

Railtalk Magazine

Issue 49
October 2010
ISSN 1756 - 5030



Severn Valley Steam Gala draws in the crowds

Welcome to Issue 49 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Wow another month has passed, and as I write this there is only 1792 hours or 75 sleeps until Christmas, now if doesn't that scare you... But with another bad winter forecast, we might need to keep that camera in tip top condition. However my main point, and the reason why Christmas is on the agenda, is to promote Retro Railtours' "Retro Oxford Christmas Extravaganza", (shameless plug) more information can be found on page 30 in this issue.

Second to that the biggest news this month is the return of some of DBs Class 60 fleet. Although some have been put up for sale, an example below of Class 60 099 in its fine new livery (shame about the rest of it) shows that they are still running strong (well some are). Also the return of Class 60 059 into service is another excellent bit of news and again this can be seen in this issue.

Finally, one of the biggest events in my eyes this month was the excellent Carry on Clagging Cup, hosted by Visions International at the Battlefield line. The winner was Class 25 067, with thick black smoke that would send any eco-warrior crazy. An excellent event, well done to all concerned and I will certainly be attending next year and I hope you all do too.

As usual thanks to all those who have contributed this month and thanks to everyone who commented on the new magazine layout.

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, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretton, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, BVT, Robert Barton and Darrel Hendrie and the guys at RailUK.

Welcome

Contents

- Pg 2 - Welcome
- Pg 4 - Charter Scene
- Pg 36 - Pictures
- Pg 72 - News and Features
- Pg 72 - Scot-Rail
- Pg 78 - Fares Advice
- Pg 88 - View from the Outside
- Pg 90 - The Nosh Report
- Pg 92 - Different View
- Pg 96 - Preserved Railways
- Pg 144 - From the Archives

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

Steve Roberts (The Nosh Report)
steve.roberts@railtalkmagazine.co.uk

View from the Outside
megan.thomason@railtalkmagazine.co.uk

Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published, at the beginning of each month.

Railtalk magazine is published by the Railtalk Group. © Railtalk



Front Cover: In a scene that could be from the Golden Era of Steam, Great Western tank engine No. 5764 steadily heads along the Severn Valley during its Autumn Steam Gala, which once again was an excellent event with good attendance figures, and some superb overnight running.

Richard Hargreaves

This Page: Class 60 099 was dragged (it doesn't work) from Toton Depot at 0300 on September 27th to Scunthorpe as 0Z38 to be exhibited as part of the re-launch of Corus under the name of its owning company, Tata. With its livery unfortunately matching the weather, it is seen nicely positioned by the old slag ladle at the entrance to the works. *Steve Thompson*

Charter Scene

Class 55 022 is seen with the return 1Z51 Fishguard - Crewe pausing at Stafford on September 18th. [Carl Grocott](#)





Another outing for Deltic 22 in September was Spitfire Railtour's "The Norseman" on September 11th. This is Alexander Palace as the loco blasts through. [Wayne Radford](#)

Below: Class 55 022 "Royal Scots Grey" stands in Birmingham New Street with 1Z50 Pathfinders "Western Wales Explorer" on September 18th. [Derek Elston](#)

Below: Another shot of Class 55 022, this time with the outward working of Pathfinders "Western Wales Explorer" railtour, seen here passing Bromsgrove on September 18th. [Carl Grocott](#)





BR Class 8 Pacific No. 71000 "Duke of Gloucester" is seen on
"The Torbay Express" passing through Dawlish Warren on
September 19th. [Wayne Radford](#)

We think that this is the first railtour for Class 37 685 since returning to traffic,
seen here working 1Z57 09.20 Solihull - Plymouth "The Down Devonian" charter
at Grimsbury Green on September 18th. [Steve Madden](#)





Above: West Coast's Class 37 685 works the 1Z57 Solihull - Plymouth through Leamington Spa on September 18th. [Derek Elston](#)

Below: On September 18th WCRC's Class 37 685 leads Vintage Trains' "The Down Devonian" charter from Solihull to Plymouth away from Taunton. This train was a positioning working for a series of trips on the Looe valley branch line on Sundays 19 & 26 September, featuring ex. GWR '94xx' Pannier Tank No. 9466 working in top'n'tail mode with 37685. [Jonathan Gill](#)



Above: West Coast's Class 37 685 again, this time with the return working, 1Z58 Plymouth to Solihull blasting through Hemerdon on September 27th. [Steve Andrews](#)

Below: In connection with this tour, GWR '94xx' Pannier Tank No. 9466 is seen working 0Z66 Plymouth Laira to the South Devon Railway on September 27th. [Steve Andrews](#)





GWR '94xx' Pannier Tank No. 9466 works from Looe to Liskeard on September 19th, with Class 37 685 on the rear.

