

# Railtalk Magazine

**Issue 35**  
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**Black Beauty - Grand Central's Class 180**



# Welcome

## From The Editor

Welcome to Issue 35 of Railtalk Magazine, to start with, as normal I would like to thank everyone that has supported the magazine in any way, If you want to see some of the excellent DRS Open Day photos that we have been sent, then look in issue 35 xtra.

At this beginning of this month it looked promising, maybe a month without rain, and the main picture below shows this, just two days into the month and its glorious sunshine! But well we all know what happen for the rest of the time, very much like today, rain!

But looking at the best of this month, we have seen, not new liveries, but variation, and newer liveries applied to old locos. Towards the end of this month we saw two of DB Schenkers Class 37s be repainted into house colours, and also one of the new members to the Grand Central fleet 180 112 receive the house branding. Hopefully these will bring great interest to us in the forth coming months, if it stops raining.

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Yorkie, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Warren Armstrong, Jonathan Gill, Mike Evans, John, Craig Richardson, Josh Watkins, John Pitt, Alan Usher, George McFarlane, JulianG, Colin Irwin and as always a big thanks to the RailUK team for assisting in proof reading.

**Andy Patten**

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## Submissions

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

Send us your news and pictures to email:

[entries@railtalk.net](mailto:entries@railtalk.net)

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## When do we publish?

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

More information can be found by visiting Railtalk forums.

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**Front Cover:** Almost as eye-catching as the Southern Pacific "Daylights". Freshly painted "Grand Central" Class 180 112 speeds North past bridge 33 on the ECML with 5Z80 13:24 Wolverton Works-Heaton on July 25th. *Warren Armstrong*

**This Page:** On July 2nd, DRS Class 37 609 and 37 610 pass Gailey, Staffordshire with the 6M67 Bridgwater - Crewe. *Gary S. Smith*



# Charter Scene

[charter.scene@railtalkmagazine.co.uk](mailto:charter.scene@railtalkmagazine.co.uk)

This month's round up of the British charter scene



Class 47 760 leads a very mixed rake of vintage stock working 2213 Fort William - Carnforth through Carlisle on July 11th. [Carl Grocott](#)





Above: Great Western 5043 "Earl of Mount Edgcumbe" pulls "The Shakespeare Express" into Birmingham on July 5th.

*Richard Hargreaves*

Top Left: On July 24th 76079 heads through Forden on 5Z70 Crewe to Machynlleth empty coaching stock move, in preparation for the seasons steam on the Cambrian. *Pete Cheshire*

Bottom Left: On July 19th, "Tornado" glints in the evening sun as it passes Norton Fitzwarren on the approach to Taunton with the return working of one of the popular "Torbay Express" charters from Kingswear to Bristol Temple Meads. *Jonathan Gill*





Above: West Coast's Class 47 826 is seen on the tail of 1223 Bath - Saltburn leaving Middlesbrough, July 6th.

*James Stoker*



Top Right: On July 6th, West Coast's Class 47 804 is seen arriving at Middlesbrough working 1223 Bath - Saltburn.

*James Stoker*

## RETRO RAILTOURS LTD



We are pleased to announce our next tour,  
'The Retro Oldham Loop & Cumbrian Choppers'

*Your last opportunity to enjoy loco-haulage on the Oldham Loop!*



**WWW.RETRORAILTOURS.CO.UK**

The tour will run on **Saturday 29th August 2009** picking up at:  
Huddersfield, Stalybridge, Mills Hill, Rochdale, Shaw, Oldham Mumps, Manchester Victoria, Bolton, Leyland & Preston.

The train will then travel along the scenic Cumbrian Coast line, where you have the option to alight at Ravenglass, for the Steam Railway, Whitehaven or Carlisle. We will then pick up along the Coast line on the return.

Fares boarding at stations between Huddersfield & Oldham:  
Standard Adult: £54, Standard Child £35  
First Adult: £80, First Child £65  
Premier Dining: £135

Fares boarding at stations between Manchester & Preston:  
Standard Adult: £49, Standard Child £30  
First Adult: £75, First Child £60  
Premier Dining: £130 *(not available from Leyland or Preston)*

We expect to leave Stalybridge around 7am, and arrive back at around 9pm, with between 4-5 hours at Ravenglass, Sellafield / Whitehaven or up to 1½ hours in Carlisle.

**WE HAVE REQUESTED DRS CLASS 20s TO HAUL THIS TOUR.**

To book, you can visit our website [www.retrorailtours.co.uk](http://www.retrorailtours.co.uk) or alternatively postal booking can be sent to  
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.

Enquiries ☎ 0161 330 9055





Top Left: Class 37 069 leads with 20 302 on 1248 the West Highlander Spitfire tour south to Preston passed Float viaduct on July 18th. [Mike Evans](#)

Top Right: Newly liveried into DBS Class 37 670 leads 37 401 on the Northern Belle Edinburgh to Oban tour towards Falkirk High station on July 26th. [Mike Evans](#)

Left: Class 20 302 stands alongside Class 67 004 at Fort William on July 17th, The Class 20 was working Spitfire Tours "The West Highlander", the Class 67 was on Scotrail sleeper duties. [Carl Grocott](#)





Class 37 069 and 20 302 are seen at Oban on another leg of Spitfire's "West Highlander" railtour in July. [Carl Grocott](#)





Class 87 002 is captured here at Crawford on July 11th heading south on Spitfire Railtours 1286 "Electric Scot" charter from Birmingham Int. to Glasgow Central. [John](#)



Right: Class 37 516 and 37 676 "Loch Rannoch" pass Northampton working 5Z37 Carnforth - Southall ECS move, on July 10th. [Derek Elston](#)

[charter.scene@railtalkmagazine.co.uk](mailto:charter.scene@railtalkmagazine.co.uk)

Below: 60009 "Union of South Africa" passes Murthly on July 4th, working a tour from Perth - Inverness. [Richard Jones](#)

Bottom Right: Class 87 002 "Royal Sovereign" was one of the 36 locomotives of this class built at Crewe between 1973 and 1976 for operating on the West Coast Main Line between London Euston and Glasgow Central. The class were all in BR corporate Blue Livery and it was not until the privatisation that the locomotives became part of the "Porterbrook" group, with the class changing into Virgin livery and later un-corporate colours following the withdrawal of the class from West Coast Duties. The majority of the class were eventually sent to Bulgaria but thankfully, 87 002 remained at home and was a welcome brief visitor to Carlisle on 11th July 2009 when working an enthusiast railtour from Crewe to Glasgow Central (and Ayr) bringing back some of the nostalgia to the station, which was at one time an everyday occurrence.

[David Mead](#)







Top Left: On July 9th, to mark the 42nd year of the end of steam traction on the South Western main line from Waterloo to Weymouth, a special was run from Clapham Junction to Weymouth.

Waterloo was unable to be used due to constraints of the morning weekday peak, as it was required to depart from Clapham Junction at 08.10 under reporting code 1Z92. It however was able to run back to London Waterloo on its return journey.

The train appropriately named “Sunny South Special” was seen here south of Beaulieu Road station, headed by the preserved : Bulleid Battle of Britain 4-6-2 34067 “TANGMERE”, within the environment of the New Forest, associated with “Southern” Pacifics during the 50s and 60s! The train was run both ways without the use of a diesel on the rear and the strength and skills of the footplate crew were certainly tested to the limit, as it also tackled the four miles of 1 in 53 rising gradient from Weymouth to Bincombe Tunnel also unassisted, due to the rostered diesel banker having failed! Although, the return service unfortunately departed Weymouth nearly 2 hours late, because of the failed diesel, it was a memorable journey and a testimony to the power of the Bulleid Pacifics!

*David Mead*



Bottom Left: Seen at Lincoln on July 18th, was GWR 4-6-0 No. 4936 “Kinlet Hall” returning to Tyseley on 1Z65. This shot shows it awaiting departure from the station.

*Steve Thompson*





Summer's here, the thrice weekly "Scarborough Spa Express" has commenced and runs throughout August. 45407 is seen here during the first week. [Andy](#)





Class 87 002 with Class 47 786 at the rear (you can just see the roof of it) is seen whizzing past Elvanfoot heading south while working the 16.27 1287 Glasgow Central High Level - Birmingham International, Spitfire Railtours "The Electric Scot" on July 11th. [Jonathan McGurk](#)





Top Left: West Coast's Class 37 676 "Loch Rannoch" is pictured on the SRPS Polmont - Perth - Inverness railtour as it passes Perth on July 4th. [Richard Jones](#)

Above: On July 25th, in a lucky patch of sunshine, 70013 "Oliver Cromwell" passes Dawlish Warren whilst working 1273 1630 Plymouth - Birmingham New Street, which will be hauled by a Class 47 from Bristol. [Liam](#)

Left: 60163 "Tornado" passes a busy Dawlish Warren working "The Torbay Express" on July 5th. [Steve Andrews](#)





Above: On July 25th, GBRf Class 73 209 and 73 205 haul Flamboyant Tours "Brighton Rocks with AC:DC" with the Cargo-D Mark 2 Coaches in 1980s Intercity livery. WCRC Class 47 786 was at the back as insurance.

*Julian G*

Top Right: GBRf Class 73 205 and 73 209 approaches West Brompton station hauling the return leg of Flamboyant Tours "Brighton Rocks with AC:DC" 1287 17:30 Brighton - Doncaster via Willesden Brent. At Willesden the Class 73s will detach and the AC Locomotive Group Class 87002 worked the remaining section.

*Julian G*

Right: 34067 rounds the curve at Exeter on July 5th whilst working "The Cathedrals Express".

*Steve Andrews*





Right: The UK's newest locomotive, which happens to be steam, 60163 "Tornado" which recently appeared on BBC's Top Gear. The A1 Peppercorn is seen passing a wet Sugarloaf with 1Z28 1717 Kingswear - Bristol Temple Meads "Torbay Express".

*Liam*



Below: After their railtour jaunt to and from Cornwall the previous day, DRS Class 37 194 and 37 087 pass Gailey, Staffordshire with the 5Z75 Coventry North Yard - Carnforth Steamtown empty carriage stock working on June 28th.

*Gary S. Smith*





Right: "Hastings" DEMU No. 1001 arrives into Nottingham station prior to working the return leg of Hastings Diesels Limited's "The Midland Forester" Raltour, which started from Hastings early on the morning of July 4th.

*Craig Stretten*



Below: On 11 July, D1015 "Western Champion" enters on to the West Somerset Railway at Norton Fitzwarren, with a London Paddington to Minehead special for GBRf. The train was conveying invited guests, press etc. to Minehead for the naming of two of the company's locomotives, Class 66 732 and 73 141, as part of the company's 10th birthday celebrations.

*Jonathan Gill*





## Summer Promotions

Since my last article, East Midlands Trains ran two promotional 'Red Dot Days' at Corby (22 July) and Chesterfield (30 July). The final one to be announced so far is at East Midlands Parkway on Saturday 15 August. The deal is unlimited travel on East Midlands Trains for only #10. The only 'catch' is that you must purchase the 'Red Dot' ticket at the named station, either in advance or on the day. On the plus side, one voucher can be used for many tickets, so if you know someone who is able to get to the ticket office at East Midlands Parkway. Go to [www.reddotday.co.uk](http://www.reddotday.co.uk) for a voucher. It is rumoured that further Red Dot Days are planned, but details are yet to be released.

EMT's sister company South West Trains (SWT) are also offering a similar promotion throughout Summer, however for £10 all you get is an out and return trip, not a day rover. However it is available at any SWT station and generally for flows where SWT set the fare, although this does mean some of the extremities of the network are unreachable. Reports suggest that ticket machines will sell the tickets on the day.

Lastly, Grand Central (GC) are offering one third off all their fares, but this can only be booked on the GC Mobitix website. This can be found by going to the GC website, then Tickets & Fares, then E-Tickets. Or go straight to [www.mobitix.thetrainline.com/gc](http://www.mobitix.thetrainline.com/gc).

## Combining Advance fares (again!)

I wrote in the May edition that I believe that the rules do allow Advance tickets to be combined for a single journey, and that if you are delayed you are covered for that journey, and I quoted the relevant rules from the National Conditions of Carriage and the Advance ticket conditions that state this.

