

Railtalk Magazine

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D1054 on freight in 2009 - I must be dreaming!

Welcome

From The Editor

Welcome to Issue 38 of Railtalk Magazine, and what another brilliant month its been, where do I start!

Firstly, can I say (and I'm going off topic), how quickly its become November, it seems only days ago that we had sun after the hours of 7pm and evening photography was something that was easily achievable.

Now back on topic, and this month we have had change again on our rail network, both good and bad.

We've had to say goodbye to Advenza freight, as they have lost the tough fight to stay afloat, difficult times for all our train operators at the moment though. Another company to also hit the deck this month has been Flamboyant trains, who unfortunately lost the battle before they began, which was a shame as I thought that their tour plans looked exciting. On the positive side this month is the new Stobart livery applied to a Class 92 (see page 25), which has brought a welcoming change, however it probably won't please all.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, 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, Jonathan Gill, Josh Watkins, JulianG, Colin Irwin, Steve Madden, John Martin, Phil Cherry, Christopher Sutcliffe, Derek Hopkins and as always a big thanks to the RailUK team for assisting in proof reading.

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Submissions

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

entries@railtalk.net

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When do we publish?

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

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Front Cover: Not quite a dream, but D1015 carrying the identity of a scrapped classmate. However who would have thought that any Western working a freight in 2009 would be possible. The loco was working 6Z52 Tavistock Jct. - Burngullow and is seen passing Plymouth. [Steve Andrews](#)
This Page: Class 25, D5185 on loan from the Great Central Railway is seen working at the Nene Valley Diesel Gala on October 4th. [Steve Madden](#)

Charter Scene

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This months round up of the British charter scene



LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" and LNER Class K1 2-6-0 No. 62005 pass Horseshoe Curve working 5Z43 Fort William - Carnforth ECS on October 12th. [Darrel Hendrie](#)



Main: Class 37 676 leads 37 516 and 47 851 on Spitfire's 1264 Taunton - York passed Stenson on October 17th. Class 37 516 had failed at Bristol and the Class 47 was assisting at this time. [Carl Grocott](#)

Inset: Class 47 851 worked the return service to Taunton with Class 37 676 on the rear. The dead Class 37 516 was left at York. [Richard Hargreaves](#)

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Top Left: Class 201 'Hastings' DEMU No. 1001 waits departure time at Kensington Olympia working 1Z27 "The Worcester Leveller" Hastings to Worcester on October 3rd. [Derek Elston](#)

Bottom Left: Class 201 'Hastings' DEMU No. 1001 arrives into Worcester Shrub Hill station, prior to working the return leg of Hastings Diesels Limited's "Worcester Leveller" Railtour, on October 3rd. [Craig Stretten](#)

Below: Recently repainted Class 73 213 stands at Caterham, with "The Caterham Corps" Chairty Railtour, which ran in aid of the Help for Heroes Charity on October 10th. The tour started at Hastings and visited London Victoria, Bromley North, Tattenham Corner and Richmond during the day. [Craig Stretten](#)





Main: Class 31 190 is ready for departure with the Buffer Puffer 8.0 at Euston, on October 24th. [Derek Elston](#)

Inset: Ex Advenza Freight Class 66 844 is on the stops at Euston awaiting the 08.13 departure time of Pathfinder Tours Buffer Puffer 8.0, October 24th. [Derek Elston](#)



Top Left: A look at Electric Traction's Class 86's on their first outing in revenue service. Class 86 701 and 702 were chartered to run a GBRf staff special from Newcastle to London on October 17th. This shot is of the train arriving at Doncaster on the outward service with Class 86 702 leading. *Richard Hargreaves*

Top Right: The same train as above, but a shot of Class 86 701 which was on the rear. *Richard Hargreaves*

Right: On a dull October day at Tallington, Class 86 702 "Cassiopeia" with 86 701 "Orion" at the rear works the GBRf Staff Special, 1230 Newcastle Central to Kings Cross. *Steve Madden*





Class 86 701 "Orion" arrives at York on October 17th working a return GBRf charter from London to Newcastle, 86 702 "Cassiopeia" was on the rear. [Andy](#)



Left: 5690 "Leander" leaves Inverkeithing working 5Z33 ECS on September 27th.

Richard Jones

Below: LMS 8P Coronation Class 4-6-2 No. 46233 "Duchess of Sutherland" is seen at Derby station having just worked the 18.18 1Z68 London Kings Cross - Derby - Sheffield (Derby - Sheffield leg taken over by two WCRC Class 47 locomotives) Charter Train. on October 17th.

Jonathan McGurk





Hanson Class 56 312 heads Compass Tours "The Pennine Lakelander" from Shrewsbury to Carlisle as it passes Euxton on the WCML, with Class 67 001 at the rear. [Robert Beardwell](#)



Above: "The Cumbrian Mountain Tornado" ran on October 10th between Hellifield - Settle - Carlisle - Shap - Preston, LNER A1 Class 4-6-2 No. 60163 "Tornado" is pictured on arrival at Preston. [Colin Irwin](#)



Left: Class 67 001 is now approaching ten years in service. The loco is seen here at Bamfurlong at the rear of the 1247 Compass tour to Carlisle on October 17th. [Dave Harris](#)



Top Left: 6233 "Duchess of Sutherland" is seen working "The London Explorer" 1267 Sheffield to Kings Cross passed Tallington on October 17th.

Steve Madden

Top Right: LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" and LNER Class K1 2-6-0 No. 62005 renumbered as 62034, take on water at Crianlarich October 12th.

Richard Jones

Left: Merchant Navy Class Locomotive No. 35028 "Clan Line" works the 1297 VSOE London to Oxford on October 28th passed Didcot.

Steve Andrews



Black 5 No. 45407 (leading) and LNER K1 No. 62034 are seen puffing away from the harbour wall at Bowling heading east while working the 08.10 5Z43 Fort William Junction Yard - Carnforth Steamtown Jacobite West Coast Railway Company ECS on October 12th. [Jonathan McGurk](#)



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Above: As part of a special tour to bid farewell to the Oldham Loop on 3rd October, Spitfire Railtours ran the Witch Way & Oldham Looper tour, which ran from Preston to Manchester, travelled the former Cotton Mill Express loop clockwise, before heading back to Manchester Victoria, and out again around the Oldham Loop line twice, once by steam and once by diesel. Here the tour is seen on the return leg of the Cotton Mill Express loop, passing over Wayoh Reservoir on Entwistle Viaduct, headed by L.M.S Black 5 4-6-0 No. 45231 "Sherwood Forester".

Christopher Sutcliffe

Top Right: West Coast Class 37 706 is seen at Manchester Victoria on the rear of the "Farewell to the Oldham Loop" railtour. *Colin Irwin*

Right: North East Railtours ran an excursion from Alnmouth - Chester on September 28th. Class 67 026 is seen on the train at Preston. *Colin Irwin*



Main: "The Tin Bath Extra" ran on October 18th and featured LMS Class 5MT 4-6-0 No. 45231 and LMS Class 5MT 4-6-0 No. 45407 between Manchester Victoria - Sheffield - Penistone - Blackburn - Manchester Victoria. The tour is seen here on arrival back at Manchester Victoria [Colin Irwin](#)



Inset: 45231 and 45407 are seen earlier in the day at Sheffield. [Steve Thompson](#)



Above: On October 10th, "THE ROYAL SCOT" ran from London Euston - Carlisle with LMS Coronation Class 4-6-2 No. 46233 "Duchess of Sutherland" running between Crewe - Shap - Carlisle and return. The train is seen arriving at Preston. [Colin Irwin](#)

Top Right: On October 10th, Class 86 259 "Les Ross" sits at Crewe having worked the above charter from Euston. The loco worked the train south from Crewe back to Euston in the evening. [Colin Irwin](#)

Right: Class 47 786 "Roy Castle OBE" leads a Chesterfiled - Portsmouth Harbour charter through Clapham Junction. on October 3rd. [Derek Elston](#)

Restoration of a Thumper

Update - Thumper Restoration - October 2009 - East Kent Railway

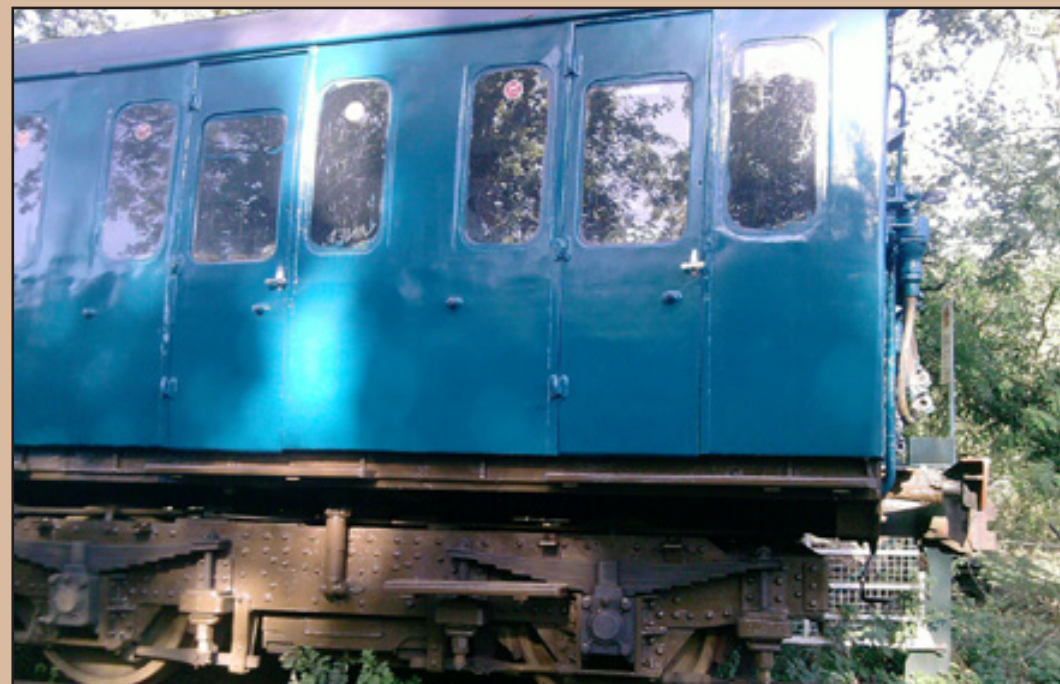
As I write this, the Thumper, 1101 (205001) is progressing very well. Although there are only a few volunteers active in this restoration task, we are all working incredibly hard to get this unit restored. Since last time, two thirds of the power car have been painted blue on one side, and given at least two coats. The vinyls are being peeled off in order to progress with the painting. The doors and frames have been painted, and areas have been tidied ready for paint.