Steve Andrews

Class 47 270 "Swift" hauls the 5Z63 Carnforth - Southall ECS through Acton Bridge on September 2nd. [Dave Harris](#)





GBRF Class 73 212 and 73 204 arrive at the stops in London Liverpool St. after bringing in the ECS from Ilford for UK Rail's Sunday Lunch Charter to Bury St. Edmunds on September 5th. *Charlie Robbins*

GWR King Class 4-6-0 steam locomotive No. 6024 "King Edward I"
leads A1 No. 60163 "Tornado" past Tiverton Parkway whilst working
"The Tamar Devonian" from Eastleigh to Plymouth on September 25th.

Steve Andrews





Above: Class 67 029 is seen on the rear of 1Z67 Norwich to Harrogate as it passes through Doncaster on September 17th.

Class 67 022 was on the front. [John Martin](#)

Right: On September 4th, GBRf ran a staff charter 1Z08 Ipswich to Portsmouth Harbour with Class 73 204 and 73 212, seen here arriving into Clapham Jct.

[Richard Hargreaves](#)

Bottom Left: Black 5 4-6-0 No. 44932 is seen working through Tonbridge station 1Z85 Faversham - London Bridge operated by West Coast Railway Company on September 5th. [Robert Barton](#)

Bottom Right: On September 4th, Class 73 212 pauses at Clapham Jct. while on the rear of the 1Z08 GBRf staff charter to Portsmouth Harbour. [Brian Battersby](#)



A4 No. 60019 "Bittern"
works "The Cornishman" return charter
from Par to Bristol seen passing Keyham
on September 19th. [Steve Andrews](#)



GWR Castle Class No. 5029 "Nunny Castle" shows the Great Western way as it pilots A4 No. 60019 "Bittern" on 1Z30 Plymouth - London Paddington "The Mayflower" through Dawlish Warren on September 11th. [Wayne Radford](#)



On September 18th, an FGW HST set with power cars 43191 & 43149 in charge, chartered by the Cotswold Line Rail Users Group, enters onto the WSR at Norton Fitzwarren enroute to Minehead with a charter from Worcester Shrub Hill. [Jonathan Gill](#)





RETRO RAIL TOURS LTD

WWW.RETRORAILTOURS.CO.UK

Retro Oxford Christmas Extravaganza

This tour will run on **Saturday 27th November 2010** picking up at:

Leeds 0700, Dewsbury 0720, Huddersfield 0735,
Stalybridge 0805, Stockport 0830

After Stockport, we continue down through the West Midlands, weaving along the famous canals, arriving into Oxford around lunchtime.

Oxford is, of course, famous for its colleges, but also features a fantastic Norman castle, built in 1071, and today hosts a fabulous Christmas market, which you have the opportunity to experience.

We aim to depart Oxford around 5.30pm, so you should have plenty time to discover the delights of the city.

Fares boarding at all stations:

First Class Adult £85, First Class Child £60.00
Standard Class Adult £55, Standard Class Child £40
Premier Dining Adult £145, Premier Dining Child 'Please call'

WE HAVE REQUESTED PRESERVED DIESEL LOCOMOTIVE 47580 'COUNTY OF ESSEX', WHICH HAS BEEN RESTORED AND PAINTED IN BRITISH RAIL LARGE LOGO LIVERY BY A TEAM OF VOLUNTEERS. THE COACHES WILL BE MATCHING BLUE AND GREY STOCK RECENTLY REFURBISHED BY CARGO-D.

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.
Enquiries Tel: 0161 330 9055

If you book before the 31st October, Deduct £5.50 from fares above!



On September 4th, the CFPS Charter "The East Lancs Explorer" approaches Toton Centre with Class 40 145 "East Lancashire Railway" in charge and 67 023 on the rear. Sadly 40 145 failed at Grantham shortly after this with a traction motor flashover, which resulted in the 67 taking over the rest of the tour. [Steve Madden](#)



K4 Class 2-6-0, No. 61994, "The Great Marquess" is seen arriving into Preston on a Thornton TC to Barrow Hill loco move, September 23rd. [Colin Irwin](#)



Pictures

A South West Trains Class 159 three-car DMU forming the 15:54 Bristol Temple Meads to Waterloo service runs up the Avon Valley, passing Newton Saint Loe as it approaches Bath on Bank Holiday Monday August 30th. [Gary S. Smith](#)





Above: Class 325 005 works the afternoon postal service from Willesden to Warrington through Chelmscote on September 5th. [Steve Madden](#)

Below: On September 8th, Class 60 096 works the 6E32 empty tanks through Scunthorpe, heading for Lindsay Oil Refinery. [Steve Thompson](#)