Passenger Focus agrees that passengers should be covered. However some railway staff still insist this is not the case, so we are pursuing ATOC to clarify the situation. One former guard on a web forum even claimed it was the customers fault if they were delayed on a train, and that customers have been "prosecuted" over the issue. Basil Fawltly would have been proud! While we are seeking ATOC to clarify that the rules do cover passengers in the event of delays (as I firmly believe that the way the rules are written it is permitted) I would be interested to hear from anyone who has experienced delays while on a combination of Advance tickets, and what the outcome was. Please either post on the forum or, if you wish to remain anonymous, contact me by emailing the editor.

## FOSS Rover validity

The Freedom Of Severn & Solent (FOSS) Rover is very popular with enthusiasts, not least because of the Class 67 service from

Cardiff to Taunton operates entirely within the FOSS area, plus other bonuses such as the Lymington line also being covered. In 'The Manual' (formerly known as the FRPP/NFM) it states that the FOSS Rover is valid "Available after 0900 (Mondays-Fridays) or when Off-Peak Day Return is valid (whichever is earlier). Available all day Saturdays, Sundays and Bank Holidays".

A passenger wishing to do Bristol to Weston-super-Mare in the morning peak, may, at first glance, think that a FOSS may not be valid as the Off Peak Day ticket for this journey is valid from 0920 (The FOSS would in that case be valid from 0900). However, a Bristol to Weymouth Off Peak Day ticket is valid after 0700! Break of journey is permitted with both Off Peak Day and Rover tickets, so there is no reason why you cannot use a FOSS in the morning peak for that journey, however if questioned you have to say your journey is to Weymouth (you will simply be "breaking" the journey)!

## Ticket advice for all

Advice on rail ticketing is available on [railforums.co.uk](http://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.



Saturday 15 August is Red Dot Day at East Midlands Parkway station. For one day only, enjoy unlimited travel on the East Midlands Trains network for just £10. And you can take the kids for just £5.



## The Western Chieftain Tour Review

Friday 19th – Sunday 21st June 2009

### *Leading up to the tour*

On the evening of February 26th 1977, D1013 & D1023 pulled into London Paddington for what was thought to be the last time. So, who would of thought then that 32 years, the DTG in conjunction with Pathfinder Tours would manage to take one up to the Scottish Highlands and to Kyle and back. This tour was going to be one not to miss out on, and this is how it went...

### *Day 1, to the Highlands!*

The tour had originated from Bristol Temple Meads at 0700 with 67006 taking the tour to Bescot, where it handed over to D1015 for the 1,000 mile trip to Kyle and back. At 1107, a few minutes early the tour rolled into platform 12 at Crewe, a few photos were taken before boarding and finding our seats in Coach B. We left Crewe at 1115 and soon picked up speed. Everything was going fine until we crossed Dutton Viaduct, where the emergency brakes come on and we came to a stop just before Weaver Junction. There was a couple of moment's worry that something had gone wrong until we started going again.

As we slowed down for a crew change at Warrington Bank Quay, 37401 & 37670 were stopped on Arpley Yard ready for a tour the following day. After a quick crew change we were underway and 87002 was spotted lurking in the dark at Dallam Royal Mail Terminal. Before long we were soon on the approach to Preston, where we were booked to stop for 30 minutes to refill the coach water tanks and to

allow passengers to have a leg stretch. A few photos were taken before getting underway on time. Before long we were running alongside the M6, and then through Lancaster and Carnforth before beginning the climb up Shap.

Despite our relatively short load of 9 coaches, the long climb up Shap certainly seemed to tax D1015 as we were beginning to lose speed, but non the less we topped Shap with comparative ease. We then began the long drop down into Carlisle, passing through Penrith on the way we were 7 minutes ahead of time. D1015 gracefully glided into Carlisle Citadel 10 minutes early, where we bailed off for more photos. After on DRS Kingmoor Depot, 50049 was sat there alongside the array of 20s, 37s, 47s, 57s and 66s. How strange that two former Western Region loco should meet up so far north.

Yes, I'm aware that 50s did work on the West Coast when there were first introduced, but they did spend more time on the Western Region during their careers. Anyway on into Scotland and our first looping of the day occurred at Quintshill. During the 20 minute wait here whilst two trains passed us coming north, we were treated to an tragic story of a train crash here back in 1918 over the tannoy, what a way to brighten up the day. Beattock was again attacked in a similar style as Shap, before we dropped down through Carstairs a few minutes ahead of time. A number of locos, mainly 66s, were on show at Mossend whilst we stopped briefly for a crew change. Then onwards through Coatbridge and Cumbernauld before joining the E&G for short distance. At Carmuir's West Junction we turned left towards Larbet, from now on this was ground breaking track for a 'Wizzo'

Before long we were approaching Perth where there was a 70 minute break to water the stock, and allow people to find something to eat. We arrived at 1655, 6 minutes early, shortly

afterwards the engine(s) were switched off. Unfortunately, it wasn't in a very good position for photos. After a wander in town for a 'Fish Supper' the Scottish terminology for 'Fish 'n' Chips, we arrived back at Perth to scoff them down. Before our departure time of 1813, 43308 & 43319 left at 1800 with the 'Highland Chieftain' train from London Kings Cross. We left Perth on time and in fine style. Shortly into the journey we passed a unit at Dunkeld & Birnam. After here the weather deteriorated as we progressed north.

Druimachdar summit, the highest point on the rail network at 1484ft, was passed with ease before dropping down into Dalwhinnie for a prolonged stop. We stopped here wait for a unit to go south, before the 1742 Edinburgh – Inverness passed us going north. Unfortunately it was tipping it down in rain, but non the less, we all piled off for photos. At 2022 we got going again 5 minutes late. At Kincaig Loop we passed a 66 on a short 1625 Lairg – Mossend tank train. Further on at Aviemore we were held for 10 minutes to allow another unit to pass us going south that we should have passed at Carrbridge. We were held again at Carrbridge to allow 1M16, the London bound Sleeper, with 67004 in charge past.

After Carrbridge we began the climb up Slochd. Plenty of Maybach music was to be heard as we thrashed our way up. The summit was passed with no problem at all. Before long we were descending down into Inverness with the sun setting over the adjacent loch. Arrival into Inverness was at 2156, 11 minutes late. After a few photos we retired to our hotel for the night, to reflect on a fantastic first day.

### *Day 2, Kyle*

A sociable start time of 1123 meant a leisurely morning in Inverness could be enjoyed. During breakfast we saw 43308 & 43319 passing our hotel opposite to Milburn Yard with the 0755

Kings Cross train, closely followed by 67007 on the Sleeper from London Euston. It is worth noting that there were five engines in town that morning, D1015 on the tour, 37611 on DRS Needlefield Depot, 67007 off the sleeper, local shunter 08308 and 66431 which arrived on the 0500 Grangemouth – Inverness Intermodal at around 1000.

After a walk around Inverness we found a convenient gap in the wall, presumably caused by an earlier road traffic accident, overlooking Milburn Yard where D1015 rested. After it had shunted into the platform we returned to the station and got on. We left on time and began by propelling backwards to Milburn Junction, before running forwards via the Rose Street Curve and over the River Ness bridge. At Muir of Ord we stopped briefly to let a unit pass, before moving onto Dingwall and taking the Kyle line. I must say that this was going to be my first ever trip along the Kyle line, so by doing it with a Western made it even more of a special occasion. Shortly into the journey during the climb up Ravens Rock, the brakes suddenly came on, similar to what happen at Weaver the previous day. But once again we were underway again shortly.

At Achnasheen there was a short photostop whilst we waited for a unit to pass. Being in such a remote place, I wondered how many people use this station in a year, not a lot I'd imagine. Not long afterwards we were running alongside Loch Carron, a scenic highlight along the line. Arrival into Kyle was on time at 1432 and shortly afterwards the 'Wizzo' was shut down. Everyone piled round for fots on the blocks, albeit on the wrong platform for the sun. So then, what are we going to do in Kyle for 4 hours? Pathfinder were running a coach tour to the 'Capital' of Skye, Portree, but us and many other tour passengers opted for the trip over Loch Alsh to Kyleakin.

continued on the next page.....



## The Western Chieftain Tour Review

Friday 19th – Sunday 21st June 2009

### Part 2

There was a bus service over but we decided to walk across Skye Bridge, built to replace the boat service from Kyle to Kyleakin. Some scenic pictures were taken whilst passing over the bridge. Upon arrival in we found something to eat and settled down in what was now glorious weather, better than what the weather forecast was suggesting. An old Liverpool based tug boat named 'Vanguard' was noticed rotting in the harbour. A few more scenic photos were taken before it was time to head back.

Now because of the 45 minute walk over, we decided to get the bus back. The buses were only small and could probably fit around 35 people in them. But by departure time there must have been around 50-60 people waiting for it, it became clear we weren't all going to get on. However, shortly before the bus came, a 'New age traveller' type and his converted coach approached from the other direction. A few people jokingly put their thumb out to get him to pick them up, we thought it wasn't going to stop, but surprisingly it did! After a brief word with the driver he agreed to take some people over. About 10 people piled on, but I can tell you, it didn't look very pleasant inside. After that had left the service arrived and we all just about managed to squeeze on. 7 minutes later, after an, well shall we say 'amusing' bus journey we arrived back into Kyle.

It was now 1720 and D1015 had started shunting ready for departure at 1845. After a few more photos of the 'Western' at Kyle, we off in hunt for more food. The local chippy had a very big queue and I'd have been surprised if they'd served everyone by departure time.

Back at the station a Scottish piper was there to add to the effect. After a few moments taking in the atmosphere we boarded and the tour got underway on time. Shortly after leaving it was announced that we'd be undertaking a photo stop and Stromeferry. This was because we were booked to stop at Strathcarron for 22 minutes, but by doing that we would've been blocking the crossing. At Stromeferry we were allowed to walk on the tracks to obtain photographs. The light was starting to fade and we were now on the back of the train, although Pathfinder did allow people to upgrade to first class which was nice of them, so we had an uneventful journey back to Inverness. At Dingwall, where we stopped briefly, there was a bit of banter between the train and some of the locals at the station pub. Before long we were reversing into the station at Inverness. Alongside us was an unrefurbished National Express HST set with 43306 & 43311 on either end, having arrived from London. After a couple of photos we retired to our hotel for the second night.

### Day 3, Homeward bound

There was a slightly earlier start time of 1020 this morning, but still enough for a leisurely lie in. At 1010 the stock propelled into the station ready for the southbound run over Slochd and the Highland Main Line. So were soon saying good bye to Inverness and were about to start climbing. Unfortunately we were at the back of the train, so in an attempt to hear the 'thrash', I moved up to the buffet coach for a listen. Alas it was too windy and we were too far away even there to hear it. Oh well never mind! Slochd Summit was passed slightly early and at a fair lick of speed. We dropped down to Aviemore where arrival was 7 minutes early at 1103. A photostop had been planned here and we weren't due off until 1125. So again we bailed for even more photos! A bagpiper travelling down to Pitlochry was persuaded to give us a

play on is pipes alongside the Western. Anyway we were soon reboarding the train to make our way south.

After a quick, and non-stop journey we arrived into Perth 6 minutes early with more time for photos. The bagpiper from Aviemore had been persuaded to travel aboard the train, free of charge, to give us more music to our ears at Perth. Although saying that, he was a dam sight better than the one at Kyle the previous day! He even piped us out of the station! After Perth I ventured down for a Bacon Roll from the excellent buffet staffed by the 'Flying Scotsman' catering service, who kept everyone fed and watered throughout the weekend and even provided hot meals such as a Cottage Pie as well. After eating my rather nice 'buttie' we turned off towards Ladybank and Thornton where we took the Fife Circle line through Cowdenbeath.

We were soon approaching a highlight for many on the trip, the run over the famous Forth Bridge. We were held briefly at North Queensferry due to single line working being in operation on the bridge. After the well documented departure from North Queensferry, all of the windows were lined with photters getting the classic shot going over the bridge. At Edinburgh Waverley we were held again delaying us by 4 minutes. 37676 & 47787 and the prestigious Royal Scotsman Stock were sighted on Craigenntinny depot. After the trip round the Edinburgh suburban line we rejoined the mainline at Slateford and headed for the West Coast Mainline. We had a clear run around the avoiding curve at Carstairs before battling Beattock in fine style. A quick run down Beattock was interrupted by a booked looping at Lockerbie.