The roof is nearing completion, as this was one of the most difficult tasks. It will have to be scraped down further in order to apply any more paint.

Most importantly, the underframes and bogies have been painted, and are nearly complete on the power car. After months worth of scraping and dusting, they are looking superb. We initially intended them to be painted black, as with most other rolling stock, although we were advised that when Thumpers were outshopped in blue, they always had brown underframes. So, we tried this, and personally, although not a fan at first, I think it is looking good.

We are always looking for new volunteers at Shepherdswell, so why not come down and help us out!

Pictures and Text: Josh Watkins



A visit to Siemens at Manchester

Siemens Depot Open Day at Ardwick Manchester in conjunction with Manchester Science Festival 2009.

It was more of a guided tour than an open day but very informative.

Thanks to the Production Manager, Mr Wilson for making us all feel very welcome.

The highlight of the day had to be the DSM's train simulator.

All Pictures: Dave Harris



This little yellow thing is one of the depot's shunters.



Class 185 136 is on the centre road receiving attention.



Looking very complex, this Cummins engine is ready for fitting.



State of the art Training.
No Microsoft Train Sim here.

A visit to Siemens at Manchester

Some more shots from inside the facility
at Ardwick.

All Pictures: Dave Harris



Class 185 110 is up on the jacks
receiving attention.



Class 185 101 is on the
wheel lathe.



A Class 185 bogie sits on the
Dropper.

Railway ticketing Myths

The railways are unique in having by far the most complicated set of rules for its customers in any industry. Yet the railways are hardly at the cutting edge of staff training, so staff are rarely aware of the full extent of the rules that they are supposed to enforce and abide by. As a result, there are many myths.

Break of journey

Few tickets prohibit a break of journey (BOJ), but that's not my point. What is a break of journey? Exiting the barrier? Changing trains where a change isn't required? Taking a longer route? The answer is no to all of them. The answer is simple: leaving railway premises, except for an out-of-station interchange or following a rail staff member's instructions.

The staff at Leeds, for example, cannot deny your right to use the extensive station facilities even including the Wetherspoon pub at the far end of the station. If they want to ensure you do not break your journey, they'd have to follow you to the pub, watch you eat your meal and ensure you do not disappear into the city centre. Of course, this is ludicrous, hence BOJ cannot be enforced.

Buying on board

A popular myth, particularly among First Great Western and Cross Country staff (we're talking the crème de la crème of Basil Fawlty-types here), is that you must buy before you board a train at a staffed station irrespective of where you started your journey, and that you should miss booked connections in order to make a purchase at the interchange point if the guard did not sell you a ticket on your first train.

This myth is one I object to strongly. It bears absolutely no resemblance to the National Conditions of Carriage (NCoC), which clearly states that what matters is where you start your journey – not where you join a particular train, and that you should buy a ticket when it is reasonably practicable to do so, not at the first interchange point even if that means missing a train and delaying your journey! Many customers are bullied into believing they are committing a criminal offence, when in fact they are perfectly entitled to buy on board when unable to buy at their origin station (e.g. if the station is unstaffed).

Non-stop trains when combining tickets

Another myth is that, for combinations of tickets, the train must always call at the point at which you change from one ticket to another. This is, in fact, only true when combining two seasons or two non-seasons. If you combine a season or leisure pass with a regular single or return, the train does not need to call. GNER famously took a passenger to court over this, and lost! I'd love to have seen the look on the GNER managers faces when they realised that they were totally and utterly wrong.

Double-backing

Double backing very much is allowed as part of the Group Stations rule, (this allows double-backing within the group, for example Letchworth to Arlesey is valid via Stevenage) plus a range of easements. If some guards do not like it, tough! A TPE guard once claimed that a York to South Milford was not valid via Leeds because you would be going too far West and back on yourself. This was utter nonsense. I wonder if this guard would be prepared to pay personally for a taxi, given that the only way to do the journey on Sundays and at evenings is to go via Leeds? Thought not! Would he accept a hotel manager making up rules to make his holiday impossible? No, I don't think so.

Route direct

Some people claim that tickets routed "Direct" are only valid on direct trains. This cannot be true. If it was then many Route Direct fares could not exist! Just because, on some flows, there are direct trains, that does not mean one is compelled to get them. Route Direct is not defined, and therefore the only interpretation that can be accepted is that direct trains are valid, and the shortest route (and routes up to 3 miles longer) is also valid. Any other interpretation would be incompatible with flows such as York to Whitby, or Horsforth to Scarborough.

Have you encountered any other myths? If so we'd love to hear from you. Please post your experiences on Railforums.co.uk or email the editor.

Ticket advice for all

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



RailUKforums

Scot-Rail with Jonathan McGurk

Right: Network Rail MPV DR 98908 is seen at work spraying towards Carlisle while working the 03.25 3S91 Mossend-Mossend via Airdrie, Dalmuir, Neilston, Newton, Dumbarton Central, Helensburgh Central and Glasgow Queen Street Low Level RHTT (Rail Head Treatment Train) working on October 2nd. [Steven Fraser](#)

Below: DB Schenker Class 66 102 is seen sitting inside In platform 1 whilst doing 'Buffer Testing' which ran as 07.50 0K16 Mossend-Glasgow Central on October 13th. [Steven Fraser](#)



Scot-Rail with Jonathan McGurk

Top Right: Class 158 786 in plain blue and white livery is seen sitting inside Platform 17 at Edinburgh Waverley station prior to working a "Mystery Excursion" service - look at the destination screen.

Bottom Right: Class 170 413 in First ScotRail 'Barbie' livery is seen sitting inside Platform 16 at Edinburgh Waverley station waiting to work the 12.30 1A75 Edinburgh Waverley - Inverurie service. Class 185 145 is seen sitting inside Platform 14 prior to working the 12.08 1M95 Edinburgh Waverley - Manchester Airport First Transpennine Express service.

Below: Class 322 485 is seen sitting inside platform 4 at Edinburgh Waverley station waiting to work the 09.37 2Y08 Edinburgh Waverley - North Berwick service. [All: Jonathan McGurk](#)





The former Glasgow Underground Rail Grinder vehicle is seen sitting inside the River Clyde Boatyard at Rothesay Dock East, Yoker, Glasgow. This vehicle was used at Glasgow Underground's Broomloan Road Depot in bygone years and is owned by S.P.T. (Strathclyde Partnership for Transport who now own and run the Glasgow Subway, formally known at present instead of Glasgow Underground). The vehicle is being stored and looked after here until S.P.T. decide what the future holds for it, restoring the vehicle is the more than likely plan and then possibly going to a museum or preserved railway once fully restored. The derelict state of the vehicle is due to it being vandalised prior to arriving on site at Rothesay Dock East. [Jonathan McGurk](#)

Farewell to the Oldham Loop



Main: On October 3rd Northern Rail's Class 142 041 passes Sholver on a service from Shaw & Crompton to Manchester Victoria, on the last operating day of the "Oldham Loop" line before conversion to a metro tramway. The Lancashire & Yorkshire Railway opened the line from Oldham Mumps to Rochdale in 1863.

Inset Left: Many railway enthusiasts came to the Oldham Loop line on its last operating day, at Shaw & Crompton station, Northern Rail's Class 156 428 (left) has brought several enthusiasts and shoppers from Manchester Victoria and will reverse here, whilst 156 223 has arrived from Rochdale on a service to Manchester.

Inset Right: With no passengers boarding the morning service to Manchester Victoria, the guard of Northern Rail's Class 142 058 has time to speak to the driver at Oldham Werneth station.

All: Gary S. Smith



DBS's Class 92 017 - recently in reliveried for the start of the new Stobart contract - and sister locomotive 92 012 in tandem take the 4H24 Wembley - Trafford Park intermodal train through Rugeley Trent Valley station. [Gary S. Smith](#)



Top Left: Class 66 414 “James the Engine” is seen passing Dunkeld whilst working 4N47 Inverness to Grangemouth on October 7th.

Richard Jones

Top Right: Class 66 411 “Eddie the Engine” is pictured parked up at Preston on October 31st, with the “Less Co’s” southbound service.

Richard Hargreaves

Left: East Midlands Trains liveried Class 153 310 departs Doncaster on a sunny October 17th with a service for Lincoln.

Richard Hargreaves

Right: First GBRf Class 66 704 passes Assarts Farm at Meden Vale, Nottinghamshire shortly after leaving the Welbeck colliery with the 6F57 laden coal train to Cottam power station on the afternoon of October 5th. *Gary S. Smith*



Below: Freightliner Class 66 610 passes through Godnow Bridge on October 28th hauling 6M06 Roxby-Bredbury bin train. *Class47*





Above: Class 47 802 "Pride of Cumbria" drags Class 57 303 "Alan Tracy" into Warrington Bank Quay on the Chirk timber train on October 1st.

Colin Irwin

Right: On October 9th, Class 67 016 leads 2C79 First Great Western's 14:00 Cardiff Central to Taunton service into Newport, with 67 017 "Arrow" on the rear.

