

Railtalk

Magazine

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Advenza's New Toy

Welcome



Suprise visitor to London's Paddington in May was Virgin Class 57 309, on hire to FGW owing to a loco shortage. [Darrel Hendrie](#)

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Front Cover

On 20th May, Advenza Freight Class 66 841 (ex - DRS liveried Class 66 407) is seen at Springburn.

[Jonathan McGurk](#)

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

When do we publish?

Railtalk Magazine is published on weekend closest to the end of each month.

More information can be found by visiting Railtalk forums.
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From The Editor

Welcome to issue 33 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 I know that I say it every month, but once again thanks for all your photo's this month, the sun has really brought a lot of you out, and we have really struggled this month to fit as many in as possible.

Now onto the serious stuff, you may remember last month that I said that David and myself had volunteered to start work at the Embassy and Bolton Abbey Railway. Well we have still to start, and to a certain extent, I am starting to see how many smaller railways struggle for volunteers. To actually get there and put in a decent days work does take an awful lot of effort, planning and determination. Whilst we still have the desire to do the work, fitting it in and at a time that suits the needs of the line can be a nightmare. We still hope to start soon and we really would ask as many of you as possible to consider joining your local line, and doing some volunteering yourselves. Without the dedication of the few that do, many of the smaller lines will struggle and may have to close. We all like to travel on these trains, why not spare a thought for the work that goes in maintaining them, and the track and the signalling. We can't rely on someone else doing all the work, it's not fair. So get out there and help!

We have had two excellent days out this month, the first was with Retro Railtours, and a trip to Bath behind a pair of Class 56's. Thanks to James and the Retro team for that one, the second was to Eastleigh for the open day. We travelled down on Spitfire's Wessexman Charter and this turned out to be a very good choice. We had concerns about the works being too crowded, but it wasn't and if you were prepared to wait, most shots were available without a problem. If you didn't go, look out for our special this month containing some of the pics from the open day.

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, Craig Stretten, James Stoker, Steve Thompson, Liam, Richard Jones, Mike Evans, Gary S.Smith, Pavel Šturm, Darrel Hendrie, Mike Sheridan, Terry Evans, Mark Wallace, Michael J. Alderdice, Lee Scott, Robert Barton, Pavel Martoch, Jan Beránek, Ian James Allison, Josef Petrák, Alex Roberts 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



In a very lucky spell of sunshine, a tatty looking Class 37 670 'St Blazey T&RSD' leads 37 401 whilst working the return "Cornish Parker" 1274 1635 Par - Crewe. The train was operated by Pathfinder Tours and visited the rare Parkandillick freight only branch. Who would have thought 37 670 would ever return to St Blazey? [Liam](#)



This pair of Class 37s have been all over the network this month

Above: Class 37 670 leads 37 401 on Compass tours 1251 Mossley Hill to Cardiff
Central railtour through Shrewsbury on May 2nd.

Richard Hargreaves

Top Left: The pair are seen passing Wistanstow working 1251 later in the day.

Carl Grocott

Bottom Left: Same pair, different tour. Class 37 670 leads 37 401 past
Keyham on Pathfinder's "Cornish Parker", May 16th.

Steve Andrews



Above: Network Rail's first outing into the charter circuit was on May 9th when Class 97 301 and 37 676 worked 1250 Bristol Temple Meads - Aberystwyth seen here passing Newtown. [Carl Grocott](#)

Top Right: The same tour featured a Class 50, D444 in two-tone green livery. The train was not without problems though as the Class 50 shut down a couple of times on the outward journey, and the train was diverted owing to a unit failure on the return. [Richard Hargreaves](#)

Right: Class 47 851 (with 47 798 on the rear) work "The Cambrian Mountaineer" into Crewe on May 9th. [Class47](#)



Top Left: Class 37 676 passes through Upton on May 10th working 5Z38 Bristol Temple Meads - Carnforth ECS.

Carl Grocott

Left: Spitfire Railtours "The Wessexman" from Crewe - Weymouth is seen departing Eastleigh Station on May 23rd, Class 37 602 leads 37 069.

Steve Madden

Above: Earlier in the day, Spitfire's "The Wessexman" tour is seen arriving at Stafford.

Richard Hargreaves



On Bank Holiday Monday, May 4th, Retro Railtours took a pair of Class 56s and a Virgin Trains Class 57 to Bath and Bristol from Huddersfield.

Top Left: Is this the first time that a Virgin Class 57 has worked a passenger train through Bath? Class 57 311 rounds the curve and into the station at Bath Spa. [Class47](#)

Left: On the rear of the train from Bristol to Bath was this pair of Class 56's 311 and 312. The ECS ran to Swindon where both the locos on both ends were swapped over.

[Richard Hargreaves](#)

Above: Class 56 311 and 56 312 stand under the roof at Bristol Temple Meads station, with the return service to Huddersfield. [Richard Hargreaves](#)



Class 40 145 works 1240 Holyhead - Durham through Dunham on the Hill on May 25th. [Carl Grocott](#)

Right : West Coast's recent returnee
Class 37 516 works 5Z37 Carnforth - Eastleigh
"Queen of Scots" through
Acton Bridge on May 21st.

Carl Grocott

Below: On May 11th, the Royal Scotsman
with Class 47 787 at the helm is seen leaving
Perth over the River Tay, in evening light, and
as you can see it has the large
RETB mast sticking out of it.

Richard Jones

Bottom Right: Class 47 798 and 47 851
are seen with 5Z27 Gloucester - Carnforth
through Walcot on May 10th.

Carl Grocott





Top Left: SR Merchant Navy class 35028 "Clan Line",
departs from Eastleigh hauling the return
"Eastleigh Centenarian" from Eastleigh to London
Waterloo on May 23rd.

Richard Hargreaves

Above: On May 16th Great Western 5043 and 5029
work the 1256 Shrewsbury - Hereford passed
All Stretton.

Carl Grocott

Left: May 23rd saw 70013 "Oliver Cromwell" power
away from Eastleigh Station with "The East Anglian"
Railtour from Norwich to Poole.

Steve Madden



Top Left: LMS 6233 "Duchess of Sutherland" waits at Crewe prior to working "The Welsh Dragon" railtour from Gloucester - Holyhead on May 9th. 6233 worked from Crewe to Holyhead and return.

Richard Hargreaves

Above: 60163 "Tornado" works the last leg of "The Coronation" from York to London Kings Cross on May 18th.

Steve Thompson



Left: Another shot of Tornado as it steams along the East Coast main line working the return leg of "The Coronation" on May 18th.

Andy



Top Left: Class 86 259 "Les Ross" pauses at Crewe on May 9th whilst working a railtour from Birmingham to Preston, where steam loco 46115 will take over for a trip to Carlisle.

Class47

Above: West Coast Class 47 787 and 47 826 are seen at Crewe on May 1st working 5Z57 Carnforth - Worcester. 826 is still carrying last years advert for the "Scarborough Spa Express."

Richard Hargreaves

Left: Class 90 021 with 90 035 on the rear work an ECS on May 9th from Crewe IETD to Newcastle via London, in preparation for the following days charter for football supporters travelling to Wembley.

Class47



Left: 45231 and 62005 work 5Z62
Carnforth - Fort William stock move seen
shortly after leaving Rannoch Station on
May 14th. *Richard Jones*

Below: 60009 "Union of South
Africa" is on the 1Z19 Dundee - Edinburgh
return leg of the Cathedrals Express as it
passes Kettlebridge, Fife on May 17th.
Richard Jones

Bottom Right: LMS Class 5MT 4-6-0 no
45231 & LNER K1 Class 2-6-0 no 62005
are seen crossing Dalreoch Viaduct passing
above the River Leven while working the
04.50 5Z62 Carnforth Steamtown - Fort
William West Coast Railway Company ECS
on May 14th.
Jonathan McGurk





Right: Hired in from Chiltern Railways, 'Clubmans' Class 168 217 and 168 216 head through Lower Upton with the ECS to Shrewsbury. This was to form a football special, 1203, to Wembley on May 23rd.

Dave Dawson

Below: May 23rd saw Class 40 145 departing from Edinburgh Waverley with the return 1225 17:09 Edinburgh to Shrewsbury "The Settle Scotsman" charter service with 40 145 in charge throughout.

Mike Evans



The Kernow Growler - Saturday 27th June 2009
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Also picking up at Birmingham New Street, Barnt Green, Cheltenham Spa, Cam & Dursley, Bristol Parkway and Bristol Temple Meads



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Above: 60007 "Sir Nigel Gresley" seen here at Kettlebridge, Fife on the 1Z18 Dundee - Edinburgh, May 17th. [Richard Jones](#)



charter.scene@railtalkmagazine.co.uk

Above: "Sir Nigel Gresley" worked 1Z18 10:10 Edinburgh to Dundee part of the Coronation tour on Sunday 17th May 2009, having worked the York to Edinburgh section the previous day. The A4 loco is photographed at Saughton on the outskirts of Edinburgh after traversing the suburban route out of the city. [Mike Evans](#)

Below: On May 9th, what should have been "The Palatine" from Victoria to Manchester turned out to be "The Cathedrals Express" to Sheffield instead. Here 70013 "Oliver Cromwell" pulls into Sheffield. [Steve Thompson](#)

Below: Another shot of 70013 "Oliver Cromwell" working "The Cathedrals Express" on May 9th, this time from Loughborough Station. [Steve Madden](#)





Class 86 259 "Les Ross" with the 1220 Birmingham - Ravenglass for Vintage Railtours. Seen here passing Redbank cutting, May 30th. [Dave Harris](#)

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.

The Retro Avon Grid Tour Review

Bank Holiday Monday 4th May 2009

Leading up to the tour

After a successful start into the railtour market last year, Retro Railtours were keen to run their next. This came in the shape of a Huddersfield to Bath, a destination requested by many 'normals' on the last tour. For the enthusiasts, a pair of Hanson Traction 56s were requested to haul the tour. Despite previous uncertainty of 56s on tours last year, Hanson Traction managed to provide two Class 56s to haul the train.