As we approached Carlisle running 8 minutes early we were hoping we would miss out the 10 minute stop here, but alas not, and we were held there, more time for photos then!

Everyone leapt back on for the booked 1713 departure time, but we didn't leave until 1721 as the Transpennine Express 185 that was booked to pass us was running late. Later on we were looped at Eden Valley loop, interestingly this was where the 37401 & 37670 failed the previous day. This looping resulted in us being 18 late passing Penrith. On the fast descent of Shap we spotted the ex Merseyside Class 502 unit at Tebay.

Our booked looping at Carnforth was omitted so we made up the lost time and passed Lancaster 1 minute early. Arrival at Preston was at 1849, again 1 minute early, where we were due to stop until 1925 to refill the tanks on the coaches. Even more photos were taken during the wait. The headboard was also removed here and was handed over to the winner of the highest bid for it (with all proceeds commendably going to the DTG) We left on time and soon picked up speed. At Warrington we were booked to pass the Carlisle - Crewe Compass Tour at Acton Grange Junction, which had 67006 in charge vice DBS 37s. Unfortunately we were delayed and didn't see it due to a photographer trespassing around the Winwick Junction area. The aforementioned 37s were sat on Arpley as we passed by. Before long we were back into Crewe and for me it was time to get off. One last photo was taken before going home after a top weekend.

### Conclusion

A top and fault free weekend tour, well for the tour passenger anyway. I finished off with a full memory card on my camera! A round of applause and thanks go to the Diesel Traction Group for maintaining such a superb locomotive, and quickly fixing the minor glitch on the way back. Thanks also go to Pathfinder Tours, The Flying Scotsman Catering, DB Schenker and Riviera Trains and to anyone else who helped run this tour! So Mallaig next year then???



## The best of July from Scotland's best photographer



Above: DRS Class 20 302 (with Class 37 069 on the rear) is seen just south of Mallaig station slowing to terminate at the station itself in lovely evening light while working the 07.28 1246 Preston - Fort William (18.22 though over an hour late) - Mallaig Spitfire Railtours The West Highlander Charter Train. This part of the railtour was extremely late on departing Fort William station and arriving into Mallaig station as there was a fault with the Class 20 locomotive.

Top Right: In a timeless scene, 45231 and 62005 gently steam away in the early morning mist with the splendid Scottish scenery as a backdrop.

Bottom Right: On July 24th, Colas Rail Class 47 739 and Virgin Class 57 314 (in Arriva livery) are seen in what is a very rare photograph opportunity passing through platform 4 at Carlisle station while working the late running 12.51 6J37 Carlisle Yard - Chirk loaded timber train working. The Colas Rail Class 47 was at DRS Carlisle Kingmoor Depot for a B exam and was returning south today back to Colas Rail.





# Restoration of a Thumper

Hello, my name is Josh Watkins and I'd like to show you the current project that I am working on. I am part of a small team that is based at the East Kent Railway, near Dover.

For the past 2 months, myself and a chap called Steve Smith have begun the huge task of restoring Thumper Unit 205 001 (1101) for use on the line. It is currently in faded Connex livery, and is needed to be in service by Easter 2010, as our Class 101 DMU is nearing the end of its life! The main concern is a cosmetic overhaul and repaint into BR Blue with small yellow warning panels, as no others have been preserved like this. Also, the fan clutch needs to be fitted in order for us to run the unit. A full overhaul inside the unit also has to be carried out, with new windows being fitted, and seats modified and cleaned!

Recently, others have joined the team, such as Alan Coe, Dan Jenkins and James Bartlett. Together, we have pushed the team forwards, and the restoration is coming along well, considering there are only a handful of us working on the unit. We have focused on completing the power car first, and will move on to the trailer when it is completed. These are the first shots from the power car showing the external and internal condition. I hope to give regular updates as time allows, so stay tuned as they say, in the mean time we are always looking for new volunteers to help with the project.



Above: Work has started on the this side of the driving vehicle and it's looking good.

Below: For it's age, the bodyside doesn't look too bad, even on this side.

Left: The current interior doesn't look too bad in this shot.





# On the tracks of the Iron Horse

## USA by Rail

Railroads opened up the United States well over a century ago and some of today's trains still follow those original pioneering routes. They also use many of the great stations built during the golden age of passenger travel. Washington, DC, has an impressively ornate example decorated in gold leaf and restored to its original grandeur with dozens of shops, restaurants and a multi-screen cinema. Chicago's Union Station features a wonderful marble and brass waiting room as large as a cathedral.

The trains resemble mobile hotels, with gleaming aluminium twin-decked coaches, air-conditioning, observation cars and uniformed attendants who make you feel you have stepped into a 1930s Hollywood movie. The reclining seats are thick and soft, with comfortable leg-rests so that you can snooze after a meal or sleep through the night (a good way to save on hotel bills). Most trains also have traditional sleeping cars with bedrooms ranging from cosy single 'roomettes' to family size affairs.

The atmosphere on board is relaxed and the modest speed is perfect for sightseeing, making this an ideal way to explore the landscape and meet the natives. Chance encounters often turn a journey into a memorable experience and you can learn a lot by sitting next to a Kansas City mortician or a drag artist on her way to entertain the troops in San Diego.

You have room to stretch out or walk around and instead of racing above the clouds you watch a continent pass by outside the wraparound windows. Even glimpses of city backyards can be fascinating, though trains are scheduled to pass through the less prepossessing areas by night. Between the cities and small towns you comprehend America's sheer size and variety, seeing what the country looked like before McDonalds and Coca Cola.

An Amtrak rail pass allows you to visit 46 US states and more than 500 destinations. Passes are valid for 15, 30 or 45 days of coach class travel anywhere in the continental United States, so it's easy to work out an itinerary that lets you see more of this diverse country than might be possible any other way. Amtrak trains will take you from coast to coast, across the Rocky Mountains and alongside two oceans. These are some of the best routes -

The California Zephyr is one of the world's great trains, going from Chicago to San Francisco by way of America's heartland and the high plains of Colorado then climbing into the Rockies via the Oregon Trail. Pioneers came this way, as did gold prospectors, the pony express and the first continental telegraph. After Salt Lake City, you cross Bonneville Salt Flats and the beautiful Sierra Nevada.

The Sunset Limited's epic journey takes you from Florida to Los Angeles. The train makes a dizzy crossing of the Mississippi River on the Huey P Long Bridge outside New Orleans before travelling among bayous, white egrets, alligators, mansions and fields of sugar cane. After San

Antonio it joins the Rio Grande, taking a day to cross the sagebrush and mesquite prairies of Texas.

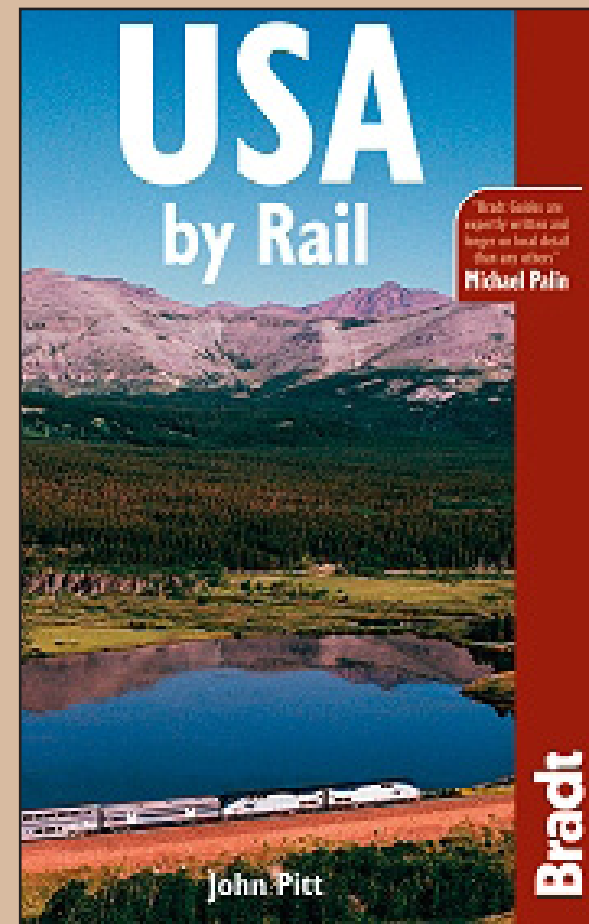
The Southwest Chief travels between Chicago and the Pacific, following part of the Santa Fe Trail first used by Native Americans, Spanish conquistadors, wagon trains and stage coaches. You cross the Mojave Desert and pass Dodge City's famous Boot Hill burial ground. From Williams in Arizona you can travel to the Grand Canyon by steam train.

The Crescent goes from New York to New Orleans through the Blue Ridge Mountains and idyllic Shenandoah National Park with its dogwoods and cedars. Beyond Atlanta lie sleepy southern towns with quaint general stores and sun-bleached houses. The train also makes a dramatic crossing of Lake Pontchartrain, skimming a few feet above the water on a six-mile causeway.

The Coast Starlight operates between Seattle and Los Angeles by way of Washington, Oregon and California. It passes some of America's highest mountains, such as volcanic Mt Hood, as well as the emerald forests and waterfalls of Twin Peaks country. Beyond San Luis Obispo it runs along tracks set high on cliffs, with splendid views of the Pacific surf and beaches.

## John Pitt

John Pitt has travelled over 75,000 miles as author of the USA by Rail guide book, published by Bradt Travel Guides. For more information on train travel in the United States and Canada, see his website at <http://www.usa-by-rail.com/>







As it passes Blythbury Farm, Shropshire and approaches Madeley Junction, DBS Class 66 181 receives the green light to access the Ironbridge branch with the 6Z95 from Lindsey Oil Refinery to the power station early in the morning of June 24th. [Gary S. Smith](#)





Top Left: A diverted 4M00 Mossend to Clitheroe passes Feniscliffe, Nr Cherry Tree, on July 22nd with Class 66 092 at the helm. [David Hollowood](#)

Top Right: Freightliner's Class 66 604 heads the 6M92 West Thurrock - Earles cement at Irthlingborough Road, Wellingborough on July 18th. [Derek Elston](#)

Bottom Left: Running around 45 mins late, Advenza Class 66 841 is seen working 4Z91 Dollands Moor - Hams Hall passing Hanslope on July 1st. [Derek Elston](#)





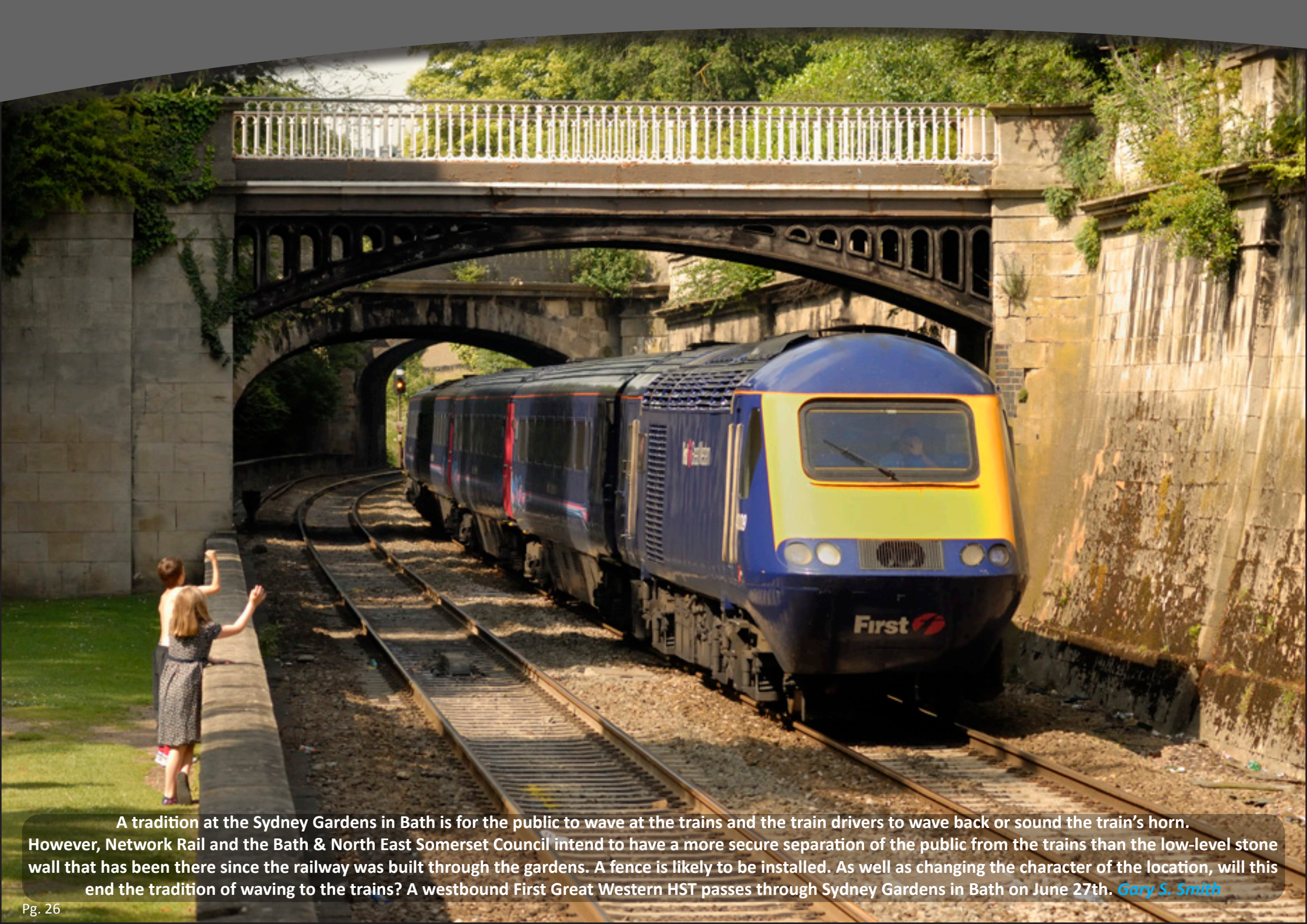
The rebuild of Derby Station continues and here we have three shots showing the extent of the work.

