council on the plans for this Grade I structure, which was first listed in 1952.

The Royal Albert Bridge was completed in 1859 and it remains today as the only rail link to and from Cornwall. The bridge had to be supported 80 feet above water level, with a giant cylinder floated out and sunk onto the rock; the bridge’s two 455-foot main spans were built on the shore, floated into position, then jacked up by a few feet per day until they reached the right level.

As part of the 150 years celebration this year, Network Rail has come together with Ashtorre Brunel Bridge Celebration Committee to co-organise a special walk across the bridge.

This is the first-of-its-kind event to be held on this bridge and will see thousands of people coming from all across the country joining the community in the year-long celebration. The walk is on 3 May, the date after the bridge was first opened by Prince Albert on 2 May 1859.

First GBRf’s new intermodal slot at Felixstowe brokers five year deal with MSC

First GBRf has launched a new intermodal train at Felixstowe Port, taking the number of services it operates at the Port from four to five and leading to a new five-year deal with The Mediterranean Shipping Company (MSC).

First GBRf currently run two paths from the Port to Hams Hall in the Midlands, with one of these on contract to MSC, along with the MSC service to Selby. The successful acquirement of a third path to Hams Hall, with two of these now contracted to MSC, means it has been able to negotiate a new agreement to manage all three MSC contract services for a further five years for the shipping line.

The new service, made up of 22 wagons, will run daily to the West Midlands, from Monday to Saturday each week, taking the total number of daily departures from the Port to 27. With First GBRf now operating a total of five intermodal trains per day, (three on behalf of MSC and a two of its own ‘Turn up and go’ services), the freight haulier will operate nearly a fifth of all traffic at the Port. John Smith, Managing Director at First GBRf commented: “We are extremely pleased to have won the right to operate a new service to Birmingham, based on our excellent track record at Felixstowe.”

c2c IS THE HIGHEST PERFORMING TRAIN OPERATOR

Essex train operator c2c – a National Express franchise – has become the best-performing train operator in the country with

a service punctuality of 95.3% to the year ended 31 March 2009. This is the highest-ever punctuality rating achieved by c2c over an annual 12-month period.

The new figures confirm that c2c customers in South Essex are now benefiting from the highest-ever levels of punctuality on the routes into London Fenchurch Street. This high level of

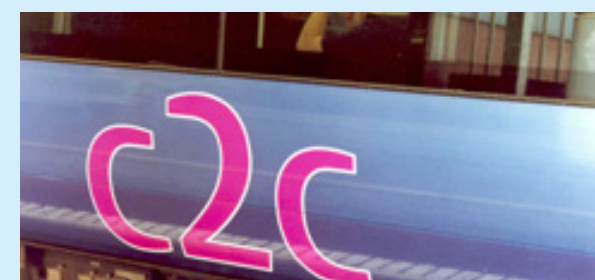
performance has made c2c services over the past year the most punctual services in the country. Latest figures also reveal that c2c customers are travelling on the most reliable fleet of trains in the country – c2c’s Class 357 trains.

Speaking about this achievement, Julian Drury, Managing Director for c2c said:

“I am delighted that c2c customers are travelling on the current best performing train service in the country with average punctuality of 95.3%, the best annual punctuality score we have ever-achieved.

“The efforts our team have made, in conjunction with our

partners, in focusing on the detail required in providing the best possible and highly punctual train service have really paid off. “We will continue to focus all our efforts in maintaining these high standards and in delivering further improvement.”



£4m investment at Railport

Freightliner Ltd has successfully completed installation of two new rail head gantry cranes at its Manchester terminal. Manchester is one of the largest inland container terminals in the UK, handling over 120,000 boxes annually on 16 daily services from the deep sea ports of Felixstowe, Southampton, Tilbury and Thamesport. Often dealing with over 500 road vehicles for movement of containers to and from the terminal, the site will benefit from increased efficiency provided by this new equipment. The new cranes can accommodate up 35 percent more lifts than the industry standard, which is due to the option of simultaneous motion.