The outward journey

For once a sociable start time of 0918 from Crewe was handy. The tour rolled in before time with 56312 & 56311 up front with a rake of Cargo D MK3s, which had been used the previous week with Virgin Trains. I found my seat in coach B and settled down for the journey south. On Gresty Bridge DRS Depot a plethora of 37s were seen along with the odd 66, as well as interluder Fastlines 66304. Progress down to Shrewsbury was slow as we were following a 175. At Wem we passed 66186 on a Pathfinder Tour to Blaenau Ffestinoig. Arrival into the last pick up at Shrewsbury was 1 minute late. We curved round past the magnificent Sutton Bridge Signalbox still following the Manchester – Cardiff train. Progress was again quite slow with a few

moments of quick running, we even stopped at Leominster for a minute whilst it cleared the line. Our passage through Hereford was through the platform, disappointing for some, 7 minutes late. We staggered further south to Maindee Curve, where we waited to allow other trains to take precedence before pulling onto the main line. There was a quick spurt of fast running here as we were routed onto the fast lines to Severn Tunnel Junction, before dropping down in to Severn Tunnel. We emerged from the other side and passed through the little served station of Pilning. At Patchway there was a number of photters on the platform to record our passage. Our train was held at complex junctions just north of Filton Abbey Wood, to allow a service train to clear the path forward. Just after Lawrence Hill we passed RETB fitted 67030 on the 1102 Taunton – Cardiff service, someone was going to leap at Bristol to get this in the book, but it was booked a -5 so it was unlikely anyway. Arrival into Bristol Temple Meads was under the roof, 1 minute late. We leapt off to get some photographs of the 56s. After watching the train depart for Bath with 57311 at helm, we then went to find our train for Severn Beach.

Off the tour

At 1300 our train for Severn Beach arrived in the form of 143603. We settled down for the bumpy ride to Severn Beach splitting off the mainline at Stapleton Road. This is quite a strange line with it starting off running ran the back of houses, before diving into Clifton Down Tunnel and emerging high up with the river down below. After this we passed through Avonmouth Freight terminal where a DBS 66 was spotted. The journey ended soon after at Severn Beach, and what a strange

place it was. There was nothing there but a housing estate and of course, a beach overlooking the Severn Bridge. We had no time to explore as we only had 2 minutes there before the train returned. About half a dozen 'cranks' piled off here to get photos before getting back on! The guard must have wondered what was going on!

After the gentle pootle back down to the branch we arrived into Bristol at 1429. We bailed off and ran over to the 1430 to London Paddington to get us to Bath. When we got on, departure time came and went, something wasn't right. We later found out it was a fault with the brakes and we finally left at 1445. At Bath we got off to get some food for the return journey. When we returned back to the station we didn't have long to wait before 57311 arrived ECS with the tour from Swindon. We piled back into our seats and awaited departure time.

The return journey

We departed Bath on time and set off back to Bristol. Our train pulled into platform 3, under the roof again, with enough time to allow for photos before heading north. At 1614 the 56s stormed out of the station leaving an impressive display of clag. We retraced our steps back passing through Filton Abbey Wood and the little used station of Pilning. This was before we entered the highlight for many on board, the 4 mile long Severn Tunnel. Unfortunately the sound was heavily muted due to the MK3s, but they could still be heard roaring away up front. We emerged and ran along the mainline again to Maindee, where we were held on the curve for 15 minutes to let a 175 past.

Whilst sitting on the curve a pair of 'chavs' passed by giving us a delightful 'wave' We got underway again at 1709, 4 minutes early, and proceeded to follow the service train along the way. Around Cwmbran, on the climb up Llanvihangel bank, I went to go and find a window. I was lucky and found one at the rear of the front coach. The 56s sounded superb running through the welsh countryside. I soon became apparent I was going to have to stand by the window all the way back to Crewe. We passed through the platform again at Hereford running 4 minutes early. At few locations along the line we had to slow down as the signal in front was on red. At Craven Arms we came to a stop as there was a 153 crossing out in front of us going onto the Central Wales line. After an excellent run along the Marches we arrived into Shrewsbury at 1903, 5 minutes early. We had a prolonged stop here before we got going again. Along the way we passed 66186 again at Wem on the Pathfinder tour. Thanks to another quick run behind the 56s we arrived into Crewe at 1943, 9 minutes early. I bailed off here and watched the 56s leave before heading home.

Conclusion

Another well organised and enjoyable trip from Retro Railtours. Thanks go to James Palmer and all of the Retro Railtours crew for organising and running the trip. Also thanks go to Hanson Traction for providing the 56s, DB Schenker for the train crew and to Cargo-D for the hiring out the stock. I must highly recommend travelling on one of their tours, their next is on 29th August. Pop over to <http://www.retrorailtours.co.uk/> for more details.

ABANDONED AND DISUSED RAILWAYS: Rothesay Dock Branch & Yoker Ferry Station



A walk along the old Rothesay Dock Branch railway line which lies in between Clydebank and Yoker. Starting from the Lidl supermarket in Yoker all the way down to the actual Rothesay Dock Yard.

Above: A view looking down the Rothesay Dock Branch Line towards Rothesay Dock Yard from outside Yoker Depot. Notice the old railway line, still intact.



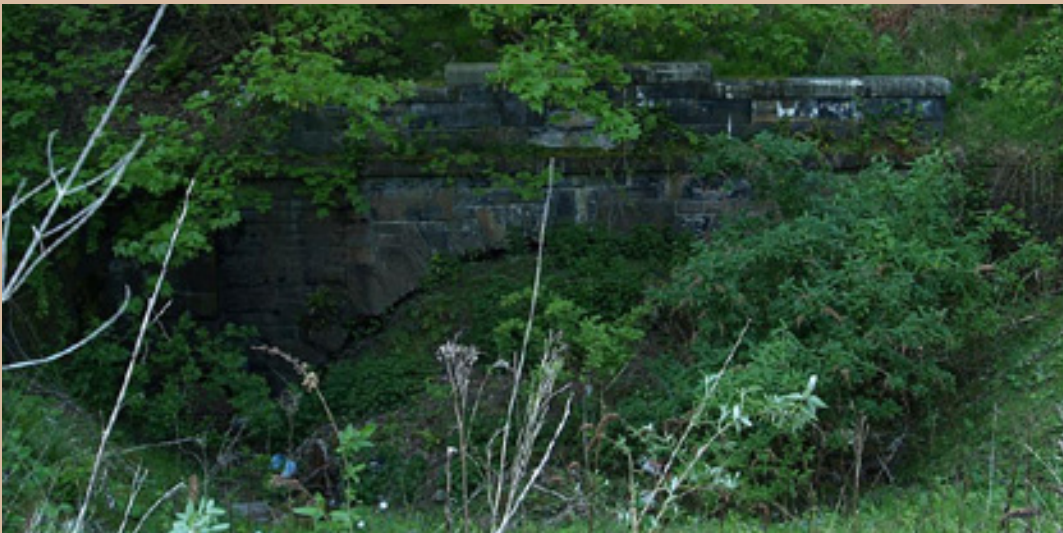
Above: Another view looking down the Rothesay Dock Branch Line from outside Yoker Depot, which was the old freight marshalling yard before the depot was built.

Below: A photograph of old sleepers on the Rothesay Dock Branch Line which are situated above what was Yoker Riverside station. Are these not worth reuse anywhere?



ABANDONED AND DISUSED RAILWAYS: Kirklee / Kelvinside - Maryhill Central

This part of the Glasgow Central Railway (which was part of the Lanarkshire & Dunbartonshire Railway) line between Kirklee / Botanic Gardens and Maryhill Central. What was Maryhill Central station is now Maryhill Shopping Centre and a Tesco supermarket. The Glasgow Central Railway, which was part of the Lanarkshire and Dunbartonshire Railway, ran on two separate lines which diverged at Maryhill Central Junction and met up with one another again at Finnieston station (which has been renamed and now known as Exhibition Centre station) in Glasgow. At Maryhill Central Junction there were two viaducts built for the diverging routes. One viaduct took trains via Kirklee and Botanic Gardens and the second took trains via Crow Road and Kelvinside (all stations on both routes of which are now closed) to and from Finnieston (Exhibition Centre now known) station in Glasgow and onwards to Carmyle and Newton. The Glasgow Central Railway was opened in sections back in the late 19th century. The Stobcross (Finnieston known from 1959 and later named Exhibition Centre) - Maryhill section was opened on 26th November 1894. Stations on this section of line closed at different times prior to the whole line closing:



Above: Looking north down to the start of the tunnel mouth of Tamshill Tunnel which has now been 'filled in' with soil among other materials. This tunnel is now situated behind the Gala Bingo Club in Maryhill beside Maryhill Shopping Centre (which was the old Maryhill Central station. Tamshill Tunnel took trains to and from Lambhill and Possil when travelling to and from Maryhill Central station which closed in 1964 as part of the "Beeching Axe".

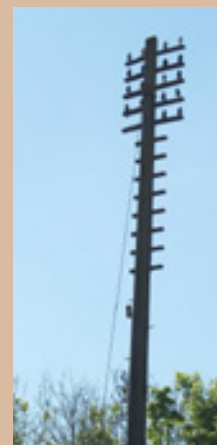
Top Right: Looking up to one of two viaducts that served Maryhill Central Junction which was part of the Glasgow Central Railway (which was part of the Lanarkshire and Dunbartonshire railway). The two viaducts linked up with one another in order for trains coming from each of the two routes to serve Maryhill Central station and onwards towards Possil. One viaduct took trains via Kirklee and Botanic Gardens and the second took trains via Crow Road and Kelvinside (all stations on both routes of which are now closed) to and from Finnieston station (Exhibition Centre now known) station in Glasgow.



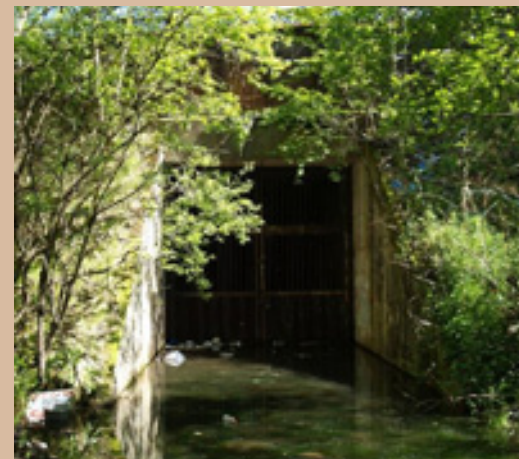
Middle Right: A photograph of the western portal tunnel mouth of Kelvindale Tunnel looking east towards Dawsholm and the Dawsholm Temple Gasworks which the tunnel led upto. Notice the detail in the tunnel mouth. The tunnel was built by the Caledonian Railway and is 180 yards in length.



Bottom Right: A tunnel that was built during the construction of Maryhill Shopping Centre (which is directly above this tunnel mouth) in the 1980s. The tunnel was made incase there was ever any plans / proposals to reopen this section of line between Maryhill and Kirklee / Botanic Gardens and the other route (which would diverge at Marhill Central Junction which is not visible looking south behind where I took this photograph) between Maryhill Central and Kelvinbridge and Crow Road (stations which and now abandoned and disused).



Right: Can you believe that even some of the original Telegraph Poles remain on this section of line.



The Future: Class 380 launch at Glasgow Central,

photos by Thomas Cook.

The mock - up display of the new Class 380 E.M.U. Siemens Desiro train fleet has been unveiled in the carpark at Glasgow Central High Level station which is situated in between platforms 11 and 14 inside the station.