Above: A CrossCountry Class 221 departs Derby with the 1V48 Penzance service on July 9th, showing the completed Pride Park side of the station. [Dave Harris](#)

Top Right: The redevelopment of Derby station is still underway on the island platforms as can be seen in this view of an East Midlands Meridian Class 222 arriving with the 1F33 from London St Pancras. [Dave Harris](#)

Bottom Right: A view from the footbridge showing the current phase of construction. [Class47](#)





A tradition at the Sydney Gardens in Bath is for the public to wave at the trains and the train drivers to wave back or sound the train's horn. However, Network Rail and the Bath & North East Somerset Council intend to have a more secure separation of the public from the trains than the low-level stone wall that has been there since the railway was built through the gardens. A fence is likely to be installed. As well as changing the character of the location, will this end the tradition of waving to the trains? A westbound First Great Western HST passes through Sydney Gardens in Bath on June 27th. [Gary S. Smith](#)





Above: Class 60 011, still wearing Mainline Blue, passes Irtlingborough Road, Wellingborough at the head of 6M34 Crawley to Peak Forest stone train, on July 18th. [Derek Elston](#)

Top Right: Running as 0Z87, Class 87 002 runs through Edinburgh on July 27th enroute from Doncaster to Polmadie. [Mike Evans](#)

Bottom Right: What is this loco, 654?  
Actually it is Class 66 540 working 6Y18 Hellifield to Basford hall, seen here through Blackburn on July 22nd. [Craig Richardson](#)





Above: GBRf continue to carry out route learning in the North West, as seen on July 6th when Class 66 730 passes through Earlestown.

*Dave Harris*

EWS/DBS have recently moved some of the long term stored Class 60s from the depot at Toton into the yard, thus giving the opportunity to see some long lost liveries.

Top Left and Bottom Left: Corus liveried Class 60 006 is pictured in the yard along with green liveried 60 081. Both locos have had various boards fitted to missing windows/doors and it can be seen that 60 081 has an EWS liveried cab door. Does this mean that there is a Class 60 with a green cab door? *Both: Derek Elston*





Top Left: Colas Rail Class 47 727 and 47 749 approach Shoreham, Kent, working 6248 13:05 Burton - Dollands Moor empty steel train on July 2nd. [Craig Stretten](#)

Top Right: Recently outshopped in London Midland Livery, Class 321 411 is pictured stabled at Northampton station sidings on July 10th. [Derek Elston](#)

Left: Hanson Traction's Class 56 312 "Artemis" heads a well loaded 4291 past Mill Road, Northampton on July 13th. [Derek Elston](#)





Class 47 843 rounds the curve at Crewe on July 6th hauling, Class 52 D1062, Class 47 292, Class 37 248 and Class 25 D7629. The locos were all returning from the East Lancs Diesel Gala. [Richard Hargreaves](#)







**NORSACA**  
society of the rail people with autism





London

Walsall

Burton-on-Trent

Shirebrook

Mansfield

Worksop

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

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

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

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

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

Telephone: 07905023322 Email: [contact@jointlinerrailtours.co.uk](mailto:contact@jointlinerrailtours.co.uk)  
JL Railtours, 15 The Greenway, Ickenham, Middlesex, UB10 8LS







Arriva Trains Wales Class 158 818 is seen arriving at Machynlleth station with the 1G21 to Birmingham International on July 26th. *Dave Harris*





Top Left: Class 60 059, still in the remains of the Loadhaul livery, continues to soldier on during 2009. The locomotive takes the 6E41 Westerleigh - Lindsey empty oil tank train through Washwood Heath, Birmingham on June 25th.

*Gary S. Smith*

Top Right: Class 60 063 powers through Hooton on July 5th with a ballast train.

*Brian Battersby*

Left: In summer sunshine, (well we have had a little, and then complained that it was too hot!) Class 66 096 passes Bolton Percy on July 10th.

*Andy*





It is good to see that the Class 97s are getting used at last, this is Class 97 301 and 97 303 at Machynlleth in the early hours of July 30th during planned testing in conjunction with the ERTMS re-signalling of the Cambrian. [Carl Grogott](#)





Above: Class 31 602 passes through Crewe on July 6th with a Derby - Glasgow test train. [Richard Hargreaves](#)

Top Right: Ex Cotswold Class 47s 47 818, 47 813 and 47 810 are seen stabled at Doncaster on July 18th, awaiting collection by their new owner, HNRC. [Class47](#)

Bottom Right: Prior to its visit to the paint shop, Class 37 670 leaves Bescot with a 6W94 Thingley Junction - Tywyn engineer's train consisting of rail slinger wagons, on the evening of June 30th. [Gary S. Smith](#)





Above: Making a welcome return to the Lincolnshire area, Class 60 040 is working 6E41 Westerleigh - Lindsay Oli Refinery tanks.

*Steve Thompson*

Top Left: Recently repainted into First GBRf "Barbie" livery, Class 73 141 is hauled through Redhill by 66 732, enroute to Minehead on July 9th. *Craig Stretten*

Bottom Left: Freightliner's Class 66 566 passes through Barnetby on July 25th with an Immingham bound working. *Class47*





Above: On July 21st, Class 31 285 powers a Network Rail Track Recording train past Norton Fitzwarren whilst working the 2Z08 Westbury to Plymouth Laira. This trip should have been worked by Track Recording DMU no. 950001, but this unit was out of service.

*Jonathan Gill*



Top Left: A rare sight as EWS Class 66 178 gives assistance to Freightliner's Class 66 562 as the train passes Gainsborough Central on July 28th. *Steve Thompson*

Bottom Left: Class 66 101 hauls 97 303 and 97 301 with the 6P52 Aberystwyth bound engineers train on July 27th. The Class 97s were being dropped off with the ballast at Aberystwyth and Class 66 101 went back to Bescot light engine. *Carl Grocott*





Left: The Arriva liveried Class 57s seem to have swelled our inbox this month. This is a shot of Class 57 314 working the 6J37 Carlisle - Chirk through Dunham on the Hill on July 24th.

*Carl Grocott*

Below: With Class 91s being so reliable, there is not much chance of Class 67 haulage these days. But on July 30th, East Coast thunderbird action is seen passing Colton Jct. as Class 67 021 heads south with a National Express East Coast working. *Andy*







Above: On July 7th, Class 57 604 passes Norton Fitzwarren with an Old Oak Common to Penzance FGW Sleeper ECS. This working was required as a result of a loco failure on the previous nights London Paddington to Penzance sleeper service. The actual overnight train was operated by one of the company's HST sets.

*Jonathan Gill*



Left: EWS Class 66 031 passes Bathampton, just outside Bath, with the 6W11 Pilning - Westbury engineering train on the morning of July 26th. This scene will change with the electrification of the Great Western main line to Bristol and Swansea.

*Gary S. Smith*





Top Left: Formerly a Class 60 turn, 6M24 LOR-Kingsbury has succumbed to the inevitable Class 66. Here is Class 66 181 negotiating the semaphores at Barnetby East. [Steve Thompson](#)

Above: On July 4th, diverted London Kings Cross - Aberdeen HST with 43305 and 43314 crosses the River Tay at Perth. [Richard Jones](#)

Left: On June 30th Class 20 901 and 20 905 are seen stabled at Darlington. [Alan Usher](#)





Above: The "Heritage" part of the Brockenhurst - Lymington Pier services will soon be lost, as due to the difficulties in maintaining the two 3-CIG slam door trains which are destined for the branch are very likely to be withdrawn in May 2010, if not before. A Class 158 has already made a test visit to the line and the proposals are to operate them Mondays to Fridays with "450" desiros at weekends, with possibly a reduced frequency service. Here on June 12th, the blue/grey unit - 1497 crosses the Lymington River with the 15.14 Lymington Pier - Brockenhurst service.

*David Mead*

Left: Transpennine Express Class 185 150 (leading) works the 1M95 12.08 Glasgow Central - Manchester Airport picking up a few passengers at Carlisle.

*George McFarlane*



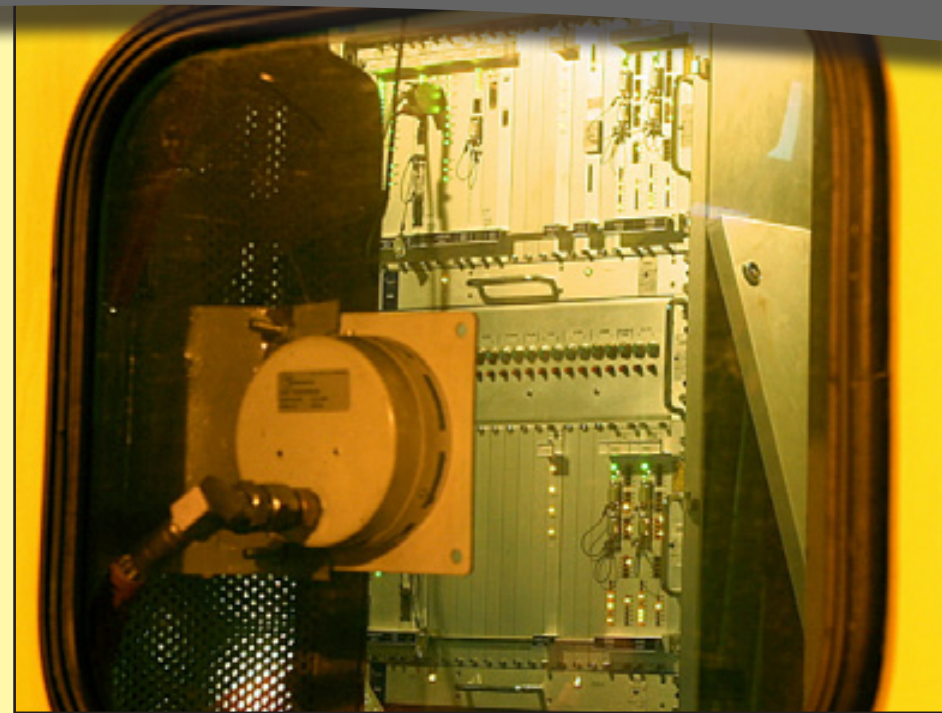


Above: Brand New "Electrostar" Class 378 005, working for London Overground is pictured at Gunnersbury. [Julian G](#)

Top Left: EWS Class 67 005 was used on the Taunton - Cardiff weekday loco-hauled diagram at the end of July. During the summer, the locomotives and stock are used for a Saturdays only Bristol - Weymouth train. The Royal Train locomotive is seen taking the 2V67 Weymouth - Bristol Temple Meads, through the Sydney Gardens, Bath on the evening of July 25th. Sister locomotive 67 025 was at the rear. [Gary S. Smith](#)

Bottom Left: On July 21st , DBS (formerly EWS) Executive silver liveried Class 67 029 "Royal Diamond" passes Norton Fitzwarren whilst hauling the DBS Management Train from Bristol Parkway to Tavistock Junction. [Jonathan Gill](#)





Top Left: Class 97 303 seen in the early hours of July 29th, at Machynlleth. It was undergoing “Odeometer” calibration tests, and wheelslip / wheel skid tests. Extra weight had been placed in the loco, in the form of drums of water, to aid with anti-slip / anti-skid. The wires seen coming from the cab window to the bogie was for measuring wheel-slip. [Pete Cheshire](#)

Above: A look inside the Class 97 reveals the nerve centre for the ERTMS equipment onboard the loco. The amount of new electronics onboard the loco is staggering. [Pete Cheshire](#)



Bottom Left: Resplendent in DB Schenker livery Class 37 670 is seen working 6W97 CWR from Thingleys to Harlech and return. This is the return leg running four hours late, as it passes “The Grove”, Forden on July 29th. [Pete Cheshire](#)



# 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 month its a North Yorkshire based company, called Thomas the Baker. Bakeries are situated in most towns in and around the North East, including York, Scarborough, Northallerton, Thirsk, Harrogate and Knaresborough, they serve a variety of cakes and sandwiches, all freshly made. The pies and pasties are baked on the premises and highly recommended are the Sausage Rolls and Cheese and Onion Pasties.