Pete Cheshire





Top Left: Class 378 018 arrives at Kensington Olympia with a Clapham Junction to Willesden Junction service on October 3rd. [Derek Elston](#)

Top Right: Chiltern liveried DVT 82302 was still working for its sister company, WSMR, during October. With the proposed combining of both companies will we see a uniform livery across all stock?
[Richard Hargreaves](#)

Left: WSMR continue to run acceptance trials on its new rolling stock. This is DVT 82305 with Class 67 010 on the rear working 5Z02 Crewe-Crewe through Wellington. [Carl Grocott](#)



Top Left: London Bridge plays host to a daily Class 442 diagram, 1F83 1822 London Bridge - Eastbourne. Class 442 402 is seen awaiting departure for the South coast with 442 406 on the rear. [Liam](#)

Top Right: Class 60 010 leads 66 157, 60 096, 66 142, 60 041, 66 059, 66 001 over Keadby Canal on October 17th. [Steve Thompson](#)

Left: Class 47 812, D1936 is passing Elford loop with the Thursdays Only 6Z48 Burton West Yard to Dollands Moor empty steel wagons on 29th October. [Steve Madden](#)



On October 13th, Class 66 152, the only class 66 in the new DB Schenker livery, passes Taunton with the 6V62 Fawley to Tavistock Junction fuel oil tanks. [Jonathan Gill](#)



Top Left: RHTT spraying with Class 67 004 seen leaving Perth on October 16th..

Richard Jones

Top Right: Certainly not quite as shiny as when it featured in last months issue, GBRf Class 66 726 "Sheffield Wednesday" is seen arriving at Doncaster on October 17th.

Richard Hargreaves

Left: On October 17th, GBRf Class 66 704 approaches Bamfurlong with a 5287 Carlisle - Cardiff stock move that includes Class 50 049 previously residing at DRS Kingmoor.

Dave Harris



Above: DBS Class 66 142 passes the Penybont halt, Powys with the 6Z32 Margam TC - Llanwnern ES, diverted via the Heart of Wales line because of engineering work around Bridgend on September 27th. [Gary S. Smith](#)

Left: An unidentified Northern Class 153 passes over the River Nidd at Knaresborough on October 17th. [Andy](#)



Top Left: Class 60 040 passes Stenson Jct. on October 17th working 6M57 Lindsey - Kingsbury.
Carl Grocott

Top Right: Freightliner route learning continues on the East Coast Main Line as Class 90 043 sits ticking away after working the 0Z86 Mossend - York on October 7th.
Danny Sladin

Left: Class 66 575 descends into Rugby station on October 24th with a Freightliner service bound for Crewe. *Class47*



Good to see proper traction on the North Wales Coast once again. On October 31st Class 37 425 and 37 401 work 6F18 Holyhead - Warrington Arpley passed Old Colwyn. [Carl Grocott](#)



Top Left: EWS ran this train for 4 days as crew training on the DVT in preparation for the RHTT season. The train was turned at Cricklewood so that the DVT was leading at all times. 82146 leads Class 67 029 “Royal Diamond” at Isham with 5Z06 Toton TMD to Cricklewood Brent Curve Junction on August 25th. [Steve Madden](#)

Top Right: Not quite the same this year for RHTT traffic. Whilst at least they are loco hauled and not MPV’s this pair of Class 67’s don’t have the same appeal as the DRS traction of previous years. DBS Class 67 001 and 67 022 are seen passing Colton Jct. with the afternoon circuit on October 28th. [Class47](#)

Left: Network Rail’s 43013 and 43014 work 1Q12 Aberdeen - Heaton across the Tay Bridge on October 16th. [Richard Jones](#)



Gatwick Express Class 442 404 passes Horley working a Victoria to Gatwick service on October 8th. [Steve Madden](#)



Above: Class 37 688 and 37 087 arrive at Perth on October 7th working 4Z50 Inverness to Coatbridge "Intermodal" service.

Richard Jones

Top Left: DBS Class 60 084 is seen heading through Tamworth High Level with the 6E91 Westerliegh - Linsey tanks on October 29th.

Dave Harris

Left: DBS Class 66 248 arrives at Knighton (or Tref-y-Clawdd in Welsh), on the Shropshire/Powys boundary, with the 6Z22 Llanwern ES - Margam TC on the morning of September 27th.

Gary S. Smith



Above: Class 31 285 and 31 602 “Driver Dave Green” are seen on the back of 1Q06 Machynlleth to Derby RTC, 31 602 being dead and 31 285 providing plenty of power and noise. Class 31105 is leading the train, which is seen heading towards Haston at Hadnall on October 16th.

Pete Cheshire

Top Left: The latest C4 overhauled set to re-enter traffic is Class 334 037 is seen approaching Hyndland station while working the 12.38 2V48 Dalmuir - Springburn service. Notice the refurbished bogies and coupler which have been replaced as part of the C4 overhaul which most of this forty - three car fleet have now undergone. *Jonathan McGurk*

Left: Network Rail continues to employ a number of DRS Class 37's on certain services. This is DRS Class 37 608 and 37 607 passing through Euxton with the Network Rail pantograph/overhead wire testing coach. *Robert Beardwell*



RHTT time again, and a look at one of the Scottish services as Class 67 004 passes through the trees working 3S95 Perth - Inverness towards Dunkeld on October 7th. [Richard Jones](#)



Get them while you can. It is rumoured that as from the December timetable change, National Express will surrender the East Coast franchise. A full line up under one of the arches at Kings Cross on October 27th. [Liam](#)



Above: Network Rail Class 31 602 and 31 105 are seen at Shrewsbury on October 12th after working 1Q06 Derby - Shrewsbury.
Carl Grocott



Left: Class 60 054 comes into Newport on the "Murco Tanks" officially 6B13, 05:10 Robeston to Westerleigh on October 9th.
Pete Cheshire

Right: Are Stoneblowers really that heavy?
as Class 73 212, 73 208 and 73 204 pass Chart
Leacon, Ashford, Kent, working 6U27 Ashford
Works - Alton Stoneblower drag, on
October 26th. [Craig Stretten](#)

Bottom Left: Gatwick Express' Class 73 202
passes Newhaven Harbour station, while
working a Brighton - Brighton test run, on
October 22nd. [Craig Stretten](#)

Bottom Right: Class 319 380 still in
Thameslink livery works a Bedford to
Brighton service passed Horley Station
on October 8th. [Steve Madden](#)





Above: At the beginning of November the use of Virgin Class 57/3s on Carlisle - Chirk logs will come to an end, Colas Rail Class 47s will be running the route from then on.

So get them while you can as shots like this might soon be a distant memory. Class 57 304 "Gordon Tracy" with lots of clag passes Euxton.

Robert Beardwell



Left: Gatwick Express Class 450 007 is seen approaching Horley with a Victoria to Gatwick service whilst Class 66 136 works 7Y36 Cliffe to Crawley New Yard on October 8th.

Steve Madden



Freightliner Class 66 549 passes through Poole Station, whilst working 6M42 Wool - Neasden on October 14th. [Julian Churchill](#)

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.

I am reviewing the Pumpkin cafe shops found on most railway stations this month. Now don't get them confused with the similar Upper Crust that can also be found on railway stations, as their prices and offers differ.

Pumpkin offer a great range of hot and cold drinks, fresh sandwiches and cakes, many of which are freshly prepared on the premises. They all appear to be promoting the “Bite Card” at present, which does mean that even on the smallest cup of Tea it reduces the price from £1.29 to £1.04 so the savings can easily mount up. I have to say that for service that is exceptional then the Pumpkin team at Doncaster station are a real gem, always helpful and friendly they are a credit to the brand.



But I just want to say at this point that this is based on my visits around the country, there may be others who also give great service, and if you let me know, I promise that I'll give them a mention.

Whilst on the subject of letting me know where to eat, may I just say that if you are going out for a family meal with the kids, then Dave from Crawley recommends TGI Fridays, some great offers and really good food. It can be noisy at certain times when parties are in these places though, but i'm told that the steak is excellent.

I'll be back next month with another gem to let you all know about. Until then keep the emails coming, and you never know, it might be your report next month.

Remember you can email me at:

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

View from the Outside by Megan Thomason

This is the first issue that I have actually been late handing in my article to Andy and David, probably because the trains that I went on this month were so miniature that I forgot all about them! (Pause for a laugh). Or perhaps because I have been so busy being lazy and watching the X factor results rather than writing my article on a Sunday night like I normally do.

Anyway, moving back to the beginning of the month when Andy, David and I visited Great Central North, it was a very fun and interesting day. While David (co-editor) was being all grown-up and was taking pictures of the BIG trains, Andy (editor) and I resorted to being about 5 years old and rode up and down all day on the mini trains. I even have a picture in my article to show you what I mean.

It was a two hour journey from York to Great Central North... ok...maybe an hour and a half...I may have exaggerated

because I was so excited about the mini trains that it felt like longer than that!

It was an extremely good place, with big trains for adults, and small trains for adults who want to be kids. And, chips and beans for lunch, washed down with a diet coke, what more



could a girl ask for...oh yes...a nagging boyfriend begging me for money to buy his own mini train.

So, that's why I'm here, writing to you, because Andy wants some money for a mini train, so please give generously J Or, you can tell him to get stuffed like I did (maybe not put quite so bluntly).

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

megan.thomason@railtalkmagazine.co.uk

Colas Rail and DRS pick up work after Advenza's demise

Following the demise of Cotswold Rail and Advenza Freight, some of the smaller freight operators have been quick to pick up Advenza's existing work. Colas Rail appear to have acquired the stock moves that should see their colourful locos darting around the country hauling locos and stock to and from works and depots.