The mock - up of the new train, the largest replica train ever to be installed in Scotland (23.6 metres in length and weighing 20 tonnes), was built and designed for Siemens by Zeck & Waibel of Neuss, Germany between January and April 2009 and was delivered to Glasgow Central High Level station in three parts over the weekend of 2nd / 3rd May. It has a timber frame with a fibre glass 'skin' and has been fitted with real train equipment. According to a 'facts' sheet I got given to me in a press pack I received for turning up at the event one 'fact' states that the mock - up has played an important part in the communication between designers, engineers and operators by giving them the opportunity to see inside the 'train' before it starts to get built for real and agree the with the final interior layout and design of the train.



Being consulted on aspects of the train design and sinage are Passenger Focus, who represent all customer interests as well as access groups. The mock up offers a unique preview of the new Class 380 E.M.U. Desiro fleet 16 months before the real ting launches and can be seen working on Ayrshire and Inverclyde services (Glasgow International Airport later in 2011/12). All the main interior areas of the train are showcased inside the mock - up. These areas include:

- * 'Nose - end' with drivers cab area, which has been used to develop instrument layout and ergonomics
- * Saloon vestibule areas, plus luggage spaces
- * Including wheelchair spaces and accessible toilet (wheelchair accessible)

All seating and table are exact replicas of the furniture that will be fitted inside the 'real' trains. The interior and exterior colours and fabrics are in the new Transport Scotland 'Scotland's Railway' blue and white Saltire branding which is the branding the 'real' trains will be in.







Above: Wrexham and Shropshire liveried Class 67 012 "Shropshire Lad" passes through the countryside just outside Banbury on May 23rd.

Brian Battersby

Left: Freightliner Class 66 952 passes along the banks of the canal at Godnow Bridge on May 12th.

Class47



Top Left: All the Merseyrail units that were reliveried for the Capital of Culture '08 are still so branded. This is "the green one" Class 507 033 as it approaches Hooton on May 1st. [Brian Battersby](#)

Top Right: Class 37 670 powers 6F52 Donnington Rail Freight Terminal - Arpley passed Trench Crossing on May 13th. [Carl Grocott](#)

Left: Looking very smart, inside and out, is First Hull Trains Class 180 113, seen approaching Doncaster on May 11th. [Class47](#)



Above: On May 13th, Class 92 012 is seen passing through platform 4 at Carlisle station heading south while working the 16.00 4X12 Carlisle North Yard - Eastleigh East Yard Enterprise train.

Jonathan McGurk

Top Right: Only the careful eye spots the Cotswold Class 08 and the EWS Class 67 behind this timeless classis picture of a Class 55 at Doncaster. RSG passes through on 0255 Castleton Jct - Barrow Hill May 7th. *Dave Harris*

Right: GBRf Class 66 704 "Colchester Power Signalbox" takes an MGR duty south through Doncaster on May 7th. *Dave Harris*



Left: A splendid shot of a WSMR service as it approaches Shrewsbury from Wrexham on May 9th.

Class47

Above: I think that more camouflage will be needed to hide a loco this big. Class 66 419 complete with shrubbery passes Blair Atholl on May 14th.

Richard Jones



Left: Class 57 005 and Class 47 237 pass through Bolton Percy on May 16th with a loaded scrap train from Stockton.

Andy

Bottom Left: A Class 59 in the North West. Class 59 205 with the 6F84 return working from Liverpool Bulk Terminal to Fiddlers Ferry Power station, seen here at Junction Lane Earlestown on May 15th. The loco had done a trial circuit as a possible replacement for a Class 60.

Dave Harris

Below: A regular runner on a Saturday afternoon is the light engine convoy from Immingham Depot to Doncaster and Peterborough conveying locos for weekend ballast jobs. On May 2nd Class 66 112, 66 101, 66 144, 66 040, 66 156, 66 145, and 66 066 pass Scunthorpe.

Steve Thompson







Above: Arriva liveried Class 57 313 passes through Chester with the Cardiff - Holyhead "WAG" express on May 28th. [Brian Battersby](#)



Top Right: On May 18th 6229 "Duchess of Hamilton" in streamlined condition was hauled from Tyseley to the NRM at York, Class 47 773 being the motive power. [Steve Thompson](#)



Bottom Right: On 31st May, Freightliner's Class 66 566 hauls 66 582 and 66 583 from Midland Road to Immingham, prior to their export to Poland. Here we see them disappearing into the sunset.....oh, alright then, they are heading east through Scunthorpe anyway.

[Steve Thompson](#)



Top Left: Freightliner's Class 66 613 runs through Hednesford, Staffordshire with a shorter than normal formation of HHA and HXA hoppers forming the 6M07 Crewe Basford Hall - Rugeley coal train on the morning of May 12th.

Gary S. Smith

Bottom Left: Magnificent turn up for the record on May 20th was Class 37 401 and 37 670 on the Gilbraiths to Warrington 6F42. Seen here with the driver putting on the power, attacking Pleasington bank heading towards Lostock Hall on the return working. *David Hollowood*

Above: Class 37 401 works 6W91 Crewe - Machynlleth past Commins Coch on May 24th. *Carl Grocott*



Left: Arriva Blue Class 57 316 previously known as “Fab 1” heads through Winwick Jct with the 6J37 Carlisle - Chirk timber train on May 11th.

Dave Harris

Bottom Left: Class 66 412 passes over Tomatin viaduct working the northbound Tesco service on May 8th.

Richard Jones

Below: Under the wires sees Class 37 423 and Class 20 303 heading between Stafford and Crewe with 2 nuclear flasks on May 7th.

Terry Evans





Top Left: Class 31 459 moves into the loop at Uttoxeter, Staffordshire, with the 4Q07 Derby RTC - Derby RTC test train on April 21st.

Gary S. Smith

Left: Seen passing Irthlingborough Road, Wellingborough on May 7th, Class 37 602 T&T with 37 218 are working 1Q12 Serco test train from Derby RTC to Derby RTC via Bletchley.

Steve Madden

Above: One day later, May 8th, Class 37 218 leads as 1Q13 passes through Barnetby from Brocklesby heading for a sojourn at Wrawby Junction prior to their return to the RTC.

Steve Thompson



Above: Class 158 767 pauses at Bath Spa whilst working a service to Brighton on May 4th.

Richard Hargreaves

Top Right: An impressive line up at Manchester Piccadilly on 21st April sees Class 323 229, 390 002, 158 777, and 175 111 along with a Transpennine Class 185 just visible.

Mark Wallace

Right: May 7th saw Grand Central start testing Class 180's on the Durham coast. Class 180 105 is seen near Hartlepool working 5Z24 Heaton TC – York Holgate – Heaton.

Michael J Alderdice





Above: Class 73 201 departs St Leonards Depot, near Hastings, working a light engine movement to Eastleigh on May 22nd, in preparation for the Eastleigh 100 Open Weekend event. The Electro-diesel has lost its SWT livery in favour for BR Blue and has regained Broadlands nameplates and crests.

Craig Stretten

Top Right: Class 37 401 is seen at Liverpool Docks waiting to depart with the Stanton Grove - Warrington freight on May 1st.

Mike Byrne

Bottom Right: Class 57 601 leads saloon 999506 working as 2Z02 Stockport - Rugby officers special on May 20th.

Derek Elston





Above: Class 60 059
 "Swinden Dalesman" passes its birthplace
 at Loughborough working 6M34
 Crawley - Peak Forest on May 13th.

Derek Elston

Top Right: Class 66 152 passes through
 Scunthorpe on 6V19 Immingham - Scunthorpe
 -Margam on May 22nd.

Steve Thompson

Right: Class 60 087 passes Upton
 working 6F93 Ironbridge - Warrington
 on May 12th.

Carl Grocott





Left: Following on from last months aerial shot of Toton, this month we have a birds eye view of Didcot, with the Steam Centre in the top right corner. Careful inspection reveals a couple of Class 08s and a pair of Class 66s, as well as the obvious FGW HST that is in the station.

David Hollowood

Below: On May 12th, Freightliner Class 66 596 is pictured working 6L45 Earles to West Thurrock past Glendon East on the Corby line. The cement is used in the construction of the Olympic Stadium at Stratford.

Steve Madden





Above: Class 57 315 powers through Hadnall with 1W91 16.04 Cardiff Central - Holyhead 'WAG' Express on May 21st. [Dave Dawson](#)

Top Left: Fastline's Class 66 301 descends down the incline from Lightmoor and through Coalbrookdale, Telford, with the 6Z15 Immingham - Ironbridge coal train on May 20th. Network Rail have had some trees cleared on this part of the Ironbridge branch and this has improved the photography opportunities on the incline. [Gary S. Smith](#)

Left: South West Trains Class 444 045 approaches Basingstoke with a Poole service on May 23rd. [Robert Barton](#)



Above: SWT Class 159 008 approaches Basingstoke with a southbound service on May 23rd.

Robert Barton

Top Left: Chiltern Class 168 110 passes Great Bourton bound for Marylebone on May 21st.

Derek Elston

Bottom Left: An unidentified East Midlands Trains Meridian passes Irchester on May 16th.

Steve Madden

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.

This months choice is:

Doctor Duncans
1 ST. Johns Lane
Liverpool
L1 1HF

Telephone: 0151 709 5100

Opening hours:
Mon-Thurs 1130 - 2300
Fri & Sat 1130 - 0000
Sun 1200 - 2230



Food is served between 1200 & 1530 everyday.

This pub is a 10 minute walk from Liverpool Lime street station. Situated opposite the Liverpool museum it is owned by the Liverpool based Cains Brewery.

The food in my opinion is the best meal I have had in a city centre based pub. The menu is small and offers the basics

from Baguettes, Pies, Fish & Chips and Sunday Roasts. But is cooked the way traditional pub grub should be, and they are not mean on there portions either. There are meal deals on offer two meals for £7.

Drinks served are a good range of Cains beers are on offer, along with bottled beers, ciders, soft drinks and tea/coffee

The pub interior is full of character and believe me it is worth a visit just to see the interior. There is one big bar serving four different rooms with a traditional fireplace.

It's been an excellent month for me and thanks to all who have sent in your reports, don't worry we will use them eventually!. I'm off now to dig up some more gems for you all to try, 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

The sun is hot, the sky is blue and it feels like I am in Spain. So today on our way home from McDonalds we went and sat at Colton Jct on a grassy hill and ate our chips, drank our Diet Coke, and ate our McFlurrys, which I later called McFurrys and pointed out that that would mean that the ice-cream would be furry, which would not be very nice!

There is nothing wrong with girls enjoying this hobby in the summer, we can go with the boys and they can leave us to lay out on the grass in the summer sunshine, whilst they take photos.