This £4million investment follows the installation of two similar cranes at Freightliner's Birmingham terminal last year. This is the first time the company has assembled four cranes within a year at its terminals and continued to be fully operational throughout the construction.

Peter Maybury, Managing Director, Freightliner Ltd commented:

"Freightliner has always valued the significance of our inland terminal network. It is this that differentiates us from our competitors and is also crucial to the inland distribution network of rail borne containers within the UK.

By offering a complete logistics package, our customers get an all encompassing port to door service offering.

This investment demonstrates our dedication to ensure our customers receive the highest standards of efficiency and reliability throughout every process in the supply chain."

Liebherr Container Cranes Ltd, the leading manufacturer of container cranes in Europe began production of the two Manchester cranes in Ireland in July 2008, before on site assembly commenced in February this year.



Long Marston Open Weekend

Saturday 6th & Sunday 7th June 2009

www.longmarstonopenday.co.uk



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MAKING LIFE DIFFICULT FOR THE CABLE THIEVES

Cable thieves are costing the railway £millions each year. In 2008/09 Network Rail recorded 747 incidents of cable theft which caused around 380,000 delay minutes and cost £7.8m in compensation costs alone.

One of the major issues with the thefts is that, once the cable is taken away from site, it is virtually impossible to prove that it was stolen from the railway. Now Network Rail has approved

a new type of cable to be used - one that is harder to cut in the first place and - if it is stolen - is much easier to trace.

Richard Lungmuss, route director for the London North Eastern route, explains: "We wanted to find a way to make the cable traceable if stolen. Existing power cable is hard to identify particularly if stripped or burnt back to the copper cores. This makes it difficult for the British Transport Police (BTP) to arrest and prosecute people.

"We've made the new cable easily identifiable by giving it a distinctive colour unique to Network Rail. The outer sheath is embossed with our company name and the engineers' line

reference to show where it's been installed. We've also added a tracer thread which means the cable can be identified as ours even if it is stripped back to the copper cores."

About the new cable:

- the inner and outer sheaths are flame retardant
- a corrugated steel sheath protects against fire and water
- the cable is easily identifiable to the BTP and scrap dealers
- the cost increase of the cable is minimal despite the new features.

Pictures with a different view



The face drawn on the front end says it all
Class 37 717 is pictured at CF Booth, Rotherham on April 11th. [Ian Furness](#)



Left: Crossing Lamp at
Wymondham Abbey.
Richard Hargreaves

Below: A look at
“Royal Scots Grey”
from the the cab of
Class 37 D6700.

Alan Usher

Right: It’s amazing what can be
found in the back of old wagons!
This old car is a real dream.

Kai Pernau





DRS Class 37 607 (leading) and Class 37 069 (rear) are seen crossing over the River Leven at Dalreoch Viaduct while working the 10.30 2Q08 Eastfield (Glasgow) - Fort William Network Rail Test Train on April 29th. The two Class 37s are covering the Serco and Network Rail Class 950 001 diagram which failed last week when testing within Glasgow and the suburbs. [Jonathan McGurk](#)

Preserved Railways



We start this month with a visit to the Great Central Railway for their Tank Engine Gala, on April 11th & 12th.

Top Left: LMS Ivatt Class 2 2-6-2T 41241 approaches Quorn. The Ivatt was a last minute replacement for Fairburn tank 42085 which was unable to steam.

Richard Hargreaves

Above: GER N7 0-6-2T 69621 is seen at Leicester North, running round it's train on April 11th.

Class47

Bottom Left: Fairburn tank 42085 which was supposed to be one of the stars of the Tank Engine weekend was unfit for use. It is seen on the shed at Loughborough.

Richard Hargreaves



Some more of pictures of the Great Central's Tank Engine weekend, held on April 11th to 14th.