Above: Class 92 026 "Bittern" hauls 380 107 and 380 109 on 7X80 Dollands Moor - Polmadie, seen here passing through Kensington Olympia on September 17th. [Wayne Radford](#)

Below: A look at one of the units in the consist, Class 380 107 as it heads northwards, This working certainly brought out the photographers. [Wayne Radford](#)



Class 37 608 leads 37 059 with 1Q01 Derby - Derby through Borth
on October 1st. *Carl Grocott*





*Here we are then, God does exist! On September 15th
there hadn't seen a single ray of sunshine all day, so when
Class 66 152 comes crawling down the Outward Line at Scunthorpe I
made my way to the footbridge for the expected dull record shot.
Low and Behold! As the train drew up to the signal, the sun came out
of nowhere, illuminating the train and emphasizing the darkness of
the sky. It lasted for all of about 30 seconds and was gone as
suddenly as it came. Hallelujah!*

*The train is, of course, 6019 Redbourne Sdg-Dollands Moor,
conveying blooms for the French rail-making plant at Hayange. It has
only started running again this week after about six weeks off while
the French were on holiday and, being continental-registered FIA's, it
goes through the Tunnel.*

Otherwise, it's just another photo of another shed!

Steve Thompson

Class 465 921 works an Ashford International - London Victoria service out of Bearsted station on September 7th. [Robert Barton](#)





Above: Class 60 001 and 60 098 stand at Toton on September 18th along with other members of the Class, all awaiting an uncertain future. [Andy](#)

Right: DRS Class 37 259 leads 37 038 and three FNA flask wagons with 6M95 Dungeness P.S - Willesden Brent through Bearsted on September 7th. [Robert Barton](#)

Bottom Left: Class 67 027 approaches Teignmouth on September 1st with 67 016 on the rear just about to get a soaking!. [Phil Martin](#)

Bottom Right: On September 10th, Class 60 096, passes Scunthorpe West Jct. 6D49 Ferrybridge - Lindsey discharged tanks. [Steve Thompson](#)





Above: Freightliner Class 90 047 is seen working 4M87 Felixstowe to Trafford Park through Chelmscote on September 22nd. [Steve Madden](#)

Below: Class 20 305 and 20 304 lead two barrier vehicles and 20 302 & 20 301 with the 6M08 Old Dalby to Ruislip past Glendon Junction on September 21st. [Derek Elston](#)



Above: On September 21st, Class 37 409 "Lord Hinton" with 975025 "Caroline" passes through Wellingborough Station whilst working 5Z01 Willesden to Derby RTC. [Steve Madden](#)

Below: East Midlands Trains continue to hire a HST set to East Coast for operations and on September 22nd 43072 trails 43064 into York station with the late running 16.56 to London Kings Cross. Typically the EMT hire set works Leeds-London-Newcastle-London-Leeds on a daily basis. [Barry Beeston](#)



DRS Class 66 422 works the Sugarliner, 4M71 Tilbury - Daventry seen passing Chelmscote on September 5th. [Steve Madden](#)





Left: Network Rail Class 97 303 and 97 304 are seen working 3Q03 Machynlleth to Derby test train through Newtown on October 1st. [Carl Grocott](#)

Above: Hidden away in the yard at Didcot on September 1st was Class 60 009. [Richard Hargreaves](#)

Below: On September 18th, Chiltern Railways Class 168 106 calls at Leamington Spa with a Birmingham Snow Hill - Marylebone service. [Derek Elston](#)





Above: On September 10th, DRS liveried Class 37 059 passes Silk Mills, Taunton working from Crewe to Keyham, Plymouth, with 2 empty nuclear submarine flask carrying KUA wagons for Devonport Dockyard. [Jonathan Gill](#)

Below: Later the same day, Class 37 059 is seen again with 6Z71 Crewe to Keyham, this time as the train arrives into Keyham. [Steve Andrews](#)



Above: BR Blue Class 31 106 is seen at Manchester Victoria with DBSO 9702 whilst working a Crewe - Crewe via Liverpool Lime Street test train on September 29th. [Colin Irwin](#)

Below: Network Rail Class 97 304 and 97 303 works 3Q03 Derby - Machynlleth through Wellington on September 30th. [Carl Grocott](#)



Class 90 018, on loan to National Express East Anglia, is seen crossing
Manningtree Viaduct en route to Norwich on September 18th. *Charlie Robbins*





Above: Class 86 632 powers through Preston with a southbound Freightliner service on September 29th. [Colin Irwin](#)
Below: Class 20 305 and 20 304 lead two barrier vehicles and 20 302 & 20 301 with the 6M08 Old Dalby to Ruislip past Glendon Junction on September 21st. [Steve Madden](#)