Anyway, we took some pictures of trains.... ok, Andrew took pictures of trains and I watched. I can never get the hang of how to take a picture of an extremely fast moving train. I certainly would never be able to hear the end of it if Andy

gave me a camera to take a fast moving train and I missed it!, or it came out blurred. (Perhaps he would not be as dramatic as I presume)
However in this weather, it's great just to be out and about. and as I said, it was a glorious day for pictures of trains and we sat in the sun, but what about the winter, or the rain. I just do not know how he manages on his Saturdays away stood on a freezing cold platform all day. My idea of hell, his idea of heaven I think. Maybe I'm just a sun person, Andy tells me there are photographers like that, only taking pictures when its sunny, thats strange, because if you've gone to all the effort of going out somewhere then why not take the picture, it's not as if digital photography costs money for processing, and just suppose that you never saw that engine ever again?

Moving on to volunteering, I want to volunteer for a preserved railway, however I never knew how much hassle it was!

I thought they wanted people to help them?
So I wonder why I still have no response from where I want to go after weeks of trying to make contact, fill forms in etc. I have waited ages to hear back from people after a number of emails and they still do not seem thrilled by me coming to help saying phrases such as, "you could come at this time... but it would be..." as though they do not wish our help to be thrust upon their railway. My idea would be if they do not want us to take down the sign asking for volunteers.

I volunteer for Oxfam charity shop and they are very pleased to get help and they even have a number to call to get help straight away on how to volunteer, unlike the preserved railway. What is needed is a call centre for all these preserved lines where they can put people in touch with lines that need certain skills, then it would be a lot easier. However I end on a positive note that I hope to volunteer for them soon and it will look great on my CV, whilst doing something I love to do!

OAKHAM VANDALISM COULD HAVE DERAILED TRAIN

British Transport Police (BTP) is appealing for witnesses after rail passengers were endangered and a train disabled by vandals at Pattersons occupational crossing near Oakham station, Rutland.

At 22:22 on Wednesday 27 May, a train driver reported striking an object at the crossing. The train is believed to have then struck a further obstruction down the line near Egleton occupational crossing, where metal drainage covers had been wedged into the track.

The 2100 hours Spalding to Nottingham service struck a metal gate on the line at Pattersons crossing and then failed after striking a further obstruction at Egleton. 'This was a dangerous act of vandalism that could have resulted in a train being derailed,' said Inspector Mark Clements from BTP Nottingham. 'These vandals have put people's lives at risk and I would appeal for anyone who knows anything about this attack to contact us.'



Mark Tarry, Area General Manager for Network Rail said: "This was an extremely dangerous act. The vandals responsible not only risked their own lives but also those of other people. The actions of these people could have resulted in an extremely serious accident and loss of life. We are working closely with BTP to catch these criminals and prevent crime across Britain's rail network."

Anyone with information is asked to contact BTP on Freefone 0800 40 50 40. Rail crime can also be reported anonymously via Crimestoppers on 0800 555 111.

£2.5m INVESTMENT AT HALIFAX STATION

Halifax station and the surrounding areas will be a hive of rail activity this May and June as Network Rail completes work at the station and on the tracks.

Rail passengers going through Halifax will see a brighter, lighter station once a £2.5m refurbishment is carried out. Work to renew the canopy and footbridge is already underway. The job will include repair of the ironwork and timberwork, removal of scaffolding, new glazing and lighting and re-painting.

Warrick Dent, area general manager for Network Rail, said: "I want to thank passengers for their patience while we carry out these works which will make a real difference to the station."

The work means that on Saturdays and Sundays from 16 May to 26 July no trains will run from Halifax. Trains will be diverted and rail replacement bus services will serve Halifax station.

The station will remain open on weekdays throughout and the disruption will not affect the ticket office.

In order to minimise disruption to passengers, Network Rail is taking advantage of the weekends where no trains are running to carry out £280,000 worth of track works at Dryclough. This involves replacing 440 yards of rail, sleepers and ballast to keep the railway running safely and reliably.

Work will also be carried out as part of a wider re-signalling scheme and maintenance teams will also take the opportunity of trains not running at the weekends to carry out work on the rail infrastructure.

All the Halifax station canopy and footbridge site work is scheduled to be completed by Christmas this year.

INVESTING IN YORK'S RAIL FUTURE

Network Rail has completed a multi-million pound deal to buy the former Thrall site and Alliance House offices at Holgate in York.

The deal not only secures the future of the engineering arm of the company's National Delivery Service in York but also saves on funds currently paid to rent the site.

Martin Elwood, director of NDS at Network Rail said: "Securing this deal is a clear demonstration of Network Rail's continued commitment to York as a railway city.

"The site is used to house and maintain the on-track vehicles we use to deal with the changing seasons; including leaf-busting trains, de-icing trains and ones that control trackside weeds and vegetation; as well as our rail delivery trains which are essential to engineering works."

Around 40 Network Rail staff work full-time on the site but, with the addition of contractors, this can increase to around 100 at busy periods.

The purchase of the site also gives Network Rail greater flexibility in managing its office space in York. Future plans are still in development.

Hugh Bayley MP said: "The Carriage works are an important part of York's history, and excellent industrial premises. When I was told earlier this year that they were up for sale I was worried that they could be demolished or that Network Rail jobs currently at the Carriage works might be moved away. I raised my concerns with Ministers and I am delighted that Network Rail has bought the premises. This will safeguard the Network Rail jobs and keep the Carriage works in use for railway engineering."

TRAIN PUNCTUALITY REACHES ALL TIME RECORD HIGH

Over 1.2bn passengers last year (April 2008 to March 2009) enjoyed the best train punctuality ever recorded¹ on Britain's railways as 90.6% of train services arrived on time². The highest since records began almost 20 years ago (1992).

Back in 2002, when Network Rail took control of Britain's Rail infrastructure, train performance was languishing at record low levels (78.6%). Working closely with train operators, accompanied by high levels of investment and attention to detail, train punctuality has been pushed up every year, and for the first time ever, over the course of the last twelve months (1 April 2008 to 31 March 2009), has reached and exceeded the 90% mark.

April 2009 was a record month in its own right with 93.5% of trains arriving on time over the course of the month - the highest ever recorded.

Robin Gisby, director of operations and customer service, said:

"Passengers are today experiencing the most punctual train service ever provided on Britain's railways. This has been accomplished through the sheer hard work and determination of tens of thousands of rail staff across the country working for both Network Rail and the train operators. "But we are far from complacent and realise that passengers' still experience some delays, albeit less often than in times past. Our focus in the years ahead will be to drive performance to even higher levels with particularly attention given to reducing the number of very late services." This record performance was delivered with well over a million more trains per year running on the rail network today compared to the days of Railtrack and British Rail.

Alec McTavish, director of policy and operations at the Association of Train Operating Companies, said: "Delivering the best ever level of punctuality is a significant achievement by all parts of the rail industry, particularly as we ran an additional one million more timetabled trains last year than British Rail did just before privatisation. Looking forward, our priority must now be to narrow the differences in performance across different services and achieve a more consistent delivery across the whole network."

To deliver the improvements in performance Network Rail has implemented several key strategies since 2004 including:

- bringing maintenance in-house in 2004 from seven private contracting companies
- the targeted renewal of unreliable infrastructure (such as track, signals, embankments, tunnels and bridges) to improve the underlying condition of railway assets
- timetabling improvements enabling more trains to run on time across the network

Over the past five years (Network Rail's last funding period, called control period 3 –CP3, 2004-2009), every train operator on Britain's railways has seen their performance improve. Most have seen dramatic improvement such at First Transpennine Express (74.6% to 90.3%), Arriva Trains Wales (80.2% to 93.1%), Crosscountry (78% to 90.1%), South West Trains (82.1% to 93.1%), East Midlands Trains (78.9% to 89.3%) and London Midland (76.4% to 86.5%).

Over the past year only two operators have seen their train punctuality noticeably fall, Virgin Trains and London Midland as a result of the disruption caused by the completion of the £9bn project to upgrade the West Coast main line.

Network Rail this week took decisive action to improve train performance on the route with the creation of a new specialist maintenance team at the southern end of the route tasked with improving the reliability of the infrastructure. Some of the company's best engineers from across the country are being used to create this new team as the company focuses efforts on pushing performance levels on this key route back towards 90%.

Performance has improved on the West Coast Main Line since 2004 with London Midland moving its annual punctuality from 76.4% to 86.5% and Virgin Trains from 72.1% to 80%, but these levels still lag behind other operators.

Network Rail is also publishing for the first time detailed, timely, performance data by franchise operator.

Train punctuality for period one (1 April to 2 May 2009) appears in the tables below.

This will become a regular four-weekly report on train performance across the network.

Train performance during period one, 09/10 reached 93.5% a record high for any period since records began almost 20

years ago. This is up from period 13³, 08/09 - 92.7% and up on period one³ last year (08/09) - 93.1%.

Six operators saw their performance significantly move (more than two percentage points),

National Express East Coast (up 6.1 percentage points to 90.3% from 84.2%), Virgin Trains (down 5.1 percentage points to 80.3% from 85.4%), East Midlands Trains (up 3.5 percentage points to 94.3% from 90.8%), First Great Western (up 3.1 percentage points to 93.7% from 90.6%), Southeastern (up 2.2 percentage points to 94.7% from 92.5%) and South West Trains (up 2.1 percentage points to 94.8% from 92.7%).

Notes:

1. National train punctuality measured for all trains across every day did not start to be recorded until 1997. Before then Railtrack & BR before it measured most services - those during peak periods (and variations) and so the percentages from 1992 to 1997 are extrapolations of the best figures available. No credible numbers exists pre1992 but anecdotal evidence from numerous senior ex-BR managers indicate that performance under BR was never better than it was in the 90s

2. Arrived on time - the measure of train punctuality also known as PPM (public performance measure) means trains arriving at their destinations within 5 minutes for commuter services and within 10 for long distance services. This measure of punctuality is common and used throughout Europe

3. Period 13 2008/9 ran from 1 to 31 March, and period one 2008/9 ran from 1 to 26 April

4. Network Rail and the train operators run more trains across Great Britain than are run in France and 60% more than operate in Italy. The UK's 24,000 trains per-day is also more than Spain, Switzerland, The Netherlands, Portugal and Norway combined

5. Actions that have contributed towards improved performance include:

- targeted maintenance and renewal programmes to the rail infrastructure, resulting in lower levels of broken rails, signal and points failures
- improved response to operational incidents, leading to a quicker time to get the railway back to normal
- opening of more integrated control centres such as York (2006) and Derby (2008). These centres bring Network Rail people and train operating controllers together under one roof, allowing them to work closely to quickly resolve incidents

SOLUTION OFFERED TO ALLOW SHEFFIELD RESIDENTS TO CONTINUE TO USE STATION FOOTBRIDGE

- Plans to be submitted to Sheffield Council allowing free access across footbridge
- Rolling manual checks to continue in meantime to protect railway investment
- Train operator warns failure to tackle problem would be a “cheat’s charter”
- Lost investment equivalent to scrapping £10m Liverpool-Norwich train upgrade

On May 14th, East Midlands Trains has offered a solution to allow residents to continue to use Sheffield Station footbridge following the introduction of spot ticket checks.