Prices are very reasonable, the cream cakes are delicious as are the muffins that they bake. Several of the shops also serve soup and tea/coffee as well as cold drinks. Ideal time for a visit is mid to late morning as most things are fresh and warm, ready for the lunchtime rush. Some of the shops also open on a Sunday.

Whilst none of the stores are actually located on the station, most are just a short walk away.

Right all this talk is making me hungry, so i'm off to find some where for lunch, hopefully i'll be back next month with another gem to let you all know about .

Remember you can email me at:

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

## View from the Outside by Megan Thomason

Hello my train friends. It has been a good month for me, I went on my first twelve hours or more train day with Andy and friends to the East Lancs Diesel Gala! As you can tell by my picture to the right, the trains scared me enough to have to cover my eyes. Actually that's a lie, there was a wasp. They scare me. Trains however were kind to me that day, I took a lot of pictures, in fact they were so un-scary that I didn't give Andy chance to take many pictures at all, hopefully there will be some of my pictures featured in the magazine this issue. If there isn't then I'll be having stern words with Andy.

Speaking of Andy, not to give him a bad name but Rich and Carl who were with me at the East Lancs Diesel Gala said that my pictures were sharp compared to Andy's pictures, so there you go, my pictures are the best and Andy's just aren't sharp enough to even compare....ok perhaps they were joking, Andy's pictures are pretty sharp!

I especially liked the day because of the “bashing” as Andy calls it, I am not sure if that is its technical term or not. Anyway...bashing, which I'm sure must be its technical term as Andy seems to know his stuff when he and his dad are talking away about train numbers and “52s and oh did you get the 60?”

I bashed in the rain that day and got soaked and felt the rain on my face as I stuck my head out of the window. Before I finish my article for this month I have been dared to say by Andy himself the following phrase...

“Wizzos are the best.” There you go Andy..

If you have any comments, about my articles or any ideas about what I could write about drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk





## Siemens develops Desiro platform of the second generation for the British market

On the basis of the success enjoyed by Desiro trains all round the world, Siemens Mobility has developed the Desiro City, a new platform concept for rail rapid transit, regional transport and inter-regional rail services in Great Britain. The lightweight design of the train and the bogies combined with an intelligent vehicle control system reduce overall energy consumption by up to 50 per cent compared to preceding models.

The Desiro City was developed on the basis of the proven Desiro UK platform in a two-year research program with a volume of around 50 million euros. The trains can be used in a variety of applications – for connections between cities, for inner-city transport as well as for linking up the suburbs to the megacity London. The Desiro City can be operated in single mode (750 V direct voltage or 25 kV alternating voltage) or in dual mode. A maximum operating speed of 160 kilometers per hour is possible.

As a single-car train, all the traction equipment of the Desiro City is integrated in a car. This means that the composition of the train with three to twelve cars can be adapted to the number of passengers expected. The modular structure of the individual car thus enables different train lengths from 62 to

240 meters. Thanks to better interior fixtures and furnishings, the new generation of trains offers greater comfort and flexibility. Due to an interior layout concept that can be selected individually, the Desiro City can accommodate up to 25 per cent more passengers than the predecessor model. Depending on needs and the specific train assignment in each case, the number of seats as well as the distance between them can be varied. This results in additional standing room and space for bicycles and wheelchairs.

More comfort for the passengers is also provided by an air-conditioning system with CO<sub>2</sub> sensors which automatically regulate the interior climate according to the actual number of passengers. Apart from wider intercar gangways that allow unobstructed views in the interior, the new platform concept also has two kinds of entrance doors: sliding pocket doors for faster boarding and alighting by passengers during short stops at stations and swing-plug sliding doors for regional transportation.

Due to the lightweight design of the aluminum bodyshell, the lighter bogie and an intelligent energy management system, the Desiro City is very environmentally-friendly and highly economical in terms of energy. Numerous technical

improvements results in up to 50 per cent reduction in energy consumption compared to the previous vehicles. The bogies, for example, have been improved to make them particularly compact and light. For this purpose, the distance between wheelsets has been reduced to 2,100 millimeters and the bearing has been moved inwards. This leads to less wear on the track and reduces wheelset maintenance. Compared to the current Desiro fleet in Great Britain, the Desiro City is up to 25 per cent lighter. Moreover, 95 per cent of the materials used for the new generation can be recycled.

The low-consumption driving mode of the new fleet is made possible by an enhanced on-board control system, which regulates the speed according to needs, depending on the level of route utilization. In addition, the energy consumption of all auxiliary equipment can be minimized.

“The high flexibility and environment-friendliness of these trains are what characterizes the development of this second Desiro generation. What’s more, with this innovative platform concept, we have succeeded in reducing life cycle costs on a lasting basis”, said Ansgar Brockmeyer, Head of the Public Transit Segment of Siemens Mobility.

Photo:© Siemens





## A PLAN FOR GROWTH: NETWORK RAIL LAUNCHES STRATEGY FOR YORKSHIRE AND HUMBERSIDE

A plan to provide more seats, more services and better journeys for rail users throughout Yorkshire and Humberside has been unveiled as Network Rail published a far-reaching strategy to boost capacity and shorten journey times.

Covering routes such as Leeds to Bradford, York and Hull to Leeds and Manchester, and Sheffield to Manchester as well as important freight corridors to the ports, the Yorkshire and Humber Route Utilisation Strategy (RUS) sets out how Network Rail will deliver a railway capable of meeting the growing demand for rail services over the next ten years. Demand for both commuting into important economic centres such as Leeds, Sheffield and Manchester, and freight services has grown considerably in recent years.

The plan identifies a range of schemes that should be implemented subject to funding availability to ease the pinch-points and improve journeys for passengers and freight users. The publication of the strategy follows an extensive consultation with key industry stakeholders including passenger train and freight operators, passenger groups, Office of Rail Regulation, Department for Transport, local authorities and regional development agencies.

Under the strategy rail users can expect extra services, longer trains with more seats, as well as shorter journey times. The plan also includes options to extend platforms and schemes to improve junction layouts to increase capacity and reduce delays. Freight routes in the region will also benefit through gauge enhancement schemes, allowing larger containers to be moved by rail, providing a boost for the region's ports.

Richard Lungmuss, route director for Network Rail, said: "Over the last decade, more and more people are choosing to travel or move goods by rail, but this success brings with it many challenges.

"After a successful consultation process, we now have a robust and purposeful strategy to deliver a rail network for Yorkshire and Humberside that can meet this growing demand. We appreciate all the contributions to both the development process of the strategy and to the consultation." The options to increase capacity and create better rail journeys throughout the region include:

### Schemes currently funded for implementation from 2009 – 2014

- Train lengthening schemes and additional peak shuttle services to relieve overcrowding as additional rolling stock becomes available on many routes
- Increase platform capacity at Leeds station to cater for more and longer trains.
- Introduce more short distance cross-Leeds services using a new turnback facility to the east of the city near Micklefield.
- Reduce journey times and increase capacity between Leeds and Manchester to allow an additional hourly service on the Diggle route.
- Journey time reductions on other routes
- Platform lengthening schemes to increase capacity on a number of lines
- More passenger train depot facilities
- New or improved turnback facilities at Horsforth, Castleford, the Micklefield area to improve timetable reliability and performance
- Gauge enhancement schemes for freight services on some key arteries
- Remodelling of Shaftholme Junction to increase capacity and improve functionality
- A fourth running line at York Holgate and associated improvements

Schemes to be considered 2014-2019 once funding is secured

- Continued train and platform lengthening for many routes

- An extra service each hour to be introduced between Sheffield and Manchester.

- Improved journey times between Leeds – Sheffield via Barnsley, between Sheffield and Manchester and between Bradford and Manchester.

- Extra capacity for freight, particularly on routes where further growth is driven by gauge enhancement.

- Introduction of the new intercity express rolling stock with more seats on London – Yorkshire routes. New IEP rolling stock could also improve links between London not on electrified routes

- Additional services between Rotherham and Sheffield via a doubled Holmes Chord.

- New generation diesel trains to replace Pacer/Sprinter fleet

- Capacity enhancements between Leeds and Manchester via Diggle

- Doubling of the Dore & Topley station curve and new loops in the Hope Valley.

- Additional crossover at Bradford Interchange and some signalling upgrade work.

- Improvements between Wrawby Junction and Brocklesby and between Hessle road junction and Gilberdyke as part of a signalling renewal scheme.

### Towards 2019 and beyond

Include Capacity and performance improvements in the Doncaster station area, further gauge improvements for freight, signalling upgrades between Sheffield and Nunnery Junction to improve flexibility and reliability, and re-opening, or constructing new lines where necessary and feasible to expand capacity in the event of extra growth in demand.



## The first two PowerHaul locos have been constructed and are due to commence testing.

In November 2007 Freightliner announced an order for 30 brand new diesel-electric locos to be produced by GE Transportation in Erie, Pennsylvania. The initial batch of six are on track for delivery later this year, with the first two due in November and the following four in December.

This is the first time revolutionary technology has been fitted into one locomotive to enable greater payload capacity, increased acceleration and tractive effort and improved fuel efficiencies, leading to better environmental performance whilst fit for UK infrastructure.

Having taken deliveries of bogie frames from Austria, engines from Grove city and platforms from Erie - the GE team have completed the build of both the first two locos 70001 and 70002. They are now about to take to the 4 mile test track at GE's facility in Erie before final modifications and preparation for transit.

"We are excited that we have reached the Erie track testing phase of the PowerHaul locomotive project, yet another milestone in the development of the PowerHaul locomotive for Freightliner," said Bob Parisi, Executive Product Manager, GE Transportation, "Track testing is one more important step to serving our customer Freightliner in the UK and to introducing this groundbreaking locomotive system to the UK and European markets. This is a complex build and we are very happy to be on schedule for a delivery to the UK in November this year. In addition, the PowerHaul engine showcased at the 2008 Innotrans Rail Show in Berlin is in its final stages of EU Stage IIIa certification and should be completed by the end of July."

Tim Shakerley, Engineering Director, Freightliner Group, added "We have been extremely pleased by the progress of the design and build of the PowerHaul locomotive. GE have packaged the technology well, and the progress towards commissioning and acceptance is on target. We look forward to being able to exploit the additional haulage capacity and environmental benefits."



## NEW DEPOT FOR LONGER TRAINS OPENS FOR BUSINESS

A new £15m maintenance building in Liverpool has been completed by Network Rail and handed over to depot managers, Alstom, to fit out in readiness to be used to extend Virgin's Pendolino fleet from nine to 11 carriages. The additional vehicles will be shipped over from Italy, offloaded at Liverpool docks onto road vehicles for the short journey to Edge Hill.