Top Left: N7 69621 from the North Norfolk Railway speeds along towards Quorn.

Bottom Left: Another shot of N7 69621 stabled outside Loughborough station.

Middle: Loughborough station looking towards platform 1.

Right: A general view of Platform 2 at Loughborough. Probably not changed in a good few years.

All: Ian James Allison



One of the highlights of the Severn Valley in April was the visit of 71000 "Duke of Gloucester" to the line. Seen here on the April 12th working "The Mid Day Scot". [Richard Hargreaves](#)



Glorious sunshine for the Locomotion diesel event at Shildon.

Top Left: If only the resources could be made available for this loco to be running again. The mighty DELTIC basks in the spring sun. [Alan Usher](#)

Bottom Left: Visiting from the Telford Steam Railway was Railbus RB4, the forerunner of Class 141's and 142's. [Andy](#)

Top Right: The NRM's Wizzo, D1023, came to the event and proved a popular exhibit. [Alan Usher](#)

Bottom Right: It's still looking good! Class 55 022 made the trip from it's ELR home to be at the event. [Andy](#)



Right: The immaculate Class 55 022
"Royal Scots Grey" on the ELR working a
Ramsbottom to Bury service
on April 12th.

Dave Wilkinson

Bottom Left: Class 47 714 still in obsolete Anglia
livery stands at Quorn on April 11th.

The loco is currently undergoing repairs, and
although it was scheduled to be ready by the end
of April, it appears that it might take a little longer.

Richard Hargreaves

Bottom Right: Henry Greenly designed 4-6-2 No. 2
"Northern Chief" departs Dungeness, on the
Romney, Hythe & Dymchurch Railway, with a
service for New Romney on April 21st.

Craig Stretten



Railtalk
Magazine





The Battlefield Line always produces an excellent Diesel Gala and combined with some excellent sunshine, this year was no exception.

Top Left: Class 56 098 in authentic faded Railfreight red stripe livery, makes a noisy departure from Shackerstone on April 25th. [Class47](#)

Bottom Left: Class 31 101 and Class 37 227 are also seen departing Shackerstone heading for Shenton.
[Richard Hargreaves](#)

Above: Dianne, formerly Class 02 D2867 heads the shuttle using a DMU and Class 03 170 for company at Shakerstone on April 26th.
[Derek Elston](#)



Some slug action from the brilliant Battlefield line as Class 37 905 and 37 227 work from Shenton - Shackerstone past Congerstone on April 25th. [Carl Grocott](#)



Above: 778 lifts the 14.00 to Stonehenge Works service away from Pages Park, Leighton Buzzard on April 5th. [Derek Elston](#)

Below: 778 runs round prior to working the 14.00 departure from Pages Park. [Derek Elston](#)



C58LG

**CLASS 58
LOCOMOTIVE
GROUP**

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving a Class 58 locomotive and we invite you to join us!

For more information on the C58LG, please see our website www.c58lg.co.uk, e-mail info@c58lg.co.uk or you can write via 'snail mail' to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW.



See our website for information on our new fund raising initiative: "£58 for a 58" – sponsor a part of a 58!



Three photo's from the Great Central Railway (Nottingham)

Above: Class 47 765 is photographed at the lines headquarters of Ruddington on April 4th. This loco is under restoration and has recently received parts including the side middle door and cab windows replaced from sister 47 762. [Brandon John Morley](#)

Top Right: Class 25 D7629 and Class 73 E6016, were also present at the depot on April 4th. [Brandon John Morley](#)

Bottom Right: A rather smokey Class 56 097 was started up at 7 pm on the same day, which was the first successful start up since last year. [Brandon John Morley](#)

Right: Class 37 254 "Driver Robin Prince M.B.E." stands in the sun at Tunbridge Wells West, during the Spa Valley Railway's Spring Diesel Gala on April 26th. [Craig Stretten](#)