Jake Kelly, Customer Service Director for East Midlands Trains, said: “We have listened to what Sheffield has said. We want to give legitimate users of the footbridge a free electronic pass that would open the proposed automatic gates and allow them free access across the footbridge. “We will shortly submit to Sheffield City Council our application to install automatic gates, which will include offering a free pass to users of the footbridge. The Council will then need to decide whether to let the status quo continue, or permit a scheme that would mean almost all users of the footbridge would have unhindered access.”

Manual ticket checks carried out on the station footbridge over the last week prevented hundreds of people trying to fraudulently access train services without a valid ticket.

Tram users, people with mobility difficulties and parents with young children in pushchairs, as well as train passengers with a valid ticket, are continuing to be given access across the footbridge.

Jake Kelly continued: “The manual ticket checks we have been carrying out over the past week at both entrances to the station using trained staff have been extremely successful. They are now working smoothly and, crucially, they have confirmed our estimates about the scale of the problem of ticketless travel. “We are sorry for any inconvenience caused to legitimate travellers last week when the new arrangements were first introduced and desperately want Sheffield City Council to allow us to introduce our electronic free pass system tied to automatic ticket gates.

“Failure to tackle ticketless travel would be a “cheat’s charter” and we are determined to stamp it out. The money it costs the transport industry could be spent improving the public transport network and keeping fares down at a time when we all know the economy is very fragile.

“We are currently involved in a major £10 million programme to refurbish our Class 158 trains on the Liverpool to Norwich route. This project will provide a significantly improved travelling environment for passengers, including rail users travelling to and from Sheffield.

“This is the kind and scale of improvements that benefit passengers across our franchise which we would effectively be abandoning by letting ticketless travel go unstopped. It would be equivalent to simply pouring millions of pounds of investment in passenger improvements down the drain.”

Mr Kelly added: “The manual checks have ensured that the needs of most people are continuing to be met and people are also able to undertake integrated public transport journeys.

“To meet the needs of local residents, we have put forward a workable and free of charge proposal that involves giving those who require it a free electronic pass to allow them to pass freely through the station.

“We want to make that happen as soon as possible, so we will shortly be submitting our application to Sheffield City Council to start the process of getting the automated gates in place. As soon as Sheffield City Council approves the automatic gates, we will be in a position finally to resolve this issue.”

LOOP LINE WORK PROGRESSING WELL

Work to renew the railway track under the city centre between Moorfields and Lime Street stations is on target and Network Rail expected services to return to normal after the Spring bank holiday.

Network Rail staff and contractors have been working round the clock since Easter on a £4.4m project to replace the solid concrete slab that the track is bolted to. Concrete is used to make sure there is absolutely no movement of the track because of the limited clearance between the trains and the tunnel walls.

This is the final phase of a £20m scheme to renew all the track on the curved sections in the loop and will help Merseyrail deliver an even better train service for its passengers.

Network Rail’s area manager Merseyside, Wayne Menzies, said: “We fully recognise the disruption that this work causes to passengers and are grateful for their patience. This is the fifth phase of work affecting people travelling on Wirral Line trains and I am pleased to be able to say that it will be the last for a number of years.”

Bart Schmeink, Merseyrail’s managing director added: “I am delighted that the work on the Wirral loop line is all going to plan. I am sure that I speak for all our Wirral Line passengers when I say that the completion of this project can’t come soon enough. The hard work of Network Rail engineers in a difficult underground environment will make a real difference in making Merseyrail even more reliable than it already is.”

James Street, Moorfields, Lime Street and Central stations were fully reopened from start of service on Tuesday 26 May.



Explore Cumbria By Train

Northern is inviting people to explore Cumbria by train with the launch of our new Cumbria Day Ranger ticket.

They have developed the Cumbria Day Ranger ticket in partnership with Cumbria County Council, First TransPennine Express, ScotRail and Virgin Trains.

The ticket is great value for money covering some services in Lancashire and South West Scotland too.

Whether you are a visitor to Cumbria and the surrounding area or are lucky enough to live here, there is always something new to discover. The Cumbria Day Ranger offers a great value, flexible and hassle free way to explore the hidden gems this area has to offer. From world famous anvil weddings and horse fairs, to historic castles and museums dedicated to the maritime heritage of the Cumbrian Coast there is something for everyone to enjoy.

The ticket allows unlimited travel on any of the train operators' services on any given day on all rail lines within Cumbria and to / from Lancaster. It also includes services operating between Carlisle and Dumfries, Haltwhistle, Lockerbie and Skipton, Skipton - Carnforth via Bentham,



Lancaster to Preston, Heysham Port and Morecambe – and all for £32 per adult or £16 per child with further savings available to Railcard holders. Matt Beeton, Area Director, Northern said: “The summer is fast approaching and with more and more people taking advantage of

holidaying in the UK and its wonderful countryside and coastline, there's plenty to see and do in Cumbria and the surrounding area. The Cumbria Day Ranger is great value for money and gives you the freedom to explore the area by train – just hop on and off as many times as you like.”

John Kitchen, Cumbria County Council's rail officer, added: “This new ticket is an ideal way for locals as well as visitors to get out and about around Cumbria without having to jump in a car and I hope people really take advantage of it.”

The Cumbria Day Ranger is just one of many Day Ranger tickets available across the Northern Rail network. If you fancy travelling for more than a day Northern Rail's Rover tickets allow travel for either seven consecutive days or any four days within eight consecutive days.

For further information go to www.northernrail.org/offers.

Start Planning Early For Increased Demand Says Rail Industry

On May 28th the rail industry set out its vision for what the railway should look like and be able to deliver for passengers and freight users in 20 to 30 years time.

In 'Planning ahead', a paper published today, Network Rail, the Association of Train Operating Companies (ATOC) and the Rail Freight Operators' Association (RFOA), look beyond recent improvements in punctuality and the work already agreed to develop the railway over the next five years. The paper sets out a vision for the long term future that focuses on passenger and freight users' needs, including a railway capable of handling potential demand that could double over the next 30 years and possibly even triple in the longer term.

It points to a railway where:

- Passengers experience more comfortable journeys with better stations, less overcrowding
- There is much better integration with other forms of transport, with parkway stations for major cities and towns to relieve road congestion and better rail links to airports
- 80% of passengers travel on a green, electrified network
- There is new capacity on the network, including new high speed lines that has all but replaced internal flights



- Record train punctuality will be further improved and sustained
- Most replacement bus services during improvement work have been eliminated
- Freight market share doubles from 11.5% to 20% taking millions of lorry journeys off our roads
- The railway plays a vital role in reducing carbon emissions
- Track-side signals and telephones are eradicated as trains are controlled by computer and digital radio technology
- The taxpayer, passenger and freight users see a network that is highly efficient and affordable

The document also challenges government planning and calls for public transport to be at the core of housing, business and leisure planning in the future so that such new developments, that can add ten of thousands of new houses, are located where there are strong transport links that have spare capacity. Paul Plummer, Network Rail's director of planning and regulation, said: “With railway assets having a typical life of between 30 to 60 years, a long term-strategic view of what our railways will need to deliver in the decades ahead is essential. “Today's publication is a start but much more work will be done as the

industry works to advise and guide governments in making affordable investment decisions that will benefit the passengers and freight users of the future.”

Michael Roberts, chief executive of ATOC, said: “It's important that the industry comes together to form a consistent long term vision of what's needed to build a railway that will continue to be successful over the next 30 years.

“It's equally important that this thinking is based on a thorough understanding of how our customers' needs may change in the period ahead. We need to start planning for tomorrow's railway today.” Graham Smith, Chairman of the RFOA, said: “Our vision is for an efficient railway with increased capacity that can accommodate freight users' expanding domestic and international needs.

“This vision delivers reduced carbon emissions, increases the competitiveness of British industry and will enable rail to move 20% of freight in Britain. We look forward to working with our infrastructure and passenger partners in planning the railway of the future.”

Today's document signals the start of more detailed further work to shape and confirm the industry's long-term plans.

Sir Richard Branson's 2020 vision for the West Coast Main Line

A way forward for the UK's busiest long distance rail route to meet ever increasing passenger and freight demands has been mapped out by Sir Richard Branson, founder of the Virgin group of companies.

Among the initiatives that could happen within the next decade are: Journey times of under 60 minutes between London and Birmingham Construction of an underground extension to Birmingham International station with a direct link from there to the West Coast Main Line at Lichfield using the existing M6 corridor Journey times of under 4 hours between London and Glasgow Link the West Coast Main Line at its southern end with both Heathrow and HS1 to Europe Strip down and modernise crumbling stations and replace them with fit for purpose

buildings that work efficiently for rail passengers and can be a source of pride to the local community.

Sir Richard explained that all of this would be possible within a partnership with Government that allowed for the following:

- longer rail franchises of between 20 and 30 years that were linked to past performance and future investments
- Engage and encourage private sector investment
- Deliver an effective regulatory system of Network Rail
- Evaluate the environmental benefits, and economic gains to the English regions, Scotland and Wales as part of any investment case
- Bridge the gap between franchise length and asset life to reflect the whole life benefits of investments.

Within this partnership with Government, train operating companies would play a much larger role in:

- Timetable developments
- Rolling stock specification and procurement

- Station developments
- New route development
- A source of funding.

Speaking at the press conference at London's Euston station Sir Richard said:

"We are running 21st century high-speed trains through 19th century stations. For example, Crewe, Preston and Carlisle are basically great Victorian buildings crumbling away. We need to have 21st century stations. We would like the new franchises to be given control of stations so that the train operators can be incentivised to modernise them."

Turning to trains and track, Sir Richard continued: "With a £1bn investment we could, within 3 to 5 years, see our trains running at 140mph with reductions in journey times between London and all West Coast destinations. What we are asking is that the Government re-thinks the franchise situation to give train operators the opportunity to invest, grow the rail business and lessen the burden on taxpayers."

First GBRf swaps freight for folk for military charity

First GBRf, in conjunction with Nene Valley Railway is hosting a special open day at Nene Valley Railway, near Peterborough, on Saturday 20 June 2009 to raise cash for the military charity Help for Heroes (H4H), the rail freight haulier's nominated charity for 2009.

Attendees of the fun day, which will run from 10am to 6pm, will be able to see First GBRf's class 66 and 73 locomotives in action as they haul passenger trains and board a steam and diesel train service, operated by Nene Valley.