The first of the new trains will arrive by end of 2010 with the initial batch of 44 vehicles built up into four completely new 11-carriage Pendolinos. The remaining 62 new vehicles will be integrated into 31 existing sets and in service by the end of 2012.

In the meantime, the new facility, which is approximately 280 metres long and 18 metres wide, will be used to maintain the existing Pendolino trains and to carry out heavy cleaning of the entire fleet.

Initial work started last October and involved removing the rails, sleepers and buffer stops from 11 sidings, and disconnecting and removing the overhead line equipment over two of them. All services such as power and water were disconnected, and concrete hard-standings were removed, crushed and recycled. The approach roads to the new building are electrified, as are the two roads inside, and can be isolated independently if necessary. Inside, there are raised rails and a 'swimming pool' pit for Level 4 maintenance; wheelset drop facilities; overhead cranes; a reinforced lifting road; platform and roof access for staff.

A new access road has been constructed from Picton Road to the depot, with facilities for unloading railway vehicles from low-loader road transport, which in turn are connected by new tracks to the maintenance building. There is also new office accommodation.

The new facility means Alstom can service seven Pendolinos each night compared with four previously





## Surprise naming for First GBRf's MD at 10th anniversary celebration

First GBRf's Managing Director was 'shocked but deeply touched' after his staff secretly organised for a Class 66 locomotive to be named 'GBRf- the first ten years 1999-2009 - John Smith' at the organisation's 10th anniversary celebration at Minehead station on Saturday 11 July 2009.

The surprise locomotive naming followed a three hour journey from London along the West Somerset Railway (WSR) to the seaside resort on First GBRf's very first 'passenger' train, following its successful application for a passenger license from The Office of Rail Regulation, which carried staff, clients and the media.

The anniversary train was hauled from Paddington by a Class 52 diesel hydraulic locomotive, the D1015 Western Champion and comprised 11 coaches of first class stock with restaurant and bar facilities. The train travelled along the WSR where another Western Class 52, D1010 Western Campaigner, which is preserved by the DEPG at Williton on the WSR and the oldest surviving member of the class, was coupled on front for a very special "doubled headed" trip to Minehead.

On arrival at Minehead Jeannette Smith, First GBRf's Head of Administration, the longest serving member of staff and Paul Lemon, who drove the very first GBRf train, pulled back the curtains on locomotive 667 32, which John Smith believed would simply be named 'The First Decade' on the station concourse as the stunned Managing Director looked on.

John Smith said: "I simply couldn't believe it when I first saw the nameplate, I had no idea that my staff had been planning to do this and I'm deeply touched that they have organised such a great surprise as we celebrate turning ten. It's fantastic that the idea came from the staff themselves. If anything the train should be named after them and I would very much like to dedicate it to everyone who has worked so hard over the last decade to help make First GBRf such a powerful force in the rail freight market. Without them we wouldn't be the most reliable and innovative freight haulier that we are today."

In addition to the surprise naming First GBRf also took the opportunity to name one of its newly acquired Class 73 locos. Number 73 141 was christened 'Charlotte' after First GBRf's finance assistant Charlotte Coomber's name was pulled out of a hat prior to the event. In attendance with her family and boyfriend, Charlotte was delighted to see her namesake for the first time. She said: "I was shocked when my name was picked because there are many people who have been here much longer than I have but I was so so excited in the days leading up to the naming and couldn't wait to see it. It looks fantastic and the timing was spot on as my dad and his wife, who live in Brazil happened to be visiting the UK this month and were able to be with me as the plate was revealed."

Both locomotives were then shunted onto the restored turntable at the station, marking the first time a Class 66 and Class 73 had been placed on the device, before being rotated 360° as the crowd looked on and took photographs.

Guests were then treated to champagne and a slice of 10th birthday cake, which was made in the shape of a First GBRf Class 66 locomotive.



## Mayor unveils Overground trains with an Underground twist

The latest stage of improvements to Transport for London's Overground services has been unveiled today as new trains began to be rolled out on the network. The Mayor of London, Boris Johnson, rode the first of the new London Overground trains and was delighted to see the improvements.

The Mayor said: 'For far too long passengers on our Overground lines have suffered from crumbling, unreliable trains that were just not up to muster. 'Every element on these brand spanking new trains has been crafted to meet the Capital's needs and the standard of design will surprise even the most hardened traveller.

'Air conditioning, walkthrough carriages and CCTV, combined with the completion of all the East London Line work by 2012, will revolutionise the London Overground network.'

The Mayor was joined by London's Transport Commissioner, Peter Hendy, at Willesden Junction Station to unveil the first of 54 new trains that will be rolled out across the whole of Transport for London's (TfL) London Overground network. The fleet will be similar to Tube trains, with more flip-down seats, giving more standing room to allow for hop-on, hop-off journeys, reflecting the type of short trips most passengers make on the network.

The arrival of the new trains is a crucial stage in TfL's ambitious plans to build London Overground into an orbital railway around the capital by 2012. As well as air conditioning, the trains will also feature driver-monitored CCTV, improved security for passengers, and state-of-the-art information displays and announcements.

London's Transport Commissioner, Peter Hendy, said: 'The new trains will play a vital role in providing transport for Olympic spectators and are a dramatic improvement on the trains we inherited.

'By 2011 we will be able to add a fourth carriage, increasing capacity by 50 per cent.

'As we roll out this new fleet, we will continue our expansion of the line and our station improvements programme, which will make the former service unrecognisable.'

The new trains, which will be three-carriages long, will be able to carry almost 500 people, which is an eight per cent increase compared to the outgoing trains. When Overground platforms are extended in 2011 to cater for trains four-carriages long, the trains will be able to carry almost 700 people each - almost 50 per cent more passengers than now.

Ian Brown, London Overground Managing Director, said, 'TfL's London Overground is setting the bar high for future metro rail services.

'These trains are unique and demonstrate that rail travel for high frequency services can be brought into the 21st century.'



## MORE ROOM FOR MORE TRACK ON NORTH COTSWOLD LINE

A team of over 100 engineers has been out in full force on weekends to carry out a vital programme of preparatory work for the Cotswold line redoubling scheme. This marks the first time that the scheme is being delivered on the ground. This first phase of work is vital to help facilitate the subsequent construction of the additional track and major infrastructure between Oxford - Worcester throughout 2010. Engineers will be repositioning nearly 10 miles of existing track to make room for new ones; constructing 21 miles of new surface concrete cable route; installing 30 miles of new cable and relocating 60 sets of signal equipment. In addition, engineers will also be installing an extra track through the 157 years old Chipping Camden tunnel (used to be Mickleton tunnel), designed by Brunel, using a unique state-of-the-art track construction train. The work in the tunnel will include removal of the existing track, ballast and drainage system. More than 12,000 tonnes of materials will be removed from the 811m long tunnel. A new 2,000m drain will be installed to alleviate flooding in the future. As part of its ongoing effort to reduce the impact of railway operation on the environment, Network Rail will be cleaning most of the existing ballast and recycling it after removing all the contaminants. Chris Rayner, route director for Network Rail said: "We are not losing any time at all by carrying out the preparatory work while core engineering work is being designed. "One of the biggest challenges for this first phase is finding the opportunity to carry out the work without disrupting the daily operation of the railway and the community. While it is never easy, the support from the train operators, freight operators and local authorities has helped tremendously. To minimise any disruptions, we will be constructing infrastructure off-site whenever possible; provide diversionary route as an alternative and carry out our work in phases without having to close a long stretch of line at one time." Transport Minister Chris Mole said: "Passengers who use the North Cotswolds line and Great Western Mainline will see real improvements to their journeys once this work is complete. "This important multimillion pound project will revitalize local services and increase reliability. It is an excellent illustration of the Government's determination to continue to improve our railway network." First Great Western's project manager for the scheme, Martin Barnett said: "The North Cotswolds line is a particularly congested part of the railway, which means small delays tend to have more of an effect on our customers than they should. "Once complete in early 2011, the redoubling of the track will provide extra capacity for more trains to carry more customers should demand continue to increase, and help sustain improved performance in the area. This programme of preparatory work will take six weeks (18 July – 1 September) while the design of the core engineering work is being carried out. There will always be a mode of transport available to passengers, whether it's via bus or train through a diversionary route, when the improvement work is being carried out.

# Great days out: Travel anywhere on our network for



## MIDSUMMER MADNESS

### South West Trains Great Summer Getaway

This August at weekends you have a chance to travel throughout the South West Trains network for just £10 day return (£5 for kids). So why not visit your family or friends, enjoy a short break or explore the destinations you have never been to before? If you head up to London, don't forget to take an advantage of our 2FOR1 offers. There's no limit on the number of tickets available or how far you can travel – as long as you can get there and back on a South West Trains service in a day, you can travel to up to 184 destinations on our route.

When? Tickets are available on Saturday 1, 8, 15, and 22 August and Sunday 2, 9, 16 and 23 August. (excluding the bank holiday weekend)

Where? They are valid between any two stations served by South West Trains, except the following: stations west of Honiton; stations between Warminster and Bristol Temple Meads inclusive; or to/from the stations on the Isle of Wight.

Save even more when you travel to Bournemouth! You can take any bus from outside the train station to the town centre or beaches for just £1 per adult and 50p per child. All you need to do is show your valid Midsummer Madness ticket to the driver and ask for this special ticket.\*

How to buy?

Midsummer Madness tickets are available on the day of travel from any staffed South West Trains station. You can also purchase them from ticket vending machines on Fridays after 15.00 or anytime on a Saturday and Sunday. If you would like to book your weekend £10 travel in advance, you can do this online or over the phone calling: 0845 6000 650.

Terms and conditions:

1. Tickets are issued as a Day Return and are valid on South West Trains services only.
2. They are valid between any two stations served by South West Trains\*\*, except the following: stations west of Honiton; stations between Warminster and Bristol Temple Meads inclusive; or to/from the Isle of Wight. (A map of stations covered can be found here).
3. They are valid for travel at any time on the following dates: Sat 1, Sun 2, Sat 8, Sun 9, Sat 15, Sun 16, Sat 22, or Sun 23 August 2009 (excluding the Bank Holiday weekend).
4. Tickets are £10 for Adults and £5 for Children. No further discounts available to Railcard holders.
5. Weekend First Upgrades are available with this ticket, with priority given to customers already holding First Class tickets.
6. Tickets are available in advance or on the day of travel from any National Rail station ticket office, at self-service ticket machines, online or through telesales.
7. Normal refund rules apply.

\* The Bournemouth Bus special fare is not available on 22/23 August.

\*\*Subject to fares available.



## NEWPORT STATION WORK TEES OFF

A brand new Newport station is now in the making, with engineers turning the first spade of soil as piling work begins. Built with a special sustainable material that is also used by the Eden Project, the new station will become the greenest and the biggest station work in south Wales. Over the next 11 months, engineers will be working round the clock to bring a striking landmark from canvas to concrete. Measuring 2,100 square metres – nearly twice the size of the old station, Newport station will modernise the skyline of the city and becomes an iconic gateway for Wales. Jointly funded by Network Rail and the Welsh Assembly Government, the multi-million pound scheme meets the city-wide vision to regenerate Newport. The new station will cater to an increasing number of rail passengers in the region and will also meet the influx of passengers travelling into the city for Ryder Cup.

The new station has been designed by an Atkins / Grimshaw partnership and is to be constructed by Galliford Try.

Accessibility and safety are at the heart of the new design. Passengers will benefit from two new terminals and an additional new entrance to serve passengers from the northern side of the city. A station footbridge will conveniently connect passengers to all platforms.

The station will also be equipped with three lifts, CCTV, modernised customer information system and new waiting shelters. Both terminals will also have improved ticketing and information points and more shops.

There will also be a new and expanded car park with 250 spaces and platform 4 will also be extended by 50 metres to accommodate longer trains in the near future.

Mike Gallop, route enhancement manager, Network Rail said: "This is the beginning of a new chapter for the people in Newport and for rail passengers travelling into Wales. There is still much to do and we have a big task ahead, we will continue to work hard to make the new station happen."

"By 2010, passengers will be greeted with a stunning station that is bigger, eco-friendly and an icon for the city of Newport and the railway in Wales." The Deputy First Minister and Minister for Economy and Transport, Ieuan Wyn Jones, said: "I'm delighted that work has started on this important project which will greatly improve public transport in Newport and provide a great impression for those entering Wales.