Above: First Great Western HST power cars, 43030, 43168 & 43164 are all on the blocks at London Paddington, on September 24th. [Derek Elston](#)
Below: On September 1st FGW Class 165 108 departs Didcot heading for Oxford. [Richard Hargreaves](#)





Above: Class 66 503 "The Railway Magazine" powers a Southampton bound Freightliner service through Leamington Spa on September 18th. [Derek Elston](#)

Below: On September 21st, Colas Rail's Class 47 749 "Demelza" tows SDR based green liveried Class 37 No. D6737 past Silk Mills, Taunton enroute from Totnes SDR to Kidderminster SVR. D6737's final destination was to be the Mid-Norfolk Railway at Dereham, in order for the loco to appear at that railways "Class 37 Golden Jubilee" weekend from 24 to 26 September, an event held to mark the 50th anniversary of the class. [Jonathan Gill](#)



Above: On September 17th, Class 66 018 rounds the curve at Alloa working the 6G06 Hunterston - Longannet loaded coal service. [Robert Duff](#)

Below: Class 73 107 "Spitfire" is stabled on Selhurst Depot on August 31st. This was possibly one of the last shots of this loco before the Spitfire nameplates were removed. [Steve Madden](#)





Above: Class 67 030 is seen dragging 5G05 0712 Edinburgh to Bounds Green (82231 and 91 131) leaving Doncaster on September 17th. [John Martin](#)

Left: After waiting on the Rugeley side of the River Trent for half an hour, Class 66 069 comes off the Walsall branch into the Rugeley Trent Valley station with the 6P02 Rugeley Town to Crewe Basford Hall engineer's train on a dismal afternoon, September 5th. [Gary S. Smith](#)

Bottom Left: Class 66 140 pauses at Acton Mainline on September 4th with a stone train. [Brian Battersby](#)

Bottom Right: On September 23rd, and typically in terrible weather, Grand Central re-engined HST power Car 43 468 heads through Newcastle station for Sunderland. [Barry Beeston](#)





Above: Class 67 002 is pictured travelling along the Great Western main line near Didcot on September 1st with a short train. [Richard Hargreaves](#)

Top Left: On September 15th DBS Class 66 144 waits at Banbury whilst Freightliner Class 66 577 speeds through. [Richard Hargreaves](#)

Bottom Left: Class 66 227 heads through Dawlish Warren bound for Tavistock on August 31st. [Phil Martin](#)

Bottom Right: On August 30th, DBS arranged to move the only remaining Wagon at Coalville Mantle Lane, former National Power JHA Hopper Wagon No.19416 to Acton Yard. 66153 and 66122 ran top and tailed from Peterborough Yard with 6 MBA Wagons to provide brake force because the Hopper Wagon was through piped.

After shunting the Hopper Wagon into the middle of the 6 MBA's it ran as 6Z88 09:24 Mantle Lane to Acton Yard. It is seen at Mill Road, Wellingborough running approx. 45 minutes late. [Steve Madden](#)





Above: Unbranded Class 66 403 stands at Acton Mainline on September 4th whilst working a ballast train. [Brian Battersby](#)

Below: On September 23rd, Class 66 414 "James the Engine" is seen at York station. The loco was to spend the night here before heading off the following morning. [Barry Beeston](#)



Above: Unbranded Class 66 403 and 66 404 head light engine through Acton Bridge to Stoke's Marcroft Engineering to collect wagons wagons off repair on September 2nd. [Dave Harris](#)

Below: GBRf Class 66 732 has been on the 4C52 Fiddlers Ferry to Newbiggin gypsum diagram from September 20th. It is seen here on the empty working 4F16 from Newbiggin to Fiddlers Ferry through Blackburn on the night of September 20th at 21.24 bang on time. [David Hollowood](#)



Capital Units



Above: Class 455 816 makes a rare visit to Kensington Olympia on September 15th whilst working the 1747 Shepherds Bush to Purley service. [John Coleman](#)
Below Class 458 014 heads through Clapham Junction on September 4th with a service for Waterloo. [Brian Battersby](#)



Above: London Overground Class 172 004 is seen at Barking on September 4th. [Brian Battersby](#)
Below: Dwarfed by the Olympic buildings, London Overground Class 378 021 departs Stratford on September 4th. [Richard Hargreaves](#)



Down the Tube



Above: A District line service heads for Edgware Road on September 4th. [Brian Battersby](#)
Below: A Jubilee line train arrives into an empty Stratford. [Brian Battersby](#)



Above: London Underground works loco No. 19 pauses at Ealing Broadway. [Brian Battersby](#)
Below: It is always amazing what can be found on the London Underground, such as this signal box located in the depths of Liverpool St. [Class47](#)