The fun day, which can be enjoyed by all the family will also feature a fun fair, a hog roast and a number of stands selling railway memorabilia.

Visitors will also have the opportunity to donate even more money to the military cause by purchasing First GBRf's exclusive H4H charity beer named 'Good Old Boy', 'Valour' and 'Night Mail' from the real ale bars. All proceeds from the sale of the beer and the event itself will go directly to the charity.

Paul Smith, contracts manager at First GBRf said: "At the end of last year we were set a challenge by MD John Smith to raise £10,000, as an organisation, for Help for Heroes, the charity which helps those who have been wounded in conflict. Our team came up with the idea of an open day at Nene Valley for friends and families interested in the railway. We hope people will come along and have fun on our trains, whilst at the same time making a real difference to the lives of our injured servicemen and women."

Entry to the fun day is on a first come first served basis, with tickets available on the day at the gate at Nene Valley.

A New Crown For King's Cross

King's Cross station is to be crowned with a new roof resplendent with energy producing panels as part of Network Rail's £450m major upgrade of the station.

The new £27m roof will see the installation of 15,000sq metres of new glazing for the main train shed and will include 2,500sq metres of photo-voltaic glass generating 10% of the station's electricity needs. The work also involves the repair, refurbishment and renewal of the main wrought-iron structure dating from the 1850s. The work has been carefully planned so that it can be carried out without causing disruption to the running of the station, thanks to an innovative roof access system which provides a safe platform for engineers to work from while train services continue to operate below.

Network Rail has appointed Kier Construction to carry out the work which will take three years to complete. Ian Fry, programme director for Network Rail said: "This is a vital piece in the jigsaw of the entire redevelopment of King's Cross station. The roof renewal will make the station brighter, more environmentally friendly and a better place to be. Crucially, we have carefully planned the way we carry out this work so that it causes no disruption to train services as we restore this impressive structure back to its former glory."

The £450m scheme to upgrade the station includes:

- The majority of the station redevelopment will be completed in time for the 2012 Olympic and Paralympic Games with the transformation complete by 2013.
- Once completed, the station will be able to accommodate 10 million more than today. An additional platform, increasing reliability and capacity at the station will be built
- The new station will include integrated transport links with international and domestic services from St Pancras and the London Underground
- The Grade 1 listed façade will be restored to its former glory by demolishing the current single-storey extension to the station
- A new open piazza in front of the station, larger than Leicester Square, will be created

Easier Access For Customers At Broxbourne Station

National Express East Anglia and the Department for Transport are working in partnership to deliver a series of accessibility improvements at Broxbourne station.

A new height adjustable counter which is DDA compliant has recently been installed at the Hertfordshire station. The new modular style fitting comprises of a window with a counter, which can be adjusted for customers using wheelchairs and mobility vehicles helping to make ticket purchasing or enquiries more convenient.

New automatic doors have also recently been fitted at the station to make accessing the station easier for all. In addition, the handrails and barriers at the station have been repainted to improve their visibility. Together, these improvements provide easier access for customers

travelling to and from National Express East Anglia's Broxbourne station.

These accessibility improvements have been jointly funded by National Express East Anglia and the Department for Transport's Access for All Small Schemes fund.

Andrew Goodrum National Express East Anglia's Director of Customer Services commented: "Investment in facilities at stations is important in helping to meet our customer's expectations for improvement. As a company we are committed to access for all and we hope that these improvements will make travel easier and more convenient."



'Smart' tickets on the cards

'Smartcard' rail tickets are coming to Scotland - signalling a new era of customer service and convenience. ScotRail is to begin trialling the new tickets among staff members in late May.

Customer testing will follow in the autumn with Season Ticket holders who travel between Edinburgh and Glasgow being first in line to try out the new state-of-the-art tickets.

ScotRail is among a vanguard of transport companies who see smartcards as the smart way forward for public transport.

It plans to test up to 10,000 tickets and the technology over the next two years before any extension of use on other services.

Unlike traditional magnetic-stripe tickets, smartcard tickets do not need to be put through a reader at station gates. Customers simply pass the card over a sensor as they walk through.

The intention is that smartcards will be available for purchase online, via telesales and from ticket vending machines at staffed stations.

Alasdair McNicoll, project director at ScotRail, said smartcard tickets offer a number of advantages.

"They are convenient and timesaving for customers. If the pilot is successful, we are keen to extend the use of smartcards to include other ticket types in future. Ultimately, extra features could even include train, bus and ferry tickets in one purchase, and special promotional deals."

Subject to the trials, ScotRail believes smartcards could eventually replace most paper tickets due to their flexibility and ease of use.

Freightliner Heavy Haul has signed a landmark 25 year contract for the rail haulage of municipal waste on behalf of Viridor in the Greater Manchester area

Operations began last year hauling waste from various sites in Greater Manchester to a landfill site at Roxby Gullet, Scunthorpe on behalf of Greater Manchester Waste Disposal Authority (GMWDA).

Since then Viridor Laing (Greater Manchester) Ltd have completed a PFI waste and recycling contract with the GMWDA which will eventually take RefuseDerived Fuels (RDF) to a state of the art plant at Runcorn, Cheshire. THE RDF will be created at plants across Greater Manchester where recyclable material will be segregated and the residue turned into fuel for the new combined heat and power station. This plant will produce electricity and steam to replace energy currently generated from non-renewable sources.

Mark Burrows Smith, Viridor's North Regional Director "Rail transport plays an important role in this PFI, in keeping traffic off the roads and therefore making a positive contribution to the climate change agenda. It was extremely important for us to find a haulier who could provide not only a quality service but deliver the reliability which will be required as part of our ambitious plans for recycling and creating green fuel for the future." Paul Smart, Managing Director, Freightliner Heavy Haul Ltd, commented:

"We are extremely pleased to be involved in Europe's biggest waste PFI and to participate in this innovative waste and recycling contract. This is a long term project in which the transport link is vital, and Freightliner Heavy Haul is delighted to have formed a long term partnership with Viridor for the entire duration of the PFI contract. We look forward to delivering the high levels of customer service, reliability and flexibility for which we have become renowned."

London Midland has launched the first of its new Watford Shuttle services

LM now has a dedicated peak time service to London Euston for passengers in Watford, Bushey and Harrow.

Watford MP Claire Ward met with London Midland managing director Stephen Banaghan to launch the first service – the 08:03 to London Euston – this morning (May 18).

The new Watford Shuttle is the first of nine planned services which will run just for passengers who travel from Watford, Bushey and Harrow providing hundreds of extra peak time seats.



Mr Banaghan said London Midland had decided to introduce the services after discussions with passengers and Claire Ward. “One of the effects of the new timetable introduced last year on the West Coast Mainline was a change to the services for Watford, Bushey and Harrow passengers. Since then we’ve been working hard at London Midland to provide more services and more seats for commuters,” he said. “Today is the first of these services and we’ve brought it in as soon as we possibly could. We met with Claire and she expressed her constituents’ concerns and we have set about putting this right. Performance is improving and the new shuttle service will provide hundreds more seats and a dedicated service for Watford commuters.” Watford MP Claire Ward said: “I am pleased that London Midland has responded to the views of my constituents and I hope that this service will ease some of the pressure but we do need more trains to be introduced as soon as possible. I will continue to work with London Midland to help them improve the services for my constituents.” A further eight services are planned and London Midland is negotiating with Network Rail to provide capacity for these services in and out of Euston. Further shuttles will operate on weekday mornings and evenings and will be phased in throughout the year.

Thameslink route timetable creates more seats

An extra 2,475 peak hour seats are being successfully delivered through the new First Capital Connect (FCC) Bedford to Brighton Thameslink route timetable, introduced as part of the Government’s £5.5 billion upgrade of the route.

Two months in, the timetable:

- has created an extra 2,475 rush hour seats.
- has been beating targets, with 91.58% of trains arriving on time in April.
- has created new cross -London routes between FCC stations north of London and Southeastern

destinations in Kent and south east London.

- has also almost doubled the number of rush hour trains across London, from Blackfriars and City Thameslink.

FCC bosses have been wary of celebrating the timetable’s success because they are operating the route with far fewer trains than originally planned.

There are fewer trains available because train manufacturer Bombardier has still delivered only a fraction of a new fleet of trains that FCC needed to make it work. So far only four of the 23 four-carriage Electrostar trains have been delivered.

Fellow train operators including Southern and Southeastern are continuing to help out by loaning extra carriages to FCC as a stop-gap.

But the lack of trains means it has been difficult for FCC to cope with service disruption.

This created delays last week.

FCC Managing Director Jim Morgan said: “Two months in, the new Thameslink route timetable is delivering almost 2,500 extra rush hour seats, new destinations and almost double the number of rush hour trains across London. “We have suffered some problems because Bombardier is late delivering us our new Electrostar trains and that is frustrating for us and our customers.

“However, on the whole the timetable has been a success, allowing Network Rail to press on with the Thameslink Programme, reducing overcrowding for passengers travelling to and through London.”

Blackberrier For All Conductors

Northern is providing hi-tech handheld computers to more than 1,000 conductors so that they can give customers faster and more accurate information.

Northern is the first train operator in the country to issue BlackBerries to all of its conductors. The £140,000 investment means that conductors will get more and better quality information about any current services, whether there are any delays, onward connections at stations and planned engineering works.

Heidi Mottram, Managing Director, Northern Rail, said: “Our customers are increasingly satisfied with the overall service that we provide but they would like more information, particularly during disruption.

“We have listened to their feedback and providing BlackBerries to all our conductors will help to keep people informed.

“We have achieved a big increase in the number of our train that arrive on time but, when there are delays, customers really want to know what is happening and that is where the BlackBerries will be a big help.” The BlackBerries have replaced a system in which Northern’s operations control centre sent messages to conductors using mobile phones and text messages.

The text messages had a limited number of characters, which restricted the amount of information that could be sent.

The introduction of the BlackBerries means that messages can be sent by email and, because there is no restriction on the length of the message, this means conductors get all the information they need in a single message.

In addition, the BlackBerries have internet access to live departure boards, which means conductors can provide customers with up-to-date information about onward connections.

The new BlackBerries will also allow conductors to send detailed information into the control centre.

20% of all British freight targeted to go by rail

DB Schenker, Britain's largest rail freight operator, has welcomed the rail industry's call for rail capacity to be expanded in order to meet an expected doubling in demand for rail freight services in the next 30 years.

The call forms part of a new vision for how the railway should look, published today in a document called 'Planning ahead', by Network Rail, the Association of Train Operating Companies (ATOC) and the Rail Freight Operators' Association (RFOA). This is the first in a series of documents the railway industry will produce as it refines and develops its thinking of what the railway of tomorrow should look like.