"This will also be an important development as Newport prepares to welcome the Ryder Cup in 2010 when many people will be visiting here for the first time. Our investment here is another example of our commitment to make public transport as accessible as possible to provide a real alternative to the car and to fulfil our One Wales promise of delivering an integrated transport system fit for the 21st century."

Arriva Trains Wales head of stations, Peter Northcott said: "The new look Newport Station will be a landmark building for the city providing

passengers with a welcoming and modern facility. We are delighted work has begun and look forward to the construction completion."

Councillor Matthew Evans, leader of Newport city council, said: "We welcome the start of work on this key project and look forward to seeing it progressing over the coming year. We anticipate that it will act as a springboard to attract further regeneration in this part of the city centre."

"The modern and unique design of the new station will create an improved first impression for visitors arriving in the city for the Ryder Cup, but more importantly will create a lasting legacy which will benefit all Newport residents. For businesses it will further enhance our city's unique position as the main transport gateway for South Wales."

John Burrows, Chief Executive of Newport Unlimited, the Urban Regeneration Company for Newport said: 'The new station will be another striking addition to the rapidly changing Newport skyline. The new terminal at the western end of the station will bring much needed travel facilities which will add to, and complement, the historic Victorian buildings, canopies and platforms of Newport Station and help make it, and the City of Newport, a key nodal point for transport connections, sustainable transport, and economic development.

Clad in a unique material – ethylene tetra fluoro ethylene (ETFE), the new station will be a bright and airy space for passengers. ETFE is a recyclable material that is extremely lightweight and compared to glass, it requires significantly less steel to support the structure.

In addition, the material provides better insulation than double glazing and therefore less energy is needed to heat the space it covers. ETFE does not degrade under Ultra-Violet light or atmospheric pollution and its unique non-stick, self-cleaning design means that grime can be easily removed by rain. ETFE does not pose any threat to the ozone layer and was originally designed for the space industry.

Photo© Grimshaw





## First GBRf signs 'new to rail' contract with Lafarge to move aggregates to Northamptonshire

Britain's most reliable rail freight haulier, First GBRf, on Wednesday 8 July 2009, signed a new multi year contract with Lafarge, which will see aggregates transported to Northamptonshire by rail for the first time. Present at the signing was Lafarge Aggregates & Concrete UK's Managing Director for Aggregates Robert Whetstone, who officially put pen to paper with John Smith, Manager Director of First GBRf, at Mountsorrel quarry in Loughborough. Under the terms of the new deal First GBRf will carry the coarse particulate material from the plant in Leicestershire to Wellingborough, where planning permission has been granted for a new rail facility to be built. The facility will be added on to Lafarge's existing distribution centre in the town, which currently only has road access.

With long-term plans for significant additional volumes of aggregates to be transported by rail, the new service will save up thousands of lorry journeys a year. The new contract was signed after a successful year-long trial in which First GBRf was able to demonstrate to the building materials supplier the viability of rail based transportation for this route. National Rail Manager at Lafarge John Carpenter said: "We are pleased to sign the contract with GBRf and we look forward to a fruitful partnership over the coming years as we seek to move as much material as possible by rail." The new contract represents First GBRf's largest direct aggregate contract to date and its length will secure the freight haulier's future in the aggregate market for the long term.

Neil Crossland, Business Development Director at First GBRf said: "At First GBRf we have a good track record in looking at a situation in an innovative way and seeing the possibilities rather than the problems involved in making the seemingly 'impossible' happen. We are delighted to be working with Lafarge to increase the range of modal options at Wellingborough from just road, to road and rail and to encourage new traffic onto the rails." First GBRf will use Class 66 locomotives and discharge trains to carry the construction material on a weekly basis from the site in Quorn.

## Bombardier Wins First FLEXITY 2 Tram Order for Blackpool in the UK

FLEXITY 2 trams are driving Britain's most traditional tram system into a sustainable future

Bombardier Transportation has won the first BOMBARDIER FLEXITY 2 tram order signed worldwide to supply 16 trams to the City of Blackpool. Funded by the Department for Transport (DfT), Blackpool Council and Lancashire County Council, this contract is valued at approximately 33 million (\$54 million US, 38 million euros). Bombardier, in delivering these trams, is contributing to the revitalisation of Britain's most traditional tram system, enhancing the city's attractiveness while reducing energy consumption.

The vehicles are scheduled to be delivered between May 2011 and March 2012. Bombardier will manufacture the vehicles at its sites in Bautzen (Germany) and Vienna (Austria).

Colin Walton, Chairman of Bombardier Transportation UK, said: "We are delighted that after London, Nottingham and Manchester, yet another British city has selected a Bombardier light rail solution. This order confirms our customers' confidence in Bombardier as a supplier of reliable and innovative urban transport solutions."

"The FLEXITY 2 tram is based on our successful FLEXITY trams and has been created to incorporate outstanding, proven features in one single tram. It sets the highest standards in the areas of comfort, security and environmental protection. We are very proud that the Blackpool Council has placed its trust in Bombardier's latest development to revitalise its tram system," commented Grego Peters, President Light Rail Vehicles, Bombardier Transportation.

Blackpool Council Programme Manager Paul Grocott said: "This was a big decision for Blackpool and we believe that we have chosen the right vehicle and the right company to supply it. We are delighted to be the launch customer of the Bombardier FLEXITY 2 and chose it because we are looking for cutting edge, but proven technology with a fresh feel. We know it will bring the existing tramway into the modern age."

The FLEXITY 2 trams will be 32.5 m long and 2.65 m wide, with five sections and three bogies and is based on the successful, proven and reliable FLEXITY product family. The FLEXITY 2 tram has many technical advantages, including an improved carbody concept, better corrosion protection, an enhanced bogie design (BOMBARDIER FLEXX Urban 3000), an overall reduction of the vehicle mass as well as an enhanced cab structure. The BOMBARDIER MITRAC propulsion technology and an optimised air conditioning system will result in significantly lower energy consumption.





## SHOCK COFFIN POSTERS WARN - STAY OFF THE TRACKS OR RISK DEATH

A poster campaign using coffin-shaped railway sleepers with RIP messages describing how trespassers met their fate has been launched at Britain's biggest railway stations. The campaign begins as Network Rail reveals how, astonishingly, people have jumped onto the tracks at busy main line stations such as Leeds, Manchester Piccadilly, Liverpool Lime St and Waterloo to retrieve dropped mobile phones, hats, bags, and even spectacles. Others realising they are on the wrong platform decided to run across the tracks instead of crossing safely via the concourse or footbridge. In total there were 144 reported incidents of trespass at the 18 stations managed by Network Rail. All risked serious injury or death. The posters which ask "what price your life?" aim to raise awareness of the very real dangers of trespassing on the railway and come ahead of Network Rail's summer No Messin' Live campaign fronted by boxing champion Amir Khan. Last year there were around 9,000 reported incidents of trespass on Britain's railway, although the true figure is thought to be much higher. Whilst the majority of incidents occur along the 20,000 miles of track between stations and at level crossings, platform to platform trespass at stations is a significant problem that train drivers, station staff and transport police have to deal with. Tragically two people have lost their lives this year at Burgess Hill station in Sussex and Westgate on Sea in Kent after stepping on the third rail which powers the trains along those routes. Both occurred late at night. Station staff and transport police work tremendously hard to help thousands of people get home safe after a night out but this is when trespass issues at stations tend to increase. Over a third of trespass incidents at the 18 Network Rail managed stations occurred after 9pm. Martin Gallagher, head of community safety at Network Rail said: "We've had some success in bringing down the number of incidents across the network, but we cannot be complacent, and that is why we're launching this poster campaign to highlight the very real dangers of trespassing on the railway. "We're also seeing a lot of incidents happen after 9pm, when maybe after a night out, people's judgements aren't at their best. You wouldn't step out in front of a speeding car to retrieve a mobile phone or a bag you'd dropped, so why jump onto the tracks as a train approaches? I think these posters make it crystal clear that you are risking your life by trespassing on the railway and we hope to reduce the number of incidents further and ultimately save lives." British Transport Police Chief Superintendent Operations, David Wildbore said: "There is never a safe time for a member of the public to step onto the tracks – trains operate 24 hours a day across the network and busy stations are subject to alterations in train movements at a moments notice. "A missed train or lost mobile phone is a minor inconvenience when compared to the risk of death or the kind of serious, life changing injuries people suffer when they have been hit by a train. "My advice to passengers is simple: Never step on to the tracks to take a shortcut and if you drop something onto the track, ask rail staff for assistance – they will always do their best to retrieve your item."



### Real nuts blog at [Railnuts.com](http://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



Lovely shot of London Paddington station, which shows that electrification doesn't have to spoil the architecture. [Liam](#)





Class 37 418 at Ramsbottom on the ELR, waiting for the crossing gates to open. [Richard Hargreaves](#)





Class 334 025 and 334 027 are seen passing over Kelvin Viaduct, heading west towards Partick while working the 12.16 2C43 Motherwell - Dalmuir service on July 8th. [Jonathan McGurk](#)



# Preserved Railways



Wizzo D1062 "Western Courier" approaches Irwell Vale on July 4th whilst working at the East Lancs Railway's Diesel Gala. [Megan Thomason](#)





Above: Following on from the success of the visit to the West Somerset Railway, as featured in last month's magazine, D1062 visited the East Lancs Diesel Gala in July. The loco is seen at the line's current terminus of Heywood on July 4th.

*Richard Hargreaves*

Top Right: Ex- West Coast Railways Class 37 248 leads the ELR's Class 37 109 through Irwell Vale on July 4th. *Andy*



Bottom Right: In one of the rare occasions when the ELR has had a diesel gala when it is sunny, Class 50 015 passes the CFPS's Class 40 145 at Bury Bolton St.

*Richard Hargreaves*





Above: Looking like a Hymek and sounding like a Western is what you get in a "WesMek." Following the failure of the Hymek's engine and the ELR's Western being out of traffic already, the decision was made to fit one of the Westerns engines into this loco. Strange as it may be, it obviously works!

*Brian Battersby*

Top Left: Large Logo Duff, visiting from the GCR (North) Class 47 292 is seen at Bury. *Richard Hargreaves*

Bottom Left: Looking great as it passes Burrs Country Park, Class 37 418 proves that when clean, EWS livery isn't too bad. *Colin Irwin*





Above: Class 25 D7629 leads Class 24 D5054 through Burrs on the second day of the East Lancs Diesel Gala, July 4th.

*Colin Irwin*

Top Right: Another shot of the "WesMek" Class 35 D7076. The loco is carrying the headcode 1041 as the loco's current engine is out of Western D1041. *Colin Irwin*



Bottom Right: Deltic Class 55 022, approaches Summerseat, on 2J66 the 10:56 Rawtenstall to Heywood service seen here departing Bury. *Pete Cheshire*





The Foxfield Railway held its steam Gala in July. Always an entertaining line, and it should be a must on any steam fans calendar, these locos work really hard on the steep inclines. This is a shot of “BELLEROPHON” and 1827 heading up the bank away from Foxfield Colliery. [Richard Hargreaves](#)





Above: "Meaford No2", a Robert Stephenson and Hawthorn 0-6-0 side tank design, built in 1951 to works number 7684, is seen leaving Foxfield Colliery, as it tackles the, not insignificant, 1:19 climb to Dilhorne. on July 18th. [Pete Cheshire](#)

Top Left: "Backworth No47" ( RSH No7849, built in 1955 ), and "Wimblebury", an 0-6-0 of the "Austerity" class by Hunslet, ( built in 1956 as No3893 ), seen at Caverswall Road on July 18th. [Pete Cheshire](#)

Left: "Florence No2", a Bagnall 0-6-0 saddle tank, is seen leaving Foxfield Colliery. [Pete Cheshire](#)





Top Left: In faded Inter-City livery Class 73 134 stands at the head of a rake of blue and grey MkII coaches at Barrow Hill on July 4th.

Above: Preserved or not?? Well it's in the preserved section at the moment, but body repairs are progressing well on Class 56 101, seen here inside the roundhouse at Barrow Hill on July 4th, mainline soon??