DRS appear to have picked up the scrap traffic from locations such as Sheerness, Stockton, Cardiff and Shipley. What will happen to the fleet of Class 47s and Class 66s is unknown at the present, but with several Class 47's already looking for work, then it must be doubtful if any of these loco's will be going anywhere fast. We could have a guess at the Class

66's and say that Orange and Yellow may be the way forward for them, but it is not a certainty. We can't believe that DRS will require any more locos, and as it seems to be favouring non-GM locos, then we think that we can discount the 66's going there. It looks like interesting times ahead.



Colas Rail Class 47 727 "Rebecca" hauls a pair of Grand Central HST Power Cars on a Heaton to Loughborough (Brush) move. [Andy](#)

MIDNIGHT LIFT-OFF TAKES NEWPORT STATION TO NEW HEIGHTS

As the year-long countdown for the Ryder Cup begins, work to build the new eco-friendly station at Newport is also gathering pace. The very first 'lift-off' for this scheme has been successfully completed, and the Newport station area sees a slightly different skyline, with concrete and steel structures rising behind the site hoardings. In the small hours of Sunday morning, October 4th, in less than seven hours, a total of 33 tonnes of concrete and steel beams were lifted into position.

Mike Gallop, route enhancement manager, Network Rail, said: "Ten of thousands of people will benefit from the new £22m station. The station will double in size with improved facilities and access for all. "Working overnight meant no impact on passengers and train services, while off-site pre-construction minimised the amount of time need to carry out this much work."

Arriva Trains Wales head of stations Peter Northcott said: "We are beginning to see the new station take shape and there is no doubt that it will be a modern facility for our passengers when completed. We are grateful to Network Rail and their contractors for completing this important stage with minimum disruption to our services and our passengers." To carry out the work a huge 500-tonne road crane, which can stretch as far as 40 metres, was used to lift the new structures into place. The two concrete rings and a steel ring beam stand at a combined height of five metres and form the central support column for the new station footbridge.

Since work has started, engineers have been working round the clock to complete vital ground work, including piling, excavating and building concrete foundations. In the next couple of months, work will be focused on creating a new road junction on the south side, constructing concrete foundations for the station buildings and installing the new passenger footbridge. The Newport station regeneration scheme is jointly funded by Network Rail and the Welsh Assembly Government. The new station will become the greenest and is the biggest station project to be carried out in south Wales.

Photo : © Network Rail.



Buxton railway landmark restored by DB Schenker Rail (UK) Ltd

DB Schenker Rail (UK) Ltd is pleased to announce the completion of restoration work to the fan window at Buxton station.

With support from the Railway Heritage Trust, DB Schenker undertook work on the fan window, which is a prominent Buxton landmark, during the recent summer months.

The large fan window formed part of a pair of stations at Buxton, which were opened in 1863 by the London & North Western and Midland Railway companies. The fan window, with its associated screen wall, is listed Grade II and is all that remains of the original London & North Western station.

The restoration work involved removing all the remaining glass, rubbing down the existing metal frame, repainting this frame and installing new toughened glass. DB Schenker also arranged to have a nearby door which had graffiti on it repainted.

The completion of work is celebrated today, Thursday 08 October, with the unveiling of special commemorative plaques. The plaques were unveiled by Tom Levitt MP, the local Member of Parliament for the High Peak constituency.

A party of school children from St Anne's RC School in Buxton also attended the unveiling as they took a special interest in the history and preservation of the fan window.

Local Buxton firms have been used for the restoration works; Buxton Building Supplies for the restoration works and Leander Architectural for the commemorative plaques.

David Litherland, Project Manager for DB Schenker, who planned the works, said: "DB Schenker is delighted that, with support from the Railway Heritage Trust, we have been able to restore the fan window. This impressive icon stands at the heart of the community, providing a striking welcome to visitors using the train station."

Tom Levitt MP said: "I am pleased that these works have been completed, restoring a much loved and valued landmark. I am also particularly pleased that DB Schenker has been able to source local firms to complete this restoration work, supporting jobs in this area as they worked on this important project."

Jim Cornell, Executive Director of the Railway Heritage Trust, said: "The Railway Heritage Trust was pleased to help support DB Schenker in this restoration project. The role of the Trust is to support with grants the conservation and restoration of historic railway buildings and structures. We are delighted to have helped restore the important fan window at Buxton station."

28,000 EXTRA SEATS ON LONDON TRAIN SERVICES IN DECEMBER

The first stage of National Express East Anglia's capacity enhancement programme to provide commuters with more seats on services to and from London Liverpool Street is set to be implemented on 13th December 2009.

From the start of the winter timetable, through the introduction of additional carriages, around 5,700 extra seats each day, representing over 28,000 extra seats every week, will be introduced on services in the North Essex and Ipswich corridor to and from London.

19 existing Monday to Friday train services in the current timetable on routes between Braintree, Clacton-on-Sea, Colchester, Chelmsford, Harwich, Ipswich, Witham and London Liverpool Street will be increased to run as either 8 carriage trains (from an existing 4 carriages) or 12 carriage trains (from an existing 8 carriages).

The extra carriages are being introduced on trains that are regularly very busy and the key 'morning and evening peak' train services to benefit from these extra seats are:

Trains increased to 12 carriages

05.21 & 08.03 Colchester to Liverpool Street
06.21 Colchester Town to Liverpool Street
07.03 Chelmsford to Liverpool Street
09.00 Braintree to Liverpool Street
17.08 Liverpool Street to Clacton-on-Sea, (12 carriages to Colchester)
18.22 Liverpool Street to Clacton-on-Sea, (12 carriages to Witham)
18.32 Liverpool Street to Ipswich

08.00 Harwich Town to Liverpool Street, (8 carriages from Colchester)
08.58 Witham to Liverpool Street
16.15 Liverpool Street to Harwich Town, (8 carriages to Colchester)
19.08 Liverpool Street to Clacton-on-Sea

Other changes being introduced to provide customers with an improved choice of services include:

08.02 (Mon-Fri) Liverpool Street to Colchester Town will call additionally at Kelvedon
16.30 (Mon-Fri) Ipswich to Colchester re-timed to depart at 16.32 and is extended to run through as an additional service to London Liverpool Street
19.00 (Sundays) Liverpool Street to Norwich will call additionally at Chelmsford, Colchester and Manningtree

Commenting on the improvements, Andrew Chivers, Managing Director National Express East Anglia said: "These improvements are the first stage in our exciting plans to provide more seats for our customers using London Liverpool Street.

This forms part of the capacity enhancement programme agreed in partnership with the Department for Transport in April this year. The provision of the first tranche of additional carriages will enable us to deliver an immediate benefit for our customers and we are committed to achieving further ongoing improvements as the rest of this major service upgrade programme is implemented over the next three years.

"The introduction of these additional seats demonstrates that we are listening to our customers and will enable many passengers to enjoy a more comfortable journey along the Great Eastern mainline."

NO MORE EXCUSES FOR LEVEL CROSSING MISUSE

"I thought the train would slow down to let me through."

"Lights? No, I don't bother looking at them, I only stop when the barriers start coming down – I wouldn't want to damage the car."

"I thought that the train driver was giving way to me when he sounded his horn"

These are just a few of the reality-stretching excuses given by people jumping lights or weaving round barriers at level crossings, as to why they flouted the law and risked lives in order to save a few seconds.

As Network Rail begins its autumn Don't Run the Risk level crossing awareness campaign, it reveals the ten worst excuses given to its staff, and calls on motorists and pedestrians to stop passing the buck or telling tales and start obeying the rules at level crossings to prevent further injury or loss of life.

Between January and August this year, around three motorists a week narrowly avoided a potentially fatal collision with a train. Nine others have not been so lucky, with their vehicles smashing into trains. Seven people lost their lives at level crossings during this time. Tragically five more people have lost their lives in September, bringing the year's total so far to 12.

Iain Coucher, Network Rail chief executive commented: "The rules around level crossings are clear and simple. When the lights flash or the barriers are down, don't cross; a train is approaching. Signs asking users to stop, look and listen or reminding you to contact the signaller before crossing are clear and must be followed.

We understand that people have busy lives and waiting can be frustrating. Our campaign asks 'would it kill you to wait?' because sadly we know that not waiting can result in tragedy – and there's no excuse for that."



Get the match off to a good start with a “Full English” breakfast from East Midlands Trains

East Midlands Trains is encouraging fans travelling to Twickenham for the England Rugby Internationals to start the day in style with a full cooked breakfast on the train to London.

To tie in with the three internationals on 7 November, 14 November and 21 November, East Midlands Trains will be offering breakfast on a number of its morning services.

David Horne, Commercial Director of East Midlands Trains' explains: "We know that many fans travelling to the matches will take the opportunity of using one of our fast and frequent services to London to allow them a hassle-free journey. And, with an early start for many, what better way to get ready for that all-important match than with a tasty full English while travelling at speeds of over 100 mph!"

East Midlands Trains will be offering a full cooked breakfast on the following train services:

Sheffield to London - 0727 or 0827
Chesterfield to London - 0739 or 0839
Nottingham to London - 0828
East Midlands Parkway to London - 0839
Leicester to London - 0825, 0857 or 0925
Market Harborough to London - 0912

Tickets are priced from just £31 for a First Class single to London, including full breakfast.

EAST MIDLANDS TRAINS

NATIONAL EXPRESS EAST COAST COMPLETES TRAIN MAKEOVER

Train operator National Express East Coast has launched its final diesel HST train back into service after completing a full interior makeover of its 13 strong fleet.

Each of the 13 trains, consisting of 9 carriages, has had a complete transformation thanks to a £20m refurbishment to make them more comfortable, quieter, greener and more reliable. The refurbishment work carried out by Wabtec Rail in Doncaster offers customers brighter and more spacious interiors.

National Express East Coast Managing Director Susan Goldsmith said: "The interior makeover of the popular HST trains has proved very successful and provides an improved service to customers who can enjoy their journeys on the East Coast Main Line in comfort and style.