Below: An immaculate Class 33 002 "Sea King" stands outside the shed at South Devon Railway on April 9th. [Kai Pernau](#)





West Somerset Railway Steam Gala

Above: S&D 2-8-0 No. 88 is seen departing from Crowcombe Heathfield heading for Bishops Lydeard. [Steve Thompson](#)

Below: 6100 "ROYAL SCOT" descending Crowcombe Bank with a Minehead - Bishops Lydeard service. [Steve Thompson](#)



Above: 6100 "ROYAL SCOT" leads 45321 heading for Minehead. [Steve Andrews](#)

Below: GWR 0-6-2T No. 6695 departs from Minehead in fading light, running just a bit late. [Steve Thompson](#)



Ex. SR 4-6-2 nos. 34046 'Braunton' & 34028 'Eddystone' power the 1605 Minehead to Bishops Lydeard past Bicknoller in fine style on March 22nd, during the West Somerset Railway's Spring Steam Gala event. 'Braunton' is based on the WSR, having returned to service in September 2008 following the completion of its lengthy restoration. 'Eddystone' was visiting for the event from its base on the Swanage Railway. [Jonathan Gill](#)





GREAT CENTRAL RAILWAY CELEBRATES FORTIETH ANNIVERSARY WITH GALA SHOW

The Great Central Railway marks forty years of preservation progress on the weekend of the 9th and 10th of May 2009. The award winning Leicestershire line will celebrate the ruby anniversary with a gala show. A selection of steam and diesel engines will be part of a festival marking the lines final closure and the achievements since revivalists took over.

Star of the show will be Southern Railways King Arthur Class engine no 30777, "Sir Lamiel". It's expected the timetable will feature three other steam engines including 8F no 48305, original GCR engine O4 no 63601 and Br Standard 2 no 78019. Diesel traction is hoped to include Class 27 D5401 and Class 47 D1705. They will run a combination of passenger services, freight services and postal drops.

"We're proud to celebrate forty years of progress," said the railway's president Bill Ford. "The GCR closed in stages. Through trains to London disappeared in 1966 and the track was lifted south of Rugby. The last section to close went in May 1969 when the last train ran between Nottingham and Rugby. Fortunately preservationists had already made plans to save a section of the line. It might have been a few years before the first trains of the 'new GCR' ran, but this is the right moment to mark forty years of work."

The weekend will start on Friday night with a performance from the Great Central Railway shed band in the beer tent at Quorn. The beer tent will be open all weekend with a selection of anniversary ales on sale.

On Saturday and Sunday, besides the trains, there will be a series of extra events. Most excitingly will be a bus shuttle from Quorn station to the Mountsorrel branch line, currently facing a revival of its own.

Visitors will be able to walk the route of the branch and meet volunteers working on the project. The carriage sheds at Rothley will also be open, with Railway Vehicle Preservations Ltd showing off their collection and expertise.

Anyone with a ticket from the last day of trains in May 1969 will be allowed to travel for nothing throughout the weekend.

GREAT CENTRAL RAILWAY ECONOMIC DEVELOPMENT STUDY GETS UNDERWAY

Charnwood Borough Council as the lead authority and the Great Central Railway are delighted to announce the appointment of Atkins Consultants to carry out the Great Central Railway Economic Development Study.

Atkins will start work immediately with their final report due in October this year. The development study will examine several proposals for expanding the award winning tourist line and its facilities. However, the investigation's remit is much broader than the running of heritage trains. It will crucially delve into options for the future use of the line, reconnecting at Loughborough and the prospects of carrying freight to running commuter trains.

Bill Ford, President of the Great Central Railway said, "Many people know the Great Central Railway for our award winning heritage credentials. However in the last few years we've developed our business into training, testing and film making. We've always had big visions for how the line might develop, but this study is about more than

making a longer tourist railway. We're hoping the study will prove that a 'Greater Great Central' can deliver benefits for the economy and play a real transport role in the East Midlands. If we bring in more tourists as well, that's the icing on the cake for everyone. We're very pleased to be working with the East Midlands Development Agency and Charnwood Borough Council on this vital study".