Scot-Rail with Jonathan McGurk



Above: NEWBIE IN THE SALTIRE: Class 158 871 is seen in the brand new Transport Scotland 'ScotRail - Scotland's Railway' blue and white Saltire livery, while standing inside the single platform at Bathgate station having just worked the 11.19 2B21 Edinburgh Waverley - Bathgate service. This is the first set of the ScotRail Class 158 fleet to be painted into the new livery. The repaint took place at Glasgow Works in Springburn. [Jonathan McGurk](#)

Top Left: WEST MEETS EAST AT HAYMARKET STATION: A rare photograph opportunity, catching two of the most popular British long haul journey train company services side by side. A Virgin Trains Voyager is seen approaching while working the 06.17 1S36 Birmingham New Street - Edinburgh Waverley West Coast service and Class 43 277 HST is seen approaching on the right while working the 07.52 1E10 Inverness - London Kings Cross East Coast service. [Jonathan McGurk](#)

Bottom Left: Class 60 059 in Load Haul livery is seen standing inside platform 10 at Glasgow Central High Level station having just worked the 21.04 5M11 Polmadie Car. M.D. - Glasgow Central High Level ScotRail ECS Sleeper working. opposite inside Glasgow Central High Level station. [Jonathan McGurk](#)

Glasgow Electric: 50 1960 2010



The 'Glasgow Electric 50: 1960  2010' exhibition opens on Saturday 13th November 2010 for a period of two months at the Kelvingrove Art Gallery And Museum, Glasgow. The exhibition will cover the history of electric commuter trains in Glasgow since they were first introduced in 1960 with the iconic and much loved "Blue Train", climaxing with the reopening of the Airdrie to Bathgate route.

A large collection of original items will be used for the exhibition such as timetables, posters, badges, postcards, promotional literature, books, transfers, model trains, pictures and a DVD.

The painting by Terence Cuneo in 1960 titled 'The Helensburgh Electric Railcar' will be the centre piece of the exhibition.

I am looking for ephemera from the 'Blue Train' period or later electrification schemes and EMU's which could be borrowed or copied for the exhibition?

Any help will be much appreciated.

Martin Brough, Tel: 07759823065
Email: martin.brough2@virgin.net



Glasgow Electric



Class 380s have now made their entry into Glasgow Central High Level station, the first time being on September 22nd with sets 105 + 106 making the historic moment. The sets are now working test runs on the routes they will be working (Ayrshire and Inverclyde destinations) and are seen here standing inside platform 14 on the first night of testing at Glasgow Central High Level station having just worked the 22.39 5Z02 E.C.S. test working from Gourock.