"It has been a privilege to work with Wabtec Rail and the work carried out by them has been fantastic. The investment in the fleet has extended the life of the HSTs by keeping them fit for purpose, and helping to maintain their iconic status on the UK railway while looking and feeling like new trains."

Design features of the interior makeover include new, softer contoured seats with improved back support, and fold-up armrests for easier access; new luggage racks offering more storage space; new tables, carpets and lighting; new toilets and vanity units; laminated glass windows; and refurbished vestibules.

Chris Weatherall, managing director, Wabtec Rail said: "Wabtec Rail is very proud to have worked on this prestigious contract with NXEC, which represents an important milestone in the growth of our vehicle refurbishment capabilities."

The completion of the interior makeover by Wabtec Rail follows the end of the HST power car project in March 2009 by Brush Traction, which saw all 30 diesel HST locomotives fitted with new greener, more fuel efficient and reliable engines as part of a £27m investment in the fleet, bringing the total investment in the fleet to over £45m.

In the longer term, the HST trains are to be replaced by a new fleet of high-speed trains as part of the Intercity Express Project led by the Department for Transport (DfT). These trains are expected to begin trials on the East Coast Main Line from 2013, prior to a wider roll-out in 2015.

Photo: Chris Weatherall, MD of Wabtec Rail Ltd and Richard Garner, Engineering Director for National Express East Coast at the HST interior refurbishment completion event at Wabtec Rail in Doncaster



ANOTHER RECORD MONTH FOR BRITAIN’S TRAINS

Britain’s three million daily passengers enjoyed another month of record train performance. Network Rail’s release of the latest performance results shows that 92.8% of trains arrived on time last month.

In its regular monthly performance update, Network Rail announced that period seven (20 September to 17 October) proved to be one of the highest on record and is the first time that every train operator reported train punctuality above 90%.

Robin Gisby, director of operations and customer service, said: “Passengers rightly demand on-time trains. This is one of Network Rail’s key tasks, and working closely with train operators, this is being achieved month after month. Our mission remains to maintain and improve this record performance.”

In all 16 of the 19 operators saw their performance improve compared to the same period last year. Virgin Trains saw the biggest improvement in performance this month and saw the fourth consecutive month of improvement compared to last year. Three operators saw significant movement in their performance (over three percentage points):

	P7 2009	P7 2008	% point change
Virgin Trains	93.3%	84.9%	+8.4
Arriva Trains Wales	96.4%	92.2%	+4.2
National Express East Anglia	94.1%	90.9%	+3.2

NETWORK RAIL TAKES FIRST STEPS IN DONCASTER RAIL UPGRADE

Rail passengers can look forward to improved East Coast Main Line services as Network Rail starts work on upgrading the railway near Doncaster. Environmental surveys are taking place in the area around Shaftholme Junction, a few miles north of the town, where investment will be targeted. The plans will complement improvements along the length of the East Coast Main Line between London and Edinburgh.

Richard Lungmuss, route director, said: “This investment in Doncaster is just one part of our plans to improve the East Coast Main Line between London and Edinburgh. Doncaster sits at the heart of this busy line, so passengers will see real benefits in terms of more frequent trains and reduced delays. Once our plans are prepared, we’ll be holding a public consultation so that local people can see our proposals and let us know what they think.”

Shaftholme Junction is a congested part of the Main Line, and demand for passenger services on the line is increasing all the time. Network Rail’s plans involve the construction of an elevated railway, taking slow freight trains over the Main Line, reducing congestion, and delivering more frequent, more reliable high speed passenger services through Doncaster.

Once initial investigations have been completed and designs produced, the local community will have the opportunity to have their say on the plans in a full public consultation.

BIRKENHEAD RAIL DEPOT STAFF SEE THE LIGHT

Thanks to Network Rail, train maintenance staff at Merseyrail’s Birkenhead depot are working in much brighter conditions now they have a new £2.5m roof over their heads. The work was completed with no disruption to passenger services.

The nine-month long project started in January and one of the first jobs was to build an intricate scaffolding system inside the depot to support a crash deck under the roof that would not interfere with the maintenance of the trains below.

Network Rail route director Jo Kaye explained: “When we are working on a roof we have to build a safety deck to protect anyone working on the ground below. The priority for Network Rail in carrying out this work was doing it in a way that didn’t stop trains, because that could have had an impact on Merseyrail’s excellent performance record.

“In total we used 14 miles of scaffolding tube on this project. Laid end to end, that’s enough to stretch from Birkenhead to Chester, but it meant we got the job completed on time without disrupting the work of the depot.”

Kevin Thomas, Merseyrail’s engineering director, said: “Merseyrail trains are getting more reliable all the time and having this new roof will help to further improve our performance. A brighter, and above all dry, working environment will help get the best out of people working to maintain our trains. After all, you can’t maintain an electric train in a damp depot”

Photo: Inside the depot showing the old roof.



MARCH STATION REJUVENATED

National Express East Anglia's (NXEA) March Station, in Cambridgeshire is beginning to flourish once again after receiving some extra attention from the 'Friends of March Station' group.

The 'Friends of March Station' is the brain child of NXEA Area Manager Alan Neville and Fenland District Council's Jeanette Milner. The group was formed in the summer of 2009 with the aim to bring the whole of the station back into positive use and to make people feel proud of this major gateway into the town. Together volunteers from the community and from organisations such as NXEA, Network Rail, The Probation Service and the Fenland District Council's Street Pride have been getting together to undertake work at the station such as clearing overgrowth and rubbish from the redundant platforms, and planting new floral displays on the operational platforms. Work is progressing apace and to such an extent that at the recent Anglia in Bloom Awards, both March Street Pride and the Railway Station Volunteers were recognised, winning 'Merits' in the Neighbourhood Awards Category, plus March as a town, won a Bronze award.

Alan Neville, National Express East Anglia's Area Manager said:

"Though there is still more work to do, what has been achieved so far has made the whole station look cleaner, brighter and more welcoming. In our latest service quality survey at the station our score went up from 84% to 91% - this is significant progress and our customers have really noticed a difference. We will work to improve this still further in the future."

Jeanette Milner, Fenland District Council's Street Pride Co-ordinator, said:

"The enthusiasm for the project has far exceeded my expectations. The impact we have had has been incredible - everyone says how much more welcoming the station is. Future plans are to finish the clearing of the platforms, refurbish one of the rooms initially to be used as a meeting room. Other ideas are a gallery, museum and possibly a cafe in the future. Negotiations are continuing to secure funding to restore the buildings."



Planning application submitted to help transform Tyne Yard, Gateshead

DB Schenker (Rail) UK Ltd, Britain's largest rail freight operator, has made a planning application to Gateshead Council concerning its site at Tyne Yard, Lamesley.

The former rail freight marshalling yard covers more than 70 acres and is one of a small number of sites being considered by Hitachi as the location for its plant for new high speed trains. Hitachi is the Government's preferred bidder to provide a new generation of high-speed trains, which will reduce journey times between Newcastle and London from 2014 onwards. It is hoped that the trains will be built in Gateshead on the Tyne Yard site, bringing jobs to the area. A DB Schenker spokesperson said: "The site at Tyne Yard has a lot to recommend it as a manufacturing location. It is right on the East Coast Main Line, close to the Port of Tyne and the A1 and the adaptability and skill of the local workforce has already been demonstrated to other Japanese companies such as Nissan and Komatsu. However, it is currently designated as being within the Green Belt. This application to Gateshead Council seeks outline planning permission for a departure from adopted planning policy and for permission to build a new factory specifically for the manufacture of rolling stock for the railway. We believe that the other sites being considered by Hitachi are already designated for industrial development. If the application is granted, a major element of uncertainty is removed and Tyne Yard will be competing on a level playing field with those other sites."

All day parking for just £5 at East Midlands Parkway station

East Midlands Trains has now extended its bargain £5 a day parking offer at East Midlands Parkway station to everyone.

Previously rail users had to have their car park voucher validated by the ticket office in order to qualify for the discount. This added an unnecessary level of complexity for passengers. By extending the £5 price to everyone – train users and those who are not using the train – it is now easier for everyone.

Commenting David Horne, Commercial Director for East Midlands Trains said: "We have a mission to make it easier for people to buy train tickets. In the past few weeks we have launched our new website and installed many more self-service ticket machines at our stations. This is the next step in that process – by having a one-tier pricing charge at East Midlands Parkway, the process becomes easier for our customers. As an added bonus, non-train users get cheaper parking!"

Car parking for non-rail users was previously charged at £9 per day, and rail users at £5 per day. Everybody will now be able to park for £5 per day, regardless of whether they are travelling by train. East Midlands Parkway station is located 5 mins from Junction 24 of the M1, with a rail link shuttle service running every 30 mins between the station and East Midlands Airport.

For further information, or to book a train ticket from East Midlands Parkway station, visit eastmidlandstrains.co.uk.

VICTORIAN SHAFTS AT SAPPERTON GET STRENGTHENED

A £2m improvement scheme is underway to improve the four deep shafts in the century-old Sapperton rail tunnel. Once the improvement work is completed, passengers will benefit from a more reliable rail service in the Stroud and Kemble area.

Old capping beams will make way for new concrete ones – designed to last for the next 125 years, providing a permanent solution to secure the voids and to strengthen the rail tunnel.

Chris Rayner, route director, Network Rail said: “A complex scheme like this will normally take six to eight weeks, but we will be completing it in just under a week to minimise any inconvenience caused to passengers. We will also make full use of this six days to carry out strengthening work on the embankment wall near Kemble station.”



“We have recently held a series of meet-the-manager sessions with First Great Western and the feedback received are very positive. We would like to thank passengers for their patience and for giving us their support to carry out this work.”