The vision for freight is exceptional and is strongly supported by DB Schenker. The rail industry expects that the rail freight industry will grow from transporting 11.5% of goods today to transporting 20% of all goods moved in Britain in the next 30 years. This strong growth will be accommodated on a significantly expanded railway that will:

- Continue to be the safest form of transport
- Help meet the UK's commitment to reduce carbon emissions by 80% by 2050
- Ensure that freight need never go by road because there is no room on the railway
- Be open for business when its customers need it
- Provide improved journey times between international gateways and

major conurbations

- Deliver an improved service to shippers of bulk freight, manufactured goods and logistics traffic which is attractive to domestic and international customers
- Establish rail connections to terminals and distribution centres, making rail freight a natural choice
- Provide an end-to-end service that is simple to use and flexible enough to meet users needs
- Lower pollution and carbon emissions by displacing lorry journeys

DB Schenker will work with Network Rail, ATOC and the RFOA to support the development of a renewed vision for the freight railway that ensures its growing role as a key part of the supply chain of the nation.

The results of this work will support the government's next review of the funding requirements for the railway, due in 2012.

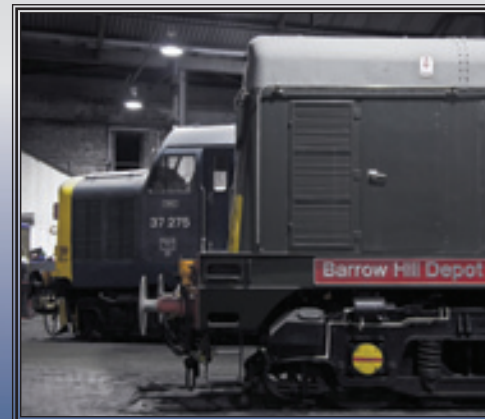
Graham Smith, Planning Director for DB Schenker, in his role as Chairman of the Rail Freight Operators' Association, said: "Our vision is for an efficient railway with increased capacity that can accommodate freight users' expanding domestic and international needs. This vision delivers reduced carbon emissions, increases the competitiveness of British industry and will enable rail to move 20% of freight in Britain.

We look forward to working with our infrastructure and passenger partners in planning the railway of the future for our customers."



Real nuts blog at Railnuts.com

RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



Pictures with a different view



Pointwork and Track replacement being carried out at Parkside Jct near Newton Le Wilows on May 3rd. [Dave Harris](#)



Left: Seen recently at the Nottingham Transport Centre at Ruddington were several models, but this one really took my eye. Looks great and had sound as well. [Class47](#)

Right: Class 66 525 passes through Scunthorpe Station with 4R20 Eggborough - HIT on May 20th. I forget what time it was!. [Steve Thompson](#)

Below: A long exposure of Class 320 314 departing platform 1 at Charing Cross station bound for Glasgow Queen Street Low Level station while working the 18.53 2E54 Balloch - Airdrie service, on May 13th. [Jonathan McGurk](#)





Preserved Railways



We start this month with a visit to the Midland Railway Centre for their 1960s gala.

Top Left: We think that this is probably one of the best places for photography along the line. Just outside Butterley station, Class 40 D212 is pictured arriving into Butterley. [Andy](#)

Above: Double take here, same location but different loco, as 92214 crosses the water.

[Class47](#)

Bottom Left: Quite often the use of Black and White can add a certain something to a photo, especially if its surroundings are in keeping with the era.

Peak D182 is seen at Swanwick Jct.

[Class47](#)



Great Central North Diesel Gala on May 16th/17th.

Top Left: Ex West Coast Class 37 248. The loco still in West Coast Railways livery, can be seen at Rushcliffe Halt.

Bottom Left: Class 56 098 backs onto the train at Ruddington, whilst the Class 25 awaits its next duty.

Above: Class 20 154 hauls a rake of ex Gatwick Express coaches along the line towards Loughborough, seen passing through Rushcliffe Halt.

All: Richard Hargreaves





Following the successful Steam, Steel and Stars gala in April, the Llangollen held a DMU gala on May 16/17th. This is the Class 104 DMU passing Berwyn on the Saturday. [Brian Battersby](#)



**More from the Llangollen DMU
gala in May.**

**Top Left: Bubble car 55001
arrives at Glyndyfrdwy looking
superb in all over BR blue.**

**Bottom Left: A Class 105 and
Class 127 combination arrive at
Llangollen.**

**Top Right: Another unit thats
looking great is the Class 108
in Blue/Grey livery, seen here
departing Llangollen.**

**Bottom Right: Final one comes from
the Class 109 seen crossing the River
Dee just outside Llangollen.**





Class 33 103 stands at Harmons Cross prior to departing for Norden during the Swanage Railway's Diesel Gala on May 9th. [Craig Stretten](#)

'Tornado' presented with 'The Sir Henry Royce Foundation Memorial Award'



The A1 Steam Locomotive Trust, the organisation behind Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, has been awarded the prestigious 'The Sir Henry Royce Foundation Memorial Award', which honours achievement and excellence, by The Worshipful Company of Carmen.

The award, whose previous winners include The Ford Motor Company (for the design and development of the Ford/PSA V6 2.7 litre diesel engine), London & Continental Railways Ltd and Link Engineering (for Phase 1 Channel

Tunnel Link) and Rolls-Royce plc (for the Trent Engine), was presented to Mark Allatt, chairman, and David Elliott, director of engineering, on behalf of The A1 Steam Locomotive Trust, by The Lord Mayor of the City of London, Alderman Mr Ian Luder . Dr Cedric Ashley CBE, Trustee of The Sir Henry Royce Memorial Foundation and member of the Awards Panel of The Worshipful Company of Carmen, said:

"This was not an award for nostalgia but an award for achievement and engineering excellence. Tornado incorporated many new

features such as a fully welded boiler and had all the braking and control equipment to meet current British Rail standards. The integration of steam traction and current electronic technology is noteworthy."

Speaking about the award, Mark Allatt, chairman of The A1 Steam Locomotive Trust added: "The Trust is deeply honoured to have received such a prestigious award as The Sir Henry Royce Foundation Memorial Award. In 1990 a group was formed with a vision and the determination to make it succeed – to build and operate a Peppercorn class A1 Pacific"





Inside the Great Central Railway workshops at Loughborough in May sees work continuing on restoring Ivatt 46521 (Above), whilst Standard "5" 73156 is also undergoing attention.

Ian James Allison

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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!



NEW LAMP HUT – OLD LAMP HUT! FROM WHETSTONE TO ROTHLEY FOR GCR ORIGINAL BUILDING

New signals go up as the countdown to Swithland box commissioning is on.

The annual Great Central Railway signal and telegraph work week has seen major strides towards the opening of the lines next signal box at Swithland Sidings.

Tens of volunteers spent a week on the line. They were given support by members of the army who had returned to volunteer after a training exercise earlier in the year.

Meanwhile Rothley station has seen a new addition, in the shape of an original GCR lamp hut. The hut comes from Whetstone station, some fifteen miles to the south. GCR volunteer Shawn Sanders takes up the story. "This particular lamp hut was built for the GCR in 1898 by the Railway Signal Company, at a cost of some £50. In 1969 when the line closed a neighbour bought it for firewood at a price of five shillings then transported it several hundred yards north along the line to his back garden. It served for another forty years as a shed.

He has kindly offered it back to the railway for its original purpose and we were delighted to accept a very generous offer!"

The lamp hut has now been installed next to Rothley box, which itself came from Wembley (blind lane Junction).

At Swithland itself the first circuits have been tested in the new signalbox relay room. A tentative date of late 2010 has been set for the box to be fully operational depending on the amount of volunteer effort available. During the work week new signals were installed at Rothley - these are part of the Swithland project as they control train movements along the double track towards the new box.

Graham Bannister, the signal and telegraph department leader said, "Once again I'm really grateful to every volunteer and member of staff who gives their time so enthusiastically for work week. We've made some good progress."

The Great Central Railway would particularly like to thank Morgan EST for assisting with the erection of the new signals. They provided road rail vehicles as part of a training exercise. Grateful thanks are also due to Network Rail graduate engineers and staff from Volker Rail who also gave their time very generously.

Top Right: New lamp hut at Rothley
Ian James Allison

Bottom Right: Work in progress at Rothley to install new signals.
Steve Taylor





Above: Visiting from the Bluebell Railway, SE&CR O1 class No. 65 approaches Cranbrook Road level crossing, between Rolvenden and Tenterden, while working a freight train to Tenterden Town station, during the Kent & East Sussex Railway's The Last Train's Gone Gala on May 4th. This was the first time that the O1 had been on the K&ESR for over 50 years.

Craig Stretten

Below: Visiting from the Kent & East Sussex Railway, SR USA class No. 65 leads GWR 57XX class No. 7715 away from High Rocks, while working a Groombridge to Tunbridge Wells West service, during the Spa Valley Railway's Spring Steam Gala on May 16th.

Craig Stretten







Above: Class 08 054 stands in the sun at the Yorkshire Dales Railway, Bolton Abbey Station, on May 30th. [Richard Hargreaves](#)



Top Right: 47324 thunders through Burrs on the East Lancashire Railway in the summer sun, heading a service to Bury on May 30th. [Richard Hargreaves](#)



Bottom Right: It has been a long haul for the volunteers from the 48624 Society, but on the weekend of May 25/26th LMS Stanier 8F 2-8-0 locomotive 8624 moved under its own power for the first time in almost 44 years - the end of a 28 year restoration of the locomotive from scrap condition. [Richard Hargreaves](#)



GREAT CENTRAL RAILWAY WARTIME WEEKEND SET TO COMMEMORATE 65TH ANNIVERSARY OF THE D DAY LANDINGS.

Wartime weekend event
13th and 14th June 2009

A decisive moment from the second world war will be the focus of this years wartime weekend at the Great Central Railway. The Normandy landings will be remembered in a number of ceremonies as part of the weekend.

Most poignant will be a Saturday poppy drop using a vintage aircraft, which will take place at Quorn and Woodhouse station at 4pm on Saturday 13th. The Royal British Legion is supporting this years event and members will be at Quorn to present their standards to remember fallen comrades.



On Sunday there will be a church service due to be attended by local dignitaries.

The weekends other events will see military vehicles and costumed re-enactors mingle with visitors along the line. The Battle of Britain flypast is also due to visit both days.

Alan Brassey, Commerical manager for the Great Central Railway said, "The wartime weekend is one of the highlights of our year. This event will be particularly poignant as we bring together people to remember the terrible sacrifice of the Normandy landings. We very pleased to be joined by the Royal British Legion for the poppy drop and church service."

The railway will run a busy timetable, with regular steam hauled services to take visitors between attractions along the line.

GCR SERVES UP 'WESTERN DELIGHT' FOR SEPTEMBER DIESEL GALA

Two visiting engines announced -
Class 50 and Class 52

4 'BIG' unit expected in action

The Great Central Railway has announced an exciting line up of motive power for its September diesel gala. For the first time a Class 52 'western' will be visiting the land locked Leicestershire line.