Both: Jonathan McGurk



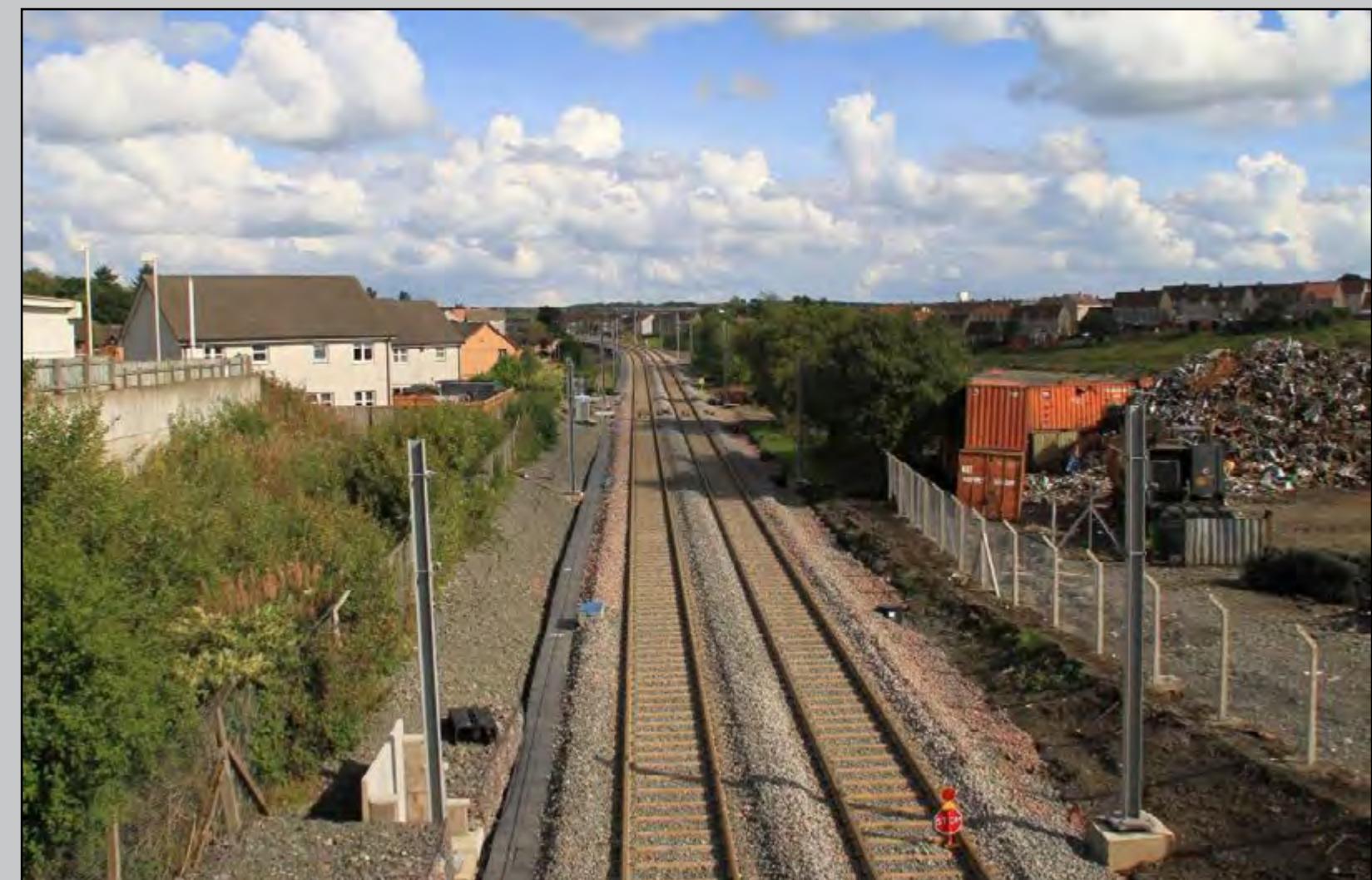
Airdrie - Bathgate Railway Project

Below: Class 37 611 and Class 37 607 were the two diesel locomotives to make history as they both were the first trains to work on the new Airdrie - Bathgate route. The trains were working a Network Rail Radio Survey Test Train from via the new Airdrie - Bathgate route on Tuesday 7th and Wednesday 8th September 2010.

I couldn't make the first day (Tuesday 7th September) so I made sure I was out today to capture what is the milestone everyone has been waiting on in the project because it means it is nearly complete with only some loose odds and ends to work on e.g. track levelling and signalling. The test train is seen here at Plains en - route to Drumgelloch, running as the 13.26 1Q20 Millerhill Yard - Mossend Down Yard via Bathgate and Airdrie working having started from Bathgate at just after 16.00 on September 8th. [Jonathan McGurk](#)



Above: With the trackwork almost complete the embankments get tidied up and drainage installed. [Jonathan McGurk](#)
Below: The stantions are in place for the electrification team to start the task of wiring the route. [Jonathan McGurk](#)



Fares Advice with RailUK

This month we are once again having a look at some of the bargains on offer at the moment.

Go anywhere on London Midland for just £10 a day!

Passengers can travel off-peak anywhere on the London Midland network this half-term for just £10 a day in a super new offer.

The popular 'Great Escape' deal, which has already run 3 times this year, is available to anyone who downloads a special voucher from the London Midland website (or applies by phone on 08451 28 80 89). Vouchers can be exchanged for a ticket at any station ticket office on the London Midland network. The offer runs from October 23 to 31.

London Midland commercial director Alex Hynes said: "This is the latest in a series of great offers we've held this year. It's terrific value and gives people the chance to get out and about and explore the London Midland network over the half-term period. For the first time we have also removed the quota - so it really is available to anyone."

The London Midland network stretches from Liverpool and Birmingham to London, with services running to destinations including Shrewsbury, Worcester, Hereford, Stratford-upon-Avon, Milton Keynes and Northampton.

Nearby attractions include Tate Liverpool, Albert Dock and the Mersey Ferry in Liverpool, the Wedgwood Museum in Stoke, Shrewsbury Abbey and Castle, Cadbury World in Birmingham, Worcester and Hereford Cathedrals, Bletchley Park National Code Centre, Woburn Abbey and Safari Park, and Whipsnade Zoo.

Grand Central's Bargain Single

Kings Cross to York from £15 single Promotional tickets are available from £15 in Standard Class on the 0818 service (Monday to Friday) from Kings Cross to York, Thirsk, Northallerton, Eaglescliffe or Sunderland station.

The tickets are quota controlled through their E-ticket site and may sell out quickly.

First Group launches Club55 for bargain tickets

Following on from Club 55 which has been operating with Arriva Trains Wales for some time, First Group has now launched a Club55 for their customers.

From First Hull Trains come this:

First launching a new initiative called Club 55 this week, designed to make rail travel more accessible and affordable for the older market. It will see return tickets between Hull and London available for just £25 on off peak services for the over-55s, with other tickets priced from just £15 if passengers don't want to go quite as far as London and perhaps fancy a trip to one of First Hull Trains' other seven stops.