Measuring 6m wide by nearly 50m deep, these shafts were among the 10 built in the 19th century to allow workers to access into the hillside to construct the Sapperton railway tunnel. However, they were not backfilled and were instead capped off with a combination of concrete and timber after the construction of the tunnel was completed. As these four shafts were built beneath the 1 3/8 mile long railway tunnel, track and rail ballast must be removed for engineers to access them safely. Road-rail cranes will be used to lift and install the pre-cast concrete beams, weighing 4 tonnes each, into the shafts. An army of 100 men will be moving nearly 1,000 tonnes of materials and eight 25m-long track into and out of an inaccessible area. Alternative train and coach services will be provided to rail passengers travelling between Swindon – Cheltenham Spa. Passengers are advised to check their journey time before they travel.

Lafarge awards solutions based rail freight haulage contract to DB Schenker

Lafarge, the world leader in building materials, has awarded DB Schenker a new long term contract for rail freight haulage in the UK.

The challenge given to DB Schenker by Lafarge was to deliver rail transport solutions that would increase its use of rail freight, while lowering costs and further improving its already exceptional service and safety and sustainability performance.

The outcome is a new ten year contract between Lafarge and DB Schenker that sees all three parts of the challenge met, in particular the joint effort to manage out inefficiencies and drive down costs.

For the first time ever Lafarge has developed an umbrella contract bringing together its three UK divisions - Aggregates & Concrete, Cement and Gypsum under one new unified rail haulage contract.

The new contract will see DB Schenker transport aggregates and coal for Lafarge. DB Schenker will for the first time also transport gypsum. DB Schenker expects to deliver 200,000 tonnes of gypsum per annum from Cottam Power Station to Ferrybridge.

An average of 45 trains will be operated every week for Lafarge. Freight trains emit up to five times less CO2 per tonne km than road haulage, and the use of rail will help Lafarge further reduce its carbon emissions.

John Carpenter, National Rail Manager for Lafarge, said: “Lafarge is pleased to widen its use of rail in the UK through this new contract with DB Schenker. This enables us to reduce costs, improve operations and enhance safety. These are all vital areas for our continuing success and we look forward to our renewed commitment to rail freight with DB Schenker. The contract with DB Schenker is one of the biggest contracts we have in the UK.”

Nigel Smith, Managing Director of the Construction segment of DB Schenker, said: “We have worked closely with Lafarge to create a working relationship that is based on a rich understanding of their needs. This is an innovative contract and has enabled Lafarge to transfer more freight from road to rail, helping them to reduce further CO2 emissions and road congestion.”

EBBW VALLEY LINE WELCOMES MILLIONTH PASSENGER

The Ebbw Valley rail service is celebrating carrying its millionth passenger - reaching the landmark in less than half the time expected.

Deputy First Minister and Minister for the Economy and Transport, Ieuan Wyn Jones, joined passengers on the train from Ebbw Vale Parkway to Cardiff to mark the occasion.

"The demand for this new service has outstripped all expectations and I'm delighted that we have met this landmark less than two years after I launched the service," he said.

"Our original estimations said we would meet this mark after four years. This goes to show what a worthwhile investment this has been and how it is bringing economic and social benefits to many people along this route. This service is an excellent example of our continued commitment to the One Wales goal of delivering a truly sustainable and integrated transport system for Wales."

Mr Jones was joined on his journey by representatives of Blaenau Gwent Council and Arriva Trains Wales.

Des Hillman, Leader of Blaenau Gwent Council said: "After the closure of the steelworks, local people showed typical Blaenau Gwent spirit and began the work of regeneration. Calling for the railway to be re-built was part of this. The news that the railway is such a success is a boost for our confidence. And it has already strengthened our hand in bidding for more Heads of the Valleys programme funding and investment."

He continued: "We have an ambitious and exciting vision to regenerate our county borough – now we must all work together to seize the opportunity to win the investment that can make it happen. Thanks are due to all our partners for making this happen and to the community for – quite literally – getting on board!"

Mike Bagshaw, Commercial Director of Arriva Trains Wales said: "We have been delighted with the popularity of this service from day one and it illustrates a wider trend of strong passenger growth in South Wales. The success of the Ebbw Vale line illustrates ATW's commitment to improvement and growth in the rail transport network."

The service – linking Ebbw Vale with Cardiff Central station – was made possible thanks to a £30m project funded by the Welsh Assembly Government.

The project included construction of six new stations along the route – at Ebbw Vale Parkway, Llanhilleth, Newbridge, Crosskeys, Risca & Pontymister and Rogerstone. The new stations include a range of facilities including car parks and CCTV systems for improved passenger safety.



Real nuts blog at Railnuts.com

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



Rail-Blue Charters

Rail Passenger Solutions



**DELTA 55 022 "ROYAL SCOTS GREY"
RETURNS TO MAINLINE PASSENGER WORK!!**

As many will know, the only mainline registered Deltic locomotive – 55 022 "Royal Scots Grey" owned by Martin Walker has not worked a passenger train on the mainline since August 30th 2008, following problems with coolant entering the engine oil lubrication system on the Number 2 ex-marine engine. Apart from a day on the North Yorkshire Moors Battersby – Whitby trains as part of their recent diesel gala!

Despite running on 1 power unit, 2009 has nevertheless seen the loco travel extensively both on the mainline and visiting preserved railways. Events attended this year have included the Swanage Railway Diesel Gala, Eastleigh 100 Open Days, Keighley & Worth Valley Railway Diesel Gala, Barrow Hill Diesel Gala/Type 5/Twin Engine Event, Neville Hill Community Rail Day and the North Yorkshire Moors Diesel Gala. All in addition to regularly operating at the locos' East Lancashire Railway home. In all instances, 55 022 has provided power hauling visiting diesel locos to and from events.

The most frequently asked question is always, 'when will the loco next be working a passenger train on the mainline??' So, following what is considered a huge demand and following careful negotiations with TOC West Coast Railways and Charter Operator Rail Blue Charters (a division of coaching stock provider Cargo-D). It is fantastic news that 55 022 is now planned to work the first mainline Deltic hauled charter for over 16 months.

On Saturday 12th of December, the train is planned to start from Cargo-D's coaching stock base at Barrow Hill Roundhouse, calling at Sheffield and then taking a circuitous and demanding route via Buxton, Manchester Victoria, passing the site of the locos birthplace – The Vulcan Foundry at Newton-Le-Willows and on to travel over numerous freight routes around Cheshire, returning back over the Pennines to Sheffield via the Hope Valley and back to Barrow Hill. It is hoped that there will be an event at the Roundhouse offering a pre-Christmas celebration with 'RSG' being the centre of attention, real ale on draught, food as well as a photo shoot etc.

Due to restrictions placed by West Coast Railways, the maximum number of coaches hauled on this special train is seven; unfortunately this has had a bearing on the price for tickets, despite minimising costs by starting and finishing the train at Barrow Hill.

At this stage a complete overhaul and rebuild of 55 022's engine Number 413 is well in progress and associated costs are much higher than anticipated and all funds generated will be assisting the rebuild which once completed should allow regular mainline twin engine operation for this iconic loco once again.

Departure time from Barrow Hill should be a leisurely 09.00, picking up at Sheffield around 09.40, returning to Sheffield around 17.20 and Barrow Hill around 18.00. Not the usual rail tour marathon, but timings which allow travel out and back the same day from virtually anywhere in the UK. Fares are £85 first class (children aged 10 and under £55) and £65 for standard class (children aged 10 and under £35). Private tables for two in First Class are available at a supplement of £10 per person, group bookings of 4 adults qualify for a 10% discount. There will be a buffet service on board selling a range of hot and cold food and draught ale, also be a raffle on board, with all proceeds going towards 55022's damaged power unit rebuild and the 'Royal Scots Grey' sales stand will be open for business on the train throughout the day.

We sincerely hope that many will be able to join us on the day and play their part in helping 55 022 run again on two engines. Further details regarding other ways that you can assist and a booking form for this train are available on the RSG website www.royalscotsgrey.com Alternatively please contact Deltic 22's Railtours manager Guy Middleton by phone on 07973-756418 or by e-mail to railtours@royalscotsgrey.com.

Don't let 55 022 become just a museum exhibit. Please support this tour and keep one of the finest loco's ever built in Britain on the main line.
Photo: © Alan Usher.



Pictures with a different view



A Cross Country Voyager speeds through Tamworth giving the impression of a an ultra-long window by using a one second exposure. *Dave Harris*



Now that the nights are getting longer, the prospect for some early morning “mist/fog” shots becomes available.
Class 158 796 stands at Doncaster on October 10th, working a service to Sheffield. [Class47](#)

No more getting your dongle out.

Fast, reliable and secure Wi-Fi
internet is available on all
our Pendolino trains and in
First Class lounges.



Above: Just one of Virgin Trains new adverts caught my eye recently at Rugby. Several variants are about, but I have to say that personally I think that they are excellent.

Class47

Top Right: At first glance this could be a “real” Class 60, but this highly detailed model actually resides in the National Railway Museum.

Richard Hargreaves

Bottom Right: At the Great Central North’s Ruddington base can be found an excellent outdoor miniature layout. On most gala days an ample selection of traction can be ridden behind, such as this Class 50. *Andy*

Preserved Railways



October has seen some of the best galas of the year and we start with at some excellent shots from the North Yorks Moors Autumn Steam Gala. A stirring sight on October 4th was the 15.55 from Grosmont, double-headed by 4MT 2-6-0 No. 76079 and S&D Class 7F 2-8-0 No.53809. [Steve Thompson](#)



Above: The appearance of BR 4-6-2 No. 70013 "Oliver Cromwell" made under the only really dark cloud of the day, it's late-running compounded by the communication cord being pulled as it was leaving Goathland. Is it still 40 shillings on these trains?