Among the development proposals Atkins will be examining are:

- Reconnecting the two independent halves of the Great Central Railway by replacing a key bridge over Network Rail at Loughborough.
- Possible future extensions of the Great Central towards Nottingham and Leicester.
- Development of a new engineering skills centre and locomotive depot at Loughborough.

The study will seek to prove the economic, transport and educational benefits offered by the revived rail route. The consultants will be talking to a range of local stakeholders including local authorities, industry, education bodies and transport providers as they compile their report.

Cllr Stephen Hampson, Cabinet Member of Charnwood Borough Council, lead local authority in the study comments: "This is a

vital step in the development of Loughborough and the whole area between the Cities of Nottingham and Leicester. With major regeneration plans well advanced for the eastern side of the town and for upgrading the capability of the main line station to match the needs of the rising population, we are delighted to have the prospect of a major development of the heritage railway to add to our tourist and leisure seeking visitors."

The study is set to cost over £350,000. A large amount of this will be funded by the East Midlands Development Agency, with a proportion coming from the Great Central Railway itself. The exact figures will depend on the final cost of the study.

Atkins will deliver two reports. At the end of May the consultants will recommend which of the development proposals warrant closer investigation. A final in depth analysis is due to be delivered in October. This will then become the the key document which brings private and public funding on board to develop the line. However, no such developments could take place without further planning and statutory permissions being obtained. Development on the ground is still some time in the future. There will now be an extensive consultation period and it is expected that there will also be a chance for local residents and visitors to contribute to the study in the next few months.



The East Lancs held a “Black” weekend at the beginning of April.

Top Left: 80098 is seen masquerading as 80086 at scenic Irwell Vale on April 4th.

Bottom Left: 45407 is seen leaving Ramsbottom.

Above: 47324 is at Bury Bolton St working the Ramsbottom shuttle.

All: Mike Sheridan



The Barrow Hill Steam Gala at the beginning of April produced a really good turnout of loco's, the star attraction being 60163 "Tornado".

Left: What a line up! 60163 "Tornado", 60532 "Blue Peter" and 60009 "Union of South Africa" are lined up outside the shed at Barrow Hill on April 5th.

James Stoker

Above: Another great line up featuring 62005 "Lord of the Isles", 63601 and 69621 at Barrow Hill on April 5th.

Ian Furness

At the Statfold Barn railway in April...

Left: The latest product to come out of Statfold is on view,
as yet without a name.

Bottom Left: EMMET & PAKIS BARU No1, (Orenstein & Koppel No 1473)
arrive at Statfold Jct.

Below: SRAGI No1, a product of Krauss & Co. of Munchen and Linz.
Works number 4045 built in 1899.

All: Pete Cheshire







Shunting Loco 8210 is seen stabled at Brussels Station on April 5th. [Steve Madden](#)

Alstom is to supply 60 double-decker trainsets to the RATP for the Paris RER Line

The RATP* has announced its decision to award a firm contract for 60 MI09 double-decker trainsets to the Alstom-Bombardier consortium. Alstom will carry out 70% of the contract which is worth a total of €917 million, with €640 million for Alstom. The contract also includes an option for extra trainsets. These 60 trainsets (30 trains consisting of two

trainsets each) are for RER Line A and will replace the single-decker MI84 rolling stock. Priority has been given to capacity, rapid traffic circulation and passenger comfort. The double-decker trainsets, which are the only ones that can manage a flow of one million passengers per day, will each carry up to 1,725 people. Each 110 m long trainset consists of five cars, each one equipped with six large doors to optimise the time spent in stations. The maximum speed of 120 km/h and acceleration and braking performances of the MI09 will enable train frequency to be increased.