Agreement has been reached with the National Railway Museum and a haulier to hire and transport D1023 "Western Fusilier". The engine is expected to stay for around three weeks. A special method statement to transport the Western to the GCR's road

loading point at Quorn has been developed.

Meanwhile a Class 50 is also expected to visit for the gala giving a truly west of England feel to the event. It is the first time a Class 50 or a Class 52 will have visited the line. Both classes have been often requested by enthusiasts.

Event organiser Andy Carter said, "We're really pleased to be bring two new classes to the Great Central, particularly ones which have a strong following. They've been requested so many times that we're sure this will be a very popular event, so we've decided to extend it to three days. It will now take place on the 11th, 12th and 13th of September. These big engines will look right at home on the double track. We had some big steam events last year so this should be by way of balance for our diesel enthusiasts."

Visiting Class 47 714 and 37 314

should also take part in the event meaning four 'non resident' engines will be featuring in the double track intensive timetable. It's thought Class 20 D8098 (from the home fleet) will be returned to action in time following overhaul and repairs.

Meanwhile the GCR's 4'BIG' unit is also close to entering traffic on the line. It has been completely cosmetically restored and now sports an all over green livery. Inside period features have been repaired and restored. The more modern TSO style carriage which arrived with the unit in 2005 has been exchanged for a period buffet car. The unit which is cleared for push pull operation will operate with the National Railway Museum's Class 33. The GCR is expecting to set up a beer tent for the event and is investigating arranging demonstration lifts with its newly arrived 75ton rail crane.

BRAND NEW BOOK CELEBRATES ALL THINGS GREAT CENTRAL!

The Great Central Railway is celebrating forty years of preservation in 2009. To mark the occasion a brand new hard back book has just been published featuring more than one hundred and fifty glossy colour photographs, capturing the award winning heritage railway through the seasons. Many of the images were captured during 2008 when many high profile express engines visited

the railway including brand new steam locomotive Tornado. The GCR's award winning restoration of celebrity engine "Oliver Cromwell" is also featured. "We're thrilled the publishers have chosen the Great Central to focus on" said commercial manager Alan Brassey. "The selection of photographs captures the atmosphere of our main line double track railway perfectly. There are views right along the eight miles of our line between Loughborough and Leicester North." There's another anniversary being celebrated at the same time. Its 110 years since the original Great Central route to London was opened

for business. A beautiful set of first day cover stamps features scenes from the opening year 1899. The book is available now at the Great Central Railway shop for £14.99.





The North Yorks Moors
Steam Gala was held over two
weekends at the beginning of
May.

Above: 49395 storms up the
bank towards Goathland.

Right: The obligatory visitor to
any line at the moment,
60163 "Tornado"

Far Right: 6619 passes through
Darnholme.

All: Ian Furness

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Meanwhile at the Great Central's
40th Anniversary weekend
on May 9/10th.

Left: 30777 "Sir Lamiel" heads the 10.50
Loughborough - Rothley Brook
TPO at Kinchley Lane.

Derek Elston

Bottom Left: D123 'Leicestershire and
Derbyshire Yeomanry' works the 11:15
Loughborough Central to Leicester North
service past Kinchley Lane.

Steve Madden

Below: D5401 passes Kinchley Lane with
the 12.30 freight from Loughborough.

Derek Elston







Alstom to provide the city of Montpellier, France, with 23 additional Citadis trams for its third line

The Montpellier area council announced on May 12, 2009, its decision to select Alstom to supply Citadis trainsets which will run on its third tram line, thus renewing its confidence in its historical partner. Alstom had already supplied the equipment for lines 1 and 2, brought into service in 2000 and 2006. The contract is worth a total of €117 million. It consists of a firm order, worth €65 million, which includes design studies, building

a scale 1 model and manufacturing 23 Citadis tram trainsets. It also covers three conditional phases relating to 12 additional trainsets and the maintenance over 10 years of the 23 trainsets of the firm phase. The signature of the contract is expected in the next weeks.

This third Montpellier tram line will connect the west and the south of the region and will serve the areas of Juvignac, Montpellier, Lattes and Pérols. 22,4 km long and including 32 stations, it will be brought into service in 2012.

The external design and interior of the trams, selected for their originality and attractiveness, result from a joint design project between the Transport department of the Montpellier area council (TaM) and the design departments of Christian Lacroix and Alstom Transport.

The Alstom Citadis tramway offers passengers an optimal

quality of life on board and a maximum level of comfort: low integral floor, air-conditioning, video surveillance, on-board visual and audio information. With a length of a 42 metres, the trainsets will be able to accommodate more than 300 passengers. The trains will be developed at Alstom's Valenciennes site, northern France, centre of excellence of the Group for urban rolling stock. Five other French sites will take part in the manufacturing: Tarbes for electrical and electronic traction equipment, Ornans for engines, Le Creusot for bogies, Villeurbanne for onboard electronics and La Rochelle for final assembly.

Montpellier will benefit from a proven product, based on a long market pedigree and extensive experience. To date, 1221 Citadis tramways have been ordered by 29 cities across the world. More than 60 other cities have a future tramway project.

Bombardier and Alstom Awarded Order from Deutsche Bahn for 83 Electric Multiple Units for the Suburban Railway Stuttgart

Bombardier Transportation and Alstom Transport have won an order from Deutsche Bahn Regio AG (DB) for 83 electric multiple units of the ET 430 series. The value of the order amounts to approximately 452 million euros (\$605 million US). Alstom's share accounts for around 112 million euros (\$150 million US). The contract includes an option for up to 83 additional electric multiple units.

In a European-wide bid, at the beginning of March 2009, DB Regio AG won an order from the regional council of the German city of Stuttgart (VRS) to further operate its S-Bahn network. DB Regio will run the new multiple units on six suburban railway lines carrying approximately 330,000 passengers daily. The new vehicles are up to 40 percent more energy efficient than the currently used ET 420

series in Stuttgart's S-Bahn system. The multiple units are equipped with environmentally-friendly electrical brakes, which are able to feed back surplus energy to the power grid when braking. Heat released by components, such as transformers and power converters is used to warm the vehicles, which in turn generates significant cost and energy savings.

The design of the electrical multiple units type ET 430 was developed in close cooperation with the operator S-Bahn Stuttgart. The four-car vehicles are fitted with 24 electrical swivel-sliding doors each with bridge plates for more safety during board and exit. The wide centre aisles of the vehicle and the accessible gangways allow for comfortable, convenient and safe passenger flow within and between cars. Excellent visibility of the complete interior length of the train is achieved due to the spacious clearance above the seat backrests. This high level of openness as well as four video security cameras per car increase passenger safety. Onboard monitors display information on live rail traffic in real time.

The trains achieve speeds of up to 140 km/h and have excellent accelerating power. They are also designed according to the latest EU Directives "Technical specification of interoper-

ability" (TSI), "Accessibility for persons with reduced mobility" (TSI PRM) and "Safety in tunnels" (TSI SRT). Taking into consideration the current crash requirements, all vehicles provide a high level of safety. The vehicles will be built by Bombardier in Hennigsdorf and by Alstom in Salzgitter, both located in Germany. They will be delivered between February 2012 and December 2012.

Dr. Lutz Bücken, Systemverbund Bahn's chief

representative, responsible for DB procurement said: "Our aim is to offer our customers the best possible service, which is why we consistently continue to invest in modern, reliable and energy efficient vehicles. Deutsche Bahn will remain one of our economy's major contractors, ensuring job security in the coming years with its orders."

Dr. Klaus Baur, Chairman of the Board of Management, Bombardier Transportation Germany commented: "The ET 430 opens a new chapter in our successful and long-standing cooperation with Deutsche

Bahn. It is a technically sophisticated and advanced electric multiple unit. Once more, this order highlights our expertise in the field."

"The ET 430 offers passengers environmentally-friendly efficiency combined with comfort and safety. This is the right concept for future commuter traffic", stated Stephan Krenz, President Business Unit Germany & Scandinavia and Managing Director Germany, Bombardier Transportation.





Left: DB loco 143 9520 - 0 pulls into Warnemunde on a shuttle train from Rostock on May 1st 2009

David Hollowood


Below: Czech diesels 753 187-4, 743 009-3, 743 010-1 and 743 002-8, stand under a full moon at Liberec May 9th. The Class 753 certainly looks like it has seen better days.

Jan Beránek



Arriva liveried 223 067-0 along with its two matching coaches are seen working a service to Oberstaufen on April 25th. *Josef Petrák*





On May 4th 1981, Class 50 007 "Hercules" was in charge of the 15.10 London Waterloo - Exeter St. Davids and is seen here on the double-track section near Milbourn Port. Milbourn Port was a Beeching Closure and closed on Mar 7th 1966 and was part of a general de-classifying the route as a secondary line and to enable economies, the majority of the line became single with passing loops and short double-track lengths as can be seen here. It is interesting to note that later in 2009, a new loop will be installed at Axminster, in order to allow an hourly London Waterloo / Salisbury - Exeter St. Davids service. [David Mead](#)

Top Right: For the majority of the 1980's, train services operated from London Waterloo to Exeter St. Davids every two hours and were in the hands of the Class 50's following their transfer from the Preston - Glasgow section of the WCML after electrification.

Here, Class 50 037 "Illustrious" is seen approaching a sadly neglected Templecombe Station on 4th May 1981 with the 15.20 Exeter St Davids - London Waterloo.

Most services however, were formed of sets of nine or ten vehicles with buffet car facilities.

The majority of stations west of Salisbury were unable to accommodate the long lengths and intermediate station passengers were ushered into the front three.

However, 30 months after the photo was taken, Templecombe station re-opened as a single line platform on 3rd October 1983 having been closed since 7th March 1966, when it was a main-line junction for Bath and Bournemouth services.

Today, Templecombe is a railhead for north Dorset villages and enjoys a reasonable service of Class 159's. *David Mead*

Bottom Right: Just the bodyshell remaining in this shot of Class 37 011 at J. Rollason, Wellington on August 29th 1989. This loco was one of the first to be scrapped in the TOPS era.

Richard Hargreaves





Above: Class 50 D400 is seen departing Salisbury on August 1st 1991. Also seen in the station is a Class 47/7 in Network South East livery working a service from Waterloo - Exeter and Class 155 303 which later in life had a change of identity and was split to become a pair of Class 153's.

Richard Hargreaves

Top Right: Lev 1 experimental railbus is pictured stabled at Ipswich along with Class 03 196 on November 26th 1980. *Derek Elston*



Bottom Right: Class 03 158 stands alongside Class 56 089 at Doncaster Works on October 3rd 1982. *Jon Jebb*