Steve Thompson

Top Right: GWR/BR 5600 Class 0-6-2T tank engine, steam locomotive No. 6619 departs Goathland on October 4th. *Class47*



Bottom Right: Passing Moorgates, sees No. 6619 again, looking somewhat incongruous on the front of LNER teak stock, working the 14.50 from Grosmont on October 4th.

Steve Thompson

Right: S&D 2-8-0 No. 53809 storms uphill towards Goathland, past Green End on October 4th. [Steve Thompson](#)

Bottom Left: Seen departing Grosmont is GW 0-6-2T No. 6619 tackling the climb, a similar gradient to it's old haunts in the Welsh Valleys, I expect. [Steve Thompson](#)

Bottom Right: LMS Class 5 4-6-0 No. 45212 eases towards Goathland on October 4th. [Class47](#)





Above: 4MT 2-6-0 No. 76079 and S&D Class 7F 2-8-0 No.53809 depart Goathland on October 4th heading for Pickering.

Class47

Top Right: BR Standard 2-6-0 No. 76079, recently acquired by the Railway, is seen climbing past Esk Valley.

Steve Thompson



Bottom Right: In low afternoon sunlight, BR 4-6-2 No. 70013 "Oliver Cromwell" works a Pickering - Grosmont service seen approaching Goathland.

Class47



Next Gala on the agenda this month was the Nene Valley's Diesel Gala.
One of the highlights was the return to service of Class 50 008.

Above: An early morning line up on the depot at Wansford on October 4th
sees Class 50 008 with Class 37 516 and Deltic D9009 "Alycidon."

Richard Hargreaves

Top Right: Deltic D9009 "Alycidon" passes Castor on October 4th with a
service to Peterborough. *Carl Grocott*

Bottom Right: Peak Class 45 133 approaches Sutton whilst working
2E45 Wansford - Peterborough on October 4th. *Carl Grocott*





The highlight of the weekend was the working of Class 50 008, which for quite a few years was rumoured to be heading for Peru!. With all that safely behind it, the loco has been returned to traffic and performed well at the gala. This shot is of the loco approaching Castor on October 4th. [Carl Grocott](#)



More from the Nene Valley...

Above: Class 31 271 and 31 108 double head a service to Yarwell Jct. on October 4th.

Jon Jebb

Top Right: A "Janus" type shunter, Stanton No. 50, is pictured in the company of a couple of Sentinels.

Richard Hargreaves

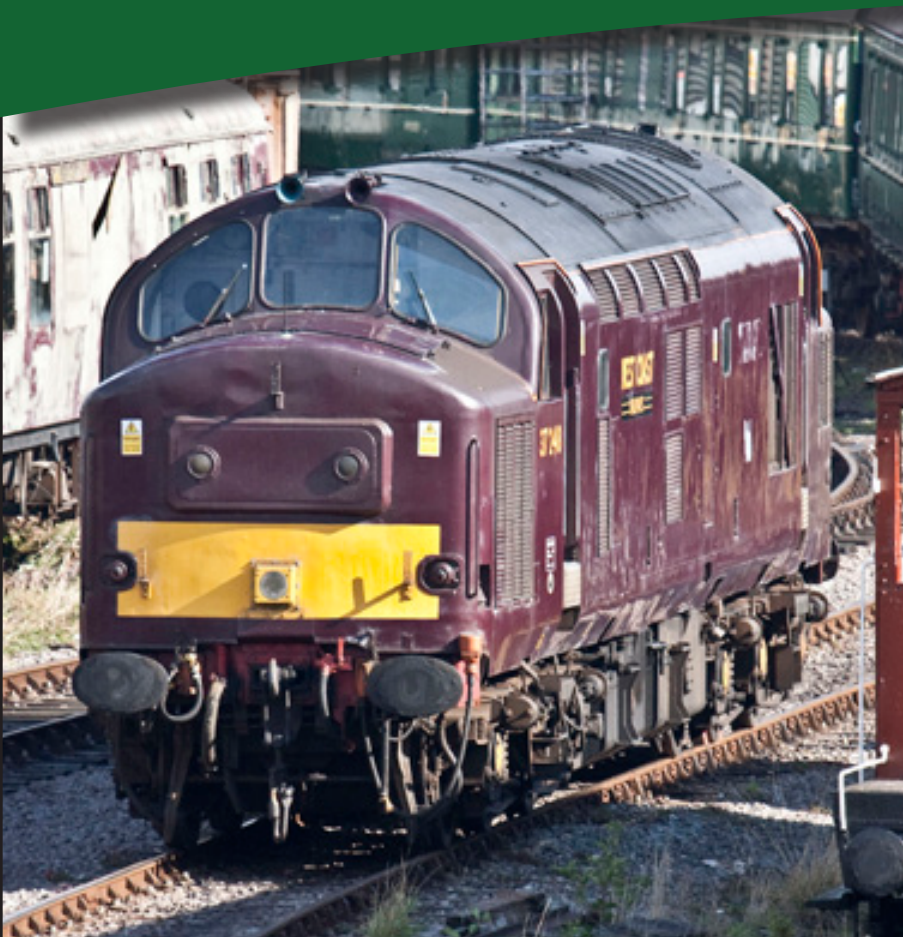
Bottom Right: The lines resident Class 40 D306 "Atlantic Conveyor" is pictured ready to depart Wansford heading for Peterborough with the afternoon "Royal Scot" service.

Jon Jebb





Great Central (North) Diesel Gala produced an excellent line up of loco's from the home fleet plus this gem. Recently repainted into the livery of its new owner, former Fragonset Class 31 452 is heading for the Dartmoor Railway and a possibility of mainline work? [Class47](#)



Above: Still carrying its West Coast Railway maroon livery, Class 37 248 was putting in a final appearance at the line, the loco moved to the Gloucester and Warwickshire Railway after the gala. [Class47](#)



Top Right: The lines Class 20 154 is seen arriving at Ruddington on October 11th with a service from Loughborough. [Class47](#)



Bottom Right: Making a welcome return to service was Class 47 765. Still wearing faded RES livery the loco is pictured approaching Ruddington on October 11th. [Class47](#)



Class 56 097 (with Class 47 292 on the rear) work 1A07 Ruddington -
Loughborough past Leys Farm on October 10th. [Carl Grocott](#)



GREAT CENTRAL WELCOMES A PAIR OF BLACK 5'S FOR THE WINTER.

The Great Central is welcoming two highly appropriate engines for the conclusion of its 40th anniversary year.

Black 5s No. 45231 and 44767 will be staying through the winter season and taking part in the lines Winter Gala event on January 29th, 30th and 31st 2010.

The London Midland and Scottish Railway 4-6-0 engines are particularly associated with the Great Central Railway. In the late 1960s they were often seen on the last through trains from London, hauling sets of just three or four coaches.

More happily, No. 45231 was one of the first engines on site at the revived Great Central Railway, working trains from Loughborough to Quorn.

A third black 5 is on site at Loughborough, currently undergoing running repairs.

45305 is in the custodianship of the 5305

locomotive association. The Winter Gala line up will feature the two black 5s, BR Standard 7 No. 70013 "Oliver Cromwell" plus other yet to be announced guests.

Top Right: No. 8 "Hurricane" crosses Botolphs Bridge, near Hythe, during the Romney, Hythe & Dymchurch Railway's Steam & Diesel Gala, on October 4th. [Craig Stretten](#)

Top Right: BR Research Wickham Railbus No. 999507 "Laboratory 20" stands at Isfield, on the Lavender Line near Uckfield, Sussex, on October 17th. [Craig Stretten](#)





Three shots from the Chinnor & Princes Risborough Railway in Oxfordshire

Above: Bubble Car W55023 departs Chinnor on October 17th.

Top Right: Clayton Class 17 D8568 seen undergoing restoration in the yard at Chinnor.

Bottom Right: Mainline Blue Class 37 219 was also in the yard.

All: Josh Watkins

Below: A recent acquisition to the Mid-Hants Railway from The East Somerset Railway has been Yugoslavian Built 0-6-0 Class 62 USA Type Tank locomotive built in 1960 (JZ 62-669). The locomotive ended its day in Slovenia and was brought to the UK and returned to working order in 2004. The UK number is fictitious - 30075 would have been the next BR number following on from the 1942 built USA Class Army Transportation Corps, which were shipped to the UK for work on tripping duties in Southampton Docks during WW2. The locomotive joins her sister locomotive - 30076 making a welcome couple to the Mid-Hants Railway! Here we see 75 at Alresford, taking part with a driver experience programme on September 15th 2009.

David Mead



C58LG

CLASS 58
LOCOMOTIVE
GROUP

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

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



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

Right: Over the period of September 11 - 13th, The Mid-Hants Railway operated a variety of train formations, including its collection of privately owned freight and good wagons, as part of its Autumn Gala event. Although, not necessarily associated with a "pick-up" goods, the 9F 2-10-0's were required to perform all sorts of duties in BR days and here the 9F No. 92212 and also home based locomotive - West Country No. 34007 "Wadebridge" rest between gala duties at Alresford Station on September 13th. The 9F's were ideally suited for secondary routes, which included long rising gradients, and hence No. 92212 in its latter years in the 1960's was based at Bath Green Park, its duties mainly on the difficult graded Somerset and Dorset Railway over the Mendip Hills from Bath to Templecombe. The Mid-Hants Railway is proud to have No. 92212 and the loco must feel quite at home as it tackles the Hampshire Alps from both directions during its heritage duties!