"These days, people do tend to have family spread about all over the country, so hopefully our new initiative will make life easier for the over-55s and we're certainly bargain hunters at this age, so the prices will go down well too."

The launch of Club 55 follows on from new research commissioned by First Hull Trains' parent company FirstGroup, which revealed that almost half of people (45%) aged 55 and over have more of a "do things

now and live for today" attitude than they did when they were in their twenties.

Remarkably, the research demonstrated that 40% "really enjoy life" more than they did in their twenties, shattering the myth that younger people are more spontaneous and have all the fun. As a result, Club 55 - a discounted, walk up and go rail travel offer for people aged 55 and over - has been launched on all of FirstGroup's train operating companies, including First Hull Trains, First Great Western, ScotRail, First TransPennine Express and First Capital Connect.

David Townend, sales and marketing manager at First Hull Trains, said: "Club 55 was launched following this research, which clearly indicated that the demand was there from that particular market. Club 55 will help meet our older passengers' love of travel and passion for a full life, thanks to its great value fares and flexibility, with no need to book in advance. Club 55 has been promoted in Scotland for several years and similar research by ScotRail found that absence does make the heart grow fonder. Visits to relatives and friends were cited as the number one reason for buying Club 55 tickets which allow travel anywhere across Scotland for a flat fee. Other top reasons included day trips, weekends away - and shopping."

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.

Virgin rhino becomes a stowaway on Dublin ferry

Virgin Trains confirms that its baby Rhino - now officially named Minimus Rhinoceros after a staff competition was held to name him, with the winning name being chosen by Visit Chester and Cheshire - has been caught attempting to leave the mainland.

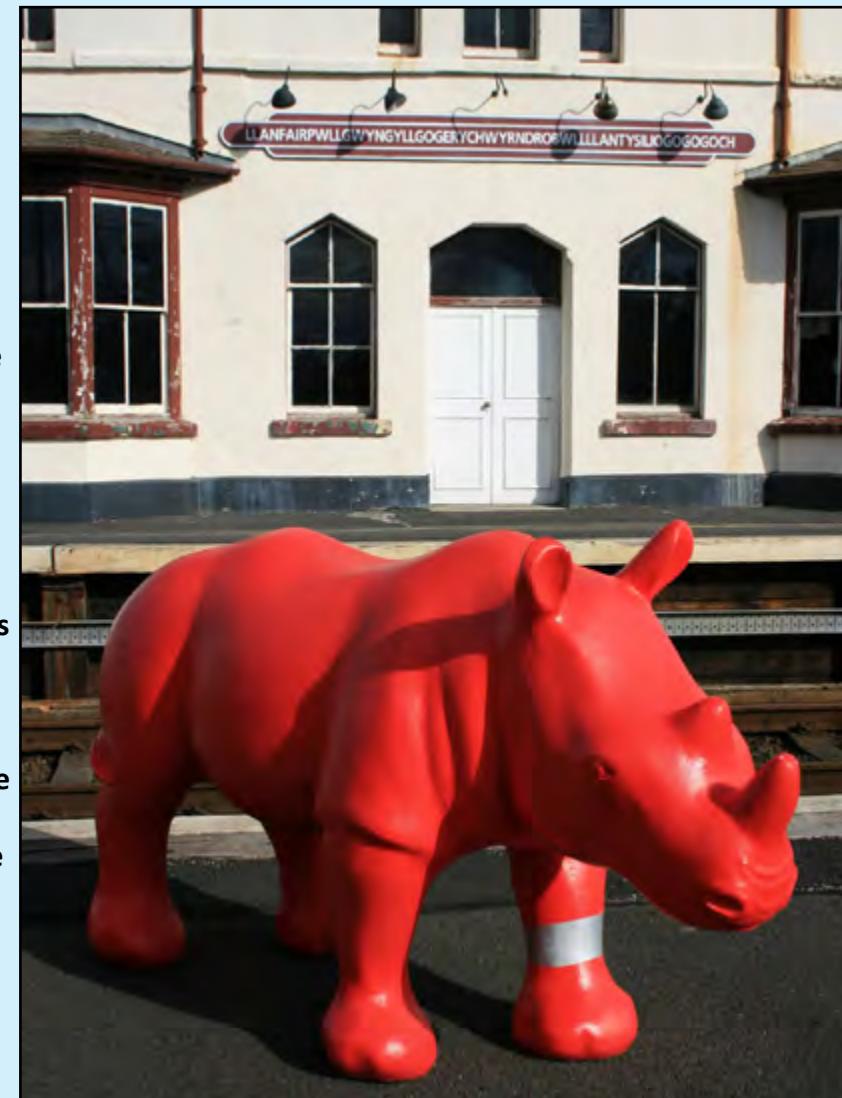
Minimus was first spotted yesterday morning in North Wales at Llanfairpwllgwyngyllgogerychwyrndrobwllantysiliogogoch railway station where he was encouraging representatives from Anglesey Tourism Association to take his photograph.