For the comfort and security of passengers, this new rolling stock will have a video

surveillance system. Lighting has been adapted to intensify a calm travelling ambience. LCD screens installed in the trains will inform travellers of their destination, services and connections. As well as a harmonious use of colours for the interiors, the front of the train is of a very contemporary design.

The MI09 trainsets will be equipped with a high performance and very environmentally friendly traction system which will reduce energy consumption, will produce less dust particles during braking and will not use pollution-causing fluids.

The trains will be manufactured at Alstom's sites in France: electrical units and traction

controls at Tarbes, traction motors and alternators at Ormans, bogies at Le Creusot and command and control electronics at Villeurbanne. The end cars will be assembled at Alstom's Valenciennes site and the middle cars at Bombardier's Crespins site. The delivery of the first MI09 trainset is scheduled for the end of 2010 and entry into commercial service during 2011.

*Réseau Autonome des Transports Parisiens – regional transport authority for Paris and region

** RER Line A – part of the regional express network, the line runs from the north-west suburbs of Paris to the south-east suburbs



Left: On April 5th, Belgian Railways loco 1356 propels its train out of Brussels Midi.

Steve Madden

Below: Here is a shot of what is sometimes called the Worm Train. Hard to tell if this is the rear or front of the train, it looks the same at both ends, with large wrap around rubber cabs. This is No.456 departing Bruges Station with a service to Antwerp on April 5th.

Steve Madden







Class 56 085 in Loadhaul livery is seen some miles from its normal operating area of the north east. Pictured at Stafford on May 4th 2002, hauling a ballast train from Crewe. [Richard Hargreaves](#)

Right: For a short period during the 1980's, a rather ambitious use of power was introduced by diagramming the Class 33 diesels to Portsmouth Harbour - Cardiff Central and Cardiff Central - Crewe two hourly services. The trains were formed of BR Mark 1 coach sets and the secondary route from Newport to Crewe during the 1980's had not been earmarked for investment, resources that time being allocated to the former Midland route via Gloucester, Birmingham to Crewe. Fortunately, with the introduction of the "Sprinter" units the Welsh Marshes line's services were improved and today, it enjoys regular services. On 1st April 1984, 33 008 Eastleigh pauses at Hereford whilst working the 13.36 Crewe - Cardiff Central. [David Mead](#)

Below: During the 1980's, Network South-East provided an hourly service between Reading and Portsmouth Harbour via Botley. Although the majority of the route mileage was electrified, the section from Reading to Basingstoke was not, and also the Eastleigh - Fareham direct line did not receive the third-rail until the early 1990's. On a spring afternoon, 26 April 1984, 3-car Hampshire d.e.m.u. with its distinctive rumble trundles down the SW main line through the Itchen Valley south of Shawford working the 14.50 Reading - Portsmouth Harbour. [David Mead](#)





Above: Summer Saturdays in 1991 saw a variety of “hired” locos for the diminishing timetabled “seaside” additional. On 25th May 1991, I spent a day on the Skegness line photographing the swansong of such traffic. Here, the 06.27 SO Leeds - Skegness passes through Heckington headed by Parcels Sector Class 47 543. [David Mead](#)

Right: Whilst Railtalk Magazine may not consider railtours as an “archive”, this scene is unique, in much as I was the only person on Treffry Viaduct (stood on a former horse drawn tramway) on 26th January 1991 overlooking the Luxulyan Valley, as a “Cornish Branches” railtour from Manchester negotiates the winding route top and tailed by two Class 50’s - 50 008 Thunderer and 50 015 Valiant. The train is seen on the return working from Newquay through the valley towards Par, the rear loco being out of sight. [David Mead](#)





Class 66 117 passes Kneadby Canal working 6D73 Lindsay - Drax tanks on March 19th. It was a pity the train didn't come by about five minutes earlier, the sun was lower and about twice the size! [Steve Thompson](#)