David Mead



Left: A visitor to The Mid-Hants Railway over the period September 11 - 13th was the sole remaining London North Western Railway G Class 0.8.0., No. 49395 from the National Railway Collection. The locomotive was built in 1921 and was used mainly for heavy short journey goods and survived only until 1959 in active service, when it was withdrawn following a failure which at the time did not warrant a repair. However, strangely, the locomotive went into store for many years, including a period at Preston Park, Brighton, and eventually became part of the National Collection when all other members of the class had been broken up! The locomotive was restored with financial support from Pete Waterman and worked for a while on the Churnet Valley Railway. For a locomotive which British Railways expected to be broken up in 1959 and survived through to 2009 is quite something and the Mid-Hants Railway were very proud to be able to run it on a mixture of passenger and freight trains over the weekend. Here I took an against the light shot of No. 49395 about to depart Alresford for Alton on September 11th. *David Mead*



A visit to the private site of the Mk2 Preservation Group site recently has revealed that some gems from the UK as well as Ireland are still in existence. An amazing variety of liveries can be seen and some are fairly recent departures from the main line. [James Stoker](#)



Moving on to the Gloucester and Warwickshire Railway's Autumn Diesel Gala and Class 47 No. 1693 (47 105) is pictured passing Hailes with 09.35 Toddington - Cheltenham on October 25th. [Steve Madden](#)



Main: More from the Gloucester and Warwickshire, with recent arrival on the line Class 37 248 working the 15.10 from Toddington to Winchcombe passes Hailes Farm, October 25th. [Derek Elston](#)

Inset: Earlier in the day, Class 37 324 "Clydebridge" and 37 215 work 12:10 Toddington to Cheltenham Racecourse at Dixon Cutting. [Steve Madden](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

Tornado heads back to London on Saturday 7th November with 'The Thames Tornado'

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, will be heading back to London on Saturday 7th November with 'The Thames Tornado', organised by Pathfinder Tours. This is a Tornado excursion with a difference, with heavy climbs, fast main line running, a tour of the Surrey Hills and a twisting route through the metropolitan suburbs to London Victoria.

'The Thames Tornado' will start from Ealing Broadway station diesel hauled, picking up passengers via Berkshire, Wiltshire and Severnside to Gloucester, where the train will exchange its older diesel locomotive for more modern traction, in the form of one year old A1 Pacific 60163 Tornado. Upon departure, a short sprint will lead to Standish Junction, where a speed restriction applies for the turnout onto the Swindon line. For some distance the grades are easy as Tornado works her way through Stroud and into the beautiful and twisting Golden Valley, with speed restrictions preventing a run at the fearsome climb to come, steepest after Chalford and over Frampton Mansell Viaduct, only easing on entry into Sapperton Tunnel. Soon after the exit the train will pass the 'Source of the Thames', on the downhill run through Kemble to Swindon, where the train will join the Bristol and South Wales main line.

Water will be taken before 'The Thames Tornado' passes Didcot and the run down the Thames Valley to Reading. Here, instead of taking the more usual main line to London via Slough, the train will take the cross-country route through attractive countryside, via Wokingham to Guildford, winding its way across the London to Portsmouth line before turning east. There will be some hard climbing to be done as Tornado makes her way through the delightful Surrey Hills, stopping once again to take water. Descent through Reigate leads to Redhill and the Brighton main line, along which the train will race away to East Croydon. The nature of the route will then change again as the train enters the outer London suburbs, up and down through busy suburban stations, where the train's passage is sure to raise an eyebrow or two as the whistling, apple green steam locomotive slots into the short gaps between the

service of frequent modern electric trains. A final downhill run will bring 'The Thames Tornado' to one of the busiest railway stations in the world, Clapham Junction, from where it soon enters the Battersea Tangle, the amazing maze of lines that leads past the shell of Battersea Power Station, over the River Thames, and into London Victoria, where passengers will be able to take a break of over an hour before the diesel hauled return journey, setting down passengers from Reading right through to Gloucester as per the outward journey.

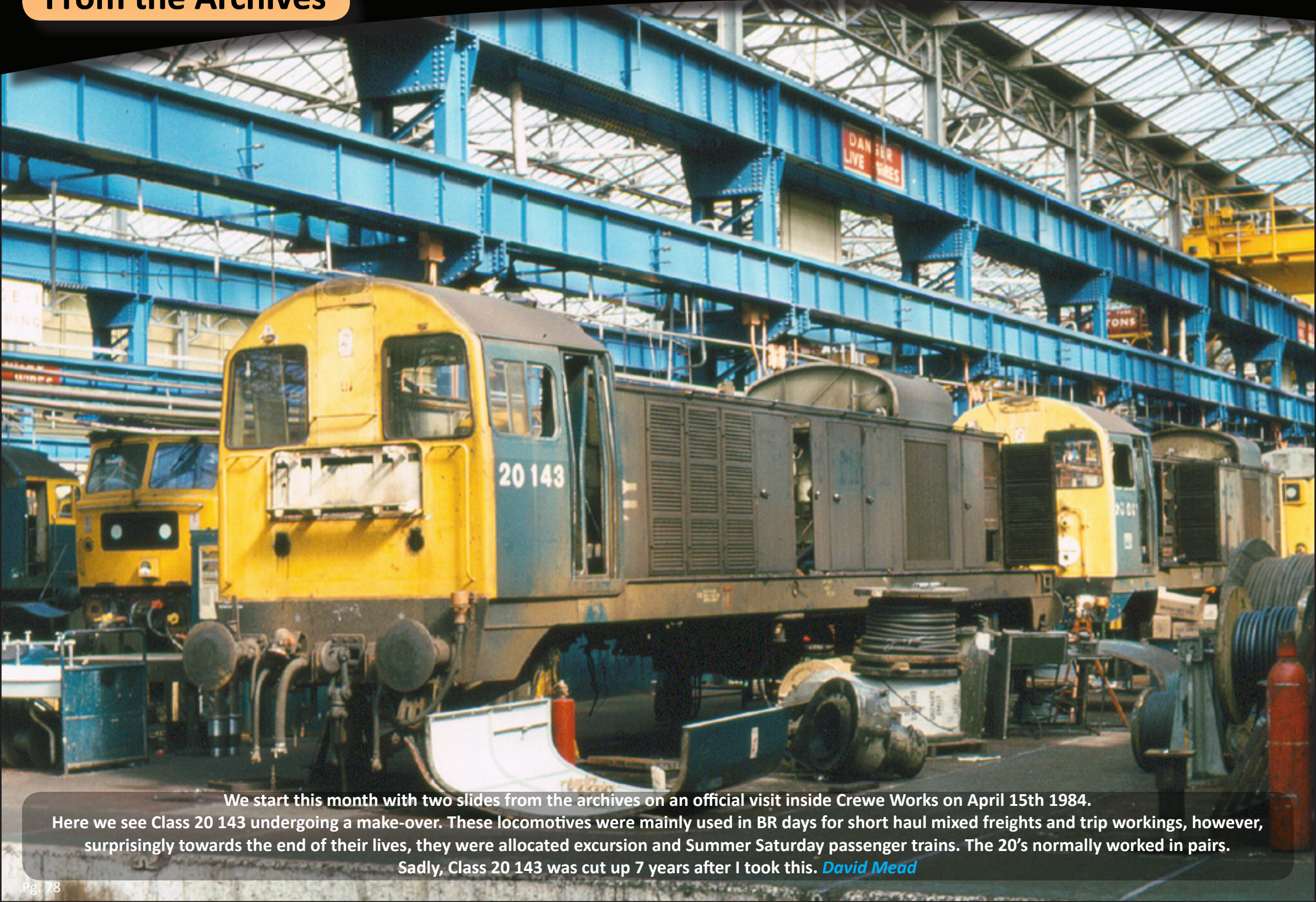
Tornado is returning to London from a visit to the Severn Valley Railway (24th October to 6th November), the Trust's annual convention at Barrow Hill on 17th October and her first trains over the iconic Settle to Carlisle Railway on 3rd, 4th and 10th October.

Photo: 60163 "Tornado" works a service on the Severn Valley Railway from Kidderminster - Bridgenorth seen here passing Northwood Lane on October 24th. © Carl Grocott





Final one from this months selection is this:
At the Great Central Railway, Class 45 D123 heads for Leicester North at
Kinchley Lane, whilst being passed by LMS Stanier class 5MT 4-6-0 No.
45231 heading for Loughborough on October 18th. [Derek Elston](#)



We start this month with two slides from the archives on an official visit inside Crewe Works on April 15th 1984. Here we see Class 20 143 undergoing a make-over. These locomotives were mainly used in BR days for short haul mixed freights and trip workings, however, surprisingly towards the end of their lives, they were allocated excursion and Summer Saturday passenger trains. The 20's normally worked in pairs. Sadly, Class 20 143 was cut up 7 years after I took this. [David Mead](#)



BR AC electric loco Class 86 241 "Glenfiddich" is seen undergoing maintenance inside Crewe Works on April 15th 1984. This locomotive built in 1965 for working the overhead West Coast Main Line was originally numbered E3121 prior to the TOPS system in 1968. The locomotive just survived into the 21st century, being withdrawn early 2000. Crewe Works were had the prime responsibility of maintaining the West Coast fleet, which made sense, as they could be tested easily under the wires. *David Mead*



Top Left: Class 31 229 in Civil Engineers livery pauses at Chester in 1997. Subsequently this loco was scrapped by Harry Needle Railroad Company at EMR Kingsbury in 2001.

Brian Battersby

Top Right: Class 86 424 "Frank Hornby" pauses at Crewe on January 4th 1989 whilst working a southbound mail train.

Pete Cheshire

Left: Wearing the unique livery of Ian Riley and Sons, Class 37 197 departs Shrewsbury on May 4th 2002. The loco was working one of the many additional services from that era, carrying passengers to Cardiff for an event at the Millenium Stadium.

Richard Hargreaves



Class 45 052 passes Madeley Jct. on May 14th 1988 with a return excursion. [Richard Hargreaves](#)



Well we started with an unbelievable sight on the main line and we finish with one as well. Just like the Western on the front cover, who would have thought that these Class 20's would be operating on the main line in 2009. Class 20 189 and 20 227 accelerates away from Harrowden Jct. working 6Z19 Wellingborough U.S. - Old Dalby on October 15th. [Steve Madden](#)