Bottom Left: One of the many locos to escape Booth's famous scrap yard, but what does the future hold for the ex Adv\*nsa Class 47. (Shh, we are not supposed to know its previous owner). *All: Brian Battersby*





Class 02 D2853 stands outside the depot of the AFRPS at Corus Scunthorpe on July 25th. [Brian Battersby](#)



## GREAT CENTRAL ANNOUNCES 'HEAVY METAL' LINE UP FOR OCTOBER STEAM RAILWAY GALA

It's a heavy metal theme for the Great Central Railway's Steam Railway gala in October. The three day event (9th, 10th, 11th October) will see two guest engines arrive, Cromwell return and the Fairburn Tank in action for an exciting weekend of action.

9F no 92203, "Black Prince" is the first visiting engine. Owned by internationally renowned artist David Shepherd, it will appear on the lines famous 'windcutter' mineral wagon train recreating a very familiar GCR 60s scene. Making its first visit to another heritage line is WD 90733. This engine will also feature on freight services, complementing two 'home fleet' engines, GCR O4 no 63601 and 8F no 48305.

The line up doesn't end there. Returning from main line duties, National Railway Museum flagship engine, BR standard 7, Britannia Class no 70013 "Oliver Cromwell" will be joined for the first time in preservation by another end of steam survivor LMS Fairburn Tank no 42085 on

a very rare visit away from its home base, the Lakeside and Haverthwaite Railway.

A seventh engine is likely to take part rounding off the heavy metal theme. The timetable will make full use of the double track featuring freight trains, passenger trains and non stop postal drops.

"It's certainly an exciting line up" said GCR president Bill Ford. "We've extended the event to three days and on Saturday night we'll have our usual twilight steam show. We made a number of improvements to the railways infrastructure this year including a canopy at Leicester North and a new lift and wheeled access toilet at Loughborough. If you haven't visited for a few years this will be the perfect chance for a long weekend in Leicestershire.

Naturally we're delighted to be continuing our partnership with Steam Railway magazine. We look forward to a great event."

Plans are in hand to arrange tours of the newly ballasted Mountsorrel branch line which is currently being restored. Visitors will be able to take a bus shuttle to the branch and take a guided tour on foot with project volunteers.

While the 9F is at the railway, a number of other events are being organised to showcase it and celebrate the work of David Shepherd and his Wildlife fund.

Further details including fares and timetables will be available on the Great Central's website.





Seen during a visit to the Appleby Frodingham Railway Preservation Society at Scunthorpe recently, this Peckett was built in 1912 and still gives regular trips round the steel works today.

*Andy*

# 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](http://www.c58lg.co.uk), e-mail [info@c58lg.co.uk](mailto: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!





## GREAT CENTRAL RAILWAY: NOW TESTING AT 75mph

"Private main line" commences its first job at new maximum speed.

The Great Central Railway in Leicestershire has just commenced its first testing work at a top speed of 75mph or 120 kmph. Following an approach from a client, the railway gained HMRI / ORR permission to raise its maximum speed from 60mph to 75mph under certain strictly controlled testing conditions.

The railway has carried out a number of high profile testing and training contracts in the last few years. In 2007 the 'Hybrid HST' spent several months in Leicestershire proving itself before further trials on Network Rail. While it continues to run a diverse range of heritage services, the GCR is now marketing itself also as a 'private main line test track' to the rail industry. The work on this occasion involved brake tests at speed with a new design of wagon. Meanwhile, noise testing to a new international standard is ongoing for another customer.

"The 75mph testing is going very

smoothly from our point of view" said Bill Ford from the Great Central. "We invested to secure this contract, fettling our track to the required standard and embarking on a series of driver training days. A considerable amount of time was spent drawing up the necessary paperwork to gain approval. The higher speed means we can pitch for even more contracts, delivering track access in daylight hours to professionals for testing, training and commissioning." The higher speed limit of 75 m/h applies over a stretch of the GCR's down line, and is applicable to diesel traction only. Steam traction testing is limited to 60 m/h, and the lines carrying passenger trains remain limited to 25mph. The railway currently has no plans to increase the speed of its heritage services. The locomotive involved in the first contract is Class 45 'Peak' D123.

## DELTIC TO VISIT LINE IN SEPTEMBER

"The Great Central Railway is delighted to announce it will welcome the Deltic Preservation Society and D9019 to be a star attraction at our September diesel gala. The Deltic will stay for around two weeks in Leicestershire and is expected to feature on all three days of the event (11th, 12th and 13th of September). The engine will feature alongside a line up of around ten other machines with a broad sweep of classes, designs and engine types represented.

Built in 1958, "Arnold Machin" was purchased by Eccles Slag Company and worked in their sidings until the mid 1970's. Still wearing the livery of Eccles Slag Co Ltd, this Yorkshire Engine Company shunter stands outside the AFRPS shed at Scunthorpe on July 25th

Andy







Above: Following its appearance at both the Long Marston open day and at the Eastleigh 100 event, Class 50 026 has moved to the Severn Valley Railway, where, it was pictured on July 10th, looking a little worse than its previous showroom condition.

*Class47*



Left: Class 52 action on the "Valley" in July as D1013 passes D1062. "Western Courier" was working a diesel service on the line as part of the Severn Valley's regular Saturday diesel turn.

*Richard Hargreaves*





Above: Class 37 254 "Driver Robin Prince M.B.E" is seen near Coldbath Bridge, near High Rocks on the Spa Valley Railway in Kent, while working "The Stag & Syphon" Charter on July 13th.

*Craig Stretten*



Left: 80105 is back on hire at the Wensleydale railway, photographed on July 24th, leaving Leeming Bar on the steep inclines.

*Alan Usher*





Top Left: On June 27th, Beyer-Garratt NGG ( 2-6-2 + 2-6-2T) built in Manchester (England) in 1958, arrives at the new Beddgelert Station. The station was opened on 7th April 2009 as part of the Welsh Highland Railway project and when finished will be 25 miles in length from Caernarfon to Porthmadog, making it the longest heritage line in Britain. On May 21st 2009, the line was extended through the scenic Aberglasyn Pass to a run-round loop only at Hafod-y-Llyn. The locomotive was built for the South African narrow gauge and was overhauled and converted to oil burning before returning to Britain in 1997. The line commences at Caernarfon and runs on the standard gauge tracked of the LNWR Bangor - Afon Wen Junction line until Dinas Junction, where it follows the original route of the former Welsh Highland Railway.

*David Mead*



Bottom Left: Preserved Hampshire Diesel Electric Multiple Unit No. 1125 ( 205.025 ) enters Medstead and Four Marks on May 29th, during the three-day diesel gala, re-creating a scene associated with the Alton and Winchester line during the 1960s and up to closure in 1973. 1125 was part of a third batch of demu's built as a three car set in 1959 and were widely used on non-electrified lines in Hampshire, including Alton to Winchester and Southampton Terminus, later to the Central. The small group of volunteers are very proud of their achievement in restoring the unit and without their dedicated work, this scene would not have been possible. It is planned to run 1125 on selected days this year and hopefully, it will be incorporated into the 2010 two-train off peak services, when the line runs one steam and one diesel.

*David Mead*





## The A1 Steam Locomotive Trust New Steam for the Main Line

### Tornado achieves the first 10,000 miles in service on 'Torbay Express'

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, has achieved her first 10,000 miles in service since her completion in 2008 whilst hauling the 'Torbay Express' through Taunton on Sunday 12th July 2009.

The locomotive starred in the first episode of the new series of the BBC's 'Top Gear' programme on Sunday 21st June 2009 racing a Jaguar XK120 car and Vincent Black Shadow motorcycle from London to Edinburgh, with presenter Jeremy Clarkson on-board. The programme was watched by over seven million people. The new £3m Peppercorn class A1 pacific steam locomotive was built over almost 20 years by The A1 Steam Locomotive Trust, a registered charity, at its Darlington Locomotive Works in Darlington, Country Durham. Frequently headlined in the national and international press and on TV and Radio.

Tornado will be hauling the 'Torbay Express' from Bristol to Paignton and Kingswear (Paignton & Dartmouth Steam Railway) and return every Sunday for six weeks from 5th July to 9th August inclusive. The 'Torbay Express' is the perfect way to experience the true majesty and romance of steam, whisking its passengers across the flat Somerset levels to Taunton, charging through the Blackdown Hills and down the Exe Valley to Exeter, then alongside the sea-wall from Dawlish Warren to Teignmouth and finally through the delightful wooded estate once owned by Agatha Christie and down into the old riverside terminus station at Kingswear.

Starting at Brunel's famous Bristol Temple Meads station at 09:15hrs and stopping to pick up passengers at Weston-super-Mare (09:40hrs), Taunton (10:40hrs) and Exeter St David's (11:15hrs), the 'Torbay Express' takes the spectacular coastal route via Dawlish, Torquay and Paignton, then onward via the Paignton & Dartmouth Steam Railway, with stops at both Paignton (12:05hrs) and Kingswear (12:55hrs, for Dartmouth) to set down

passengers for an afternoon on the delightful South Devon Riviera. The return train departs Kingswear at 17:20hrs, calling at Paignton (17:55hrs), Exeter St David's (18:45hrs), Taunton (20:15hrs) and Weston-super-Mare (21:10hrs), arriving at Bristol Temple Meads at 21:40hrs. Prices for travelling on the 'Torbay Express' are Standard Class (adult £65.00; junior £60.00), and First Class (£99.00). Additionally, a small number of table for two seats in First Class may still be available on certain dates at a supplement of £18 per person and cream teas at £7 per person. The trains are being promoted by Torbay Express Limited and seats can be booked via telephone (01453 834477). Mark Allatt, chairman of The A1 Steam Locomotive Trust, said:

"It's hard to believe that Tornado has already clocked up 10,000 miles in service. We are delighted to hauling the first half of this season's 'Torbay Express' and hope that railway enthusiasts and members of the public who have followed Tornado's progress in the press, and more recently on 'Top Gear' with Jeremy Clarkson, will take this opportunity to come and ride behind her on this truly great railway journey."

Photo: © Mark Wilkins







Above: Class 31 435 passes through Skibeden with the 1L23 15:30 Bolton Abbey - Embsay service on July 25th.

*Dave Dawson*



Left: Class 37 294 powers away from Holywell Holt and through Skibeden with the 1L25 16:00 Bolton Abbey - Embsay service.

*Dave Dawson*





Class 47 004 / D1524 passes through Skibeden with the 1L21 15:00 Bolton  
Abbey - Embsay service on July 25th. [Dave Dawson](#)





At the Great Central's "Mail By Rail" gala held on July 25th and 26th.

Top Left: Fairburn Tank 42085 heads the mail train passing Kinchley Lane.

Top Right: Class 20 D8098 stands inside a smokey Loughborough shed.

Left: Class 25 D5185 heads the mineral train past Kinchley Lane.

*All: Derek Elston*





An immaculate looking Class 40 013 stands in Vic Berry's yard on May 15th 1988. This Class 40 would soon be sold on for preservation. [Richard Hargreaves](#)





Top Left: Class 37 516 and 37 517 head a line up of locos at Thornaby yard on June 12th 1988. The Class 37's were wearing the popular Railfreight "Red Stripe" livery of the time. [Richard Hargreaves](#)

Bottom Left: Seen passing Norton Bridge, near Stafford on the West Coast Main Line, in May 1991 is Class 86 102 working a Euston - Preston service. [Pete Cheshire](#)

Above: Class 85 007 passes Winsford on a sunny January 4th 1989. The loco is almost certainly conveying Ford cars from the Merseyside plant at Halewood. [Pete Cheshire](#)





Top Left: Class 47 517 "Andrew Carnigie" (ex RES 47 758) and BRCW motor composite DMU No E52082 both occupy the bay platforms at Manchester Victoria. November 1985.

*Dave Harris*

Left: Class 45 133 and 45 108 are seen outside the main shed at March on May 15th 1988. This shed, situated between Peterborough and Norwich, was a haven for locos on a weekend as they were serviced or prepared for weekend engineering work.

*Richard Hargreaves*



Left: Back in the days when HSTs and locos were painted rather than vinyled, HST Power Car 43 169 is seen in primer in the paint shop at Crewe on June 6th 1981.

*Derek Elston*





Class 37 278 and Class 56 032 are seen outside Cardiff Canton depot on April 10th 1988. [Richard Hargreaves](#)





During June 2009, Fastline hired-in a GBRf class 66 locomotive. Class 66 704 passes Upton, near Shifnal, Shropshire with Fastline's 6Z15 Immingham - Ironbridge coal train on the evening of June 23rd. [Gary S. Smith](#)