Later in the day, Virgin Trains' managers were called to the Port of Holyhead, where Minimus had tried to stowaway onboard a Stena ferry. Wearing a captain's hat he had taken up residence on the ship's bridge. He was removed from the ferry and taken back to Crewe station, where he normally 'works' in the ticket office.

The latest escape comes just days before the full-size Rhinos, which have been seen around Chester - and at London's Euston railway station - this summer are auctioned off for charity.

Virgin Trains' Station Manager for Crewe and North Wales Sam Dixon said: "We gave Minimus his own travel pass, but didn't expect him to just take off without notice. He told me that he had seen lots of passengers buying Rail Sail tickets to Dublin via Holyhead and wanted to see what the ferry looked like.

"Minimus is now back at Crewe and we are looking at how we can use him to raise money for Virgin Trains' chosen charity - CLIC Sargent."



Eurostar Launches Eurostar Plus Added Value Offers

Rewards, discounts and tips help travellers make the most of their trip

Eurostar, the high-speed passenger service that links the UK with the Continent, has launched Eurostar Plus, a collection of special offers and discounts for travellers journeying to the continent to help them get even more from their Eurostar ticket.

Eurostar Plus is accessed via the Eurostar website (www.eurostar.com) and brings together a range of offers under different 'badges' including culture, shopping, food and destination information. The range is expanding quickly and is already an invaluable resource for travellers planning their trip.

Eurostar Plus features offers under different badges including:

Eurostar Plus Shopping

Enjoy a 10% discount and an invitation to a private fashion show at the Galeries Lafayette flagship store on Paris's chic boulevard Haussman

Eurostar Plus Culture

Eurostar's 'Culture Connect' programme has brand new home and is now part of the Eurostar Plus family. Double your culture with 2 for 1 exhibition entry at some of Europe's finest museums and galleries¹, simply by showing your Eurostar ticket.

Eurostar Plus Trip-planner

Create your perfect personal itinerary with the help of our interactive map which covers destinations all over Europe. It's easy to prepare and print your own personal itinerary in just a few clicks. In that way, you can benefit from the best shopping, museums, hotels, restaurants or unmissable places and exhibitions.

Eurostar Plus Gourmet

Coming soon – including great deals on dining out, a range of special gastronomic offers to tantalize your taste buds.

Loyalty rewards with Eurostar Plus Points

Within the Eurostar Plus collection, travellers still have the option to register for Eurostar Plus Points, a straightforward, easy to use online loyalty programme where every online ticket purchase is rewarded with cash-back.

How does it work?

- Create a Eurostar Plus Points account on www.eurostar.com
- For every £1 spent on Eurostar travel on www.eurostar.com, travellers earn one point.
- When travellers accumulate 300 points, they automatically receive a £20 e-voucher valid for a year.
- The e-voucher can be used to book future travel on www.eurostar.com.
- Eurostar Plus Points offers the unique option to earn points when family and friends travel, using the membership number of the Eurostar Plus account holder.

Eurostar Plus Points was launched at the beginning of the year and has already attracted more than 30,000 members. To enjoy the range of offers available through Eurostar Plus, travellers simply present their ticket at participating venues or download a voucher from www.eurostar.com or www.eurostarplus.co.uk.

Tata Steel's arrival into the UK celebrated by DB Schenker

DB Schenker, Britain's leading rail logistics provider, has celebrated the introduction of Tata Steel as the new brand name for the former Corus business.

To commemorate the event, DB Schenker painted a powerful class 60 locomotive into the distinctive colours of Tata Steel's new corporate branding.

DB Schenker has a long association of providing value led solutions to the former Corus business, and the dedication of this locomotive shows our commitment to continue working together to help Tata Steel develop their business across Europe.

The locomotive will work on a range of rail freight services for Tata Steel, delivering products across the UK. The locomotive was unveiled today at the Scunthorpe steel works of Tata Steel.

Neil McDonald, Managing Director Industrial for DB Schenker, said: "DB Schenker had a long and close association with Corus and its predecessors, operating services across the UK and also in mainland Europe. We provide a range of logistics services that ensure the right steel is in the right place at the right time to keep the mills rolling. We look forward to working with Tata Steel to build an even stronger relationship and to growing our businesses together. DB Schenker wishes everyone at Tata Steel every success for the future."

Tata Steel is the new brand name for the Corus Group. Tata Steel is Europe's second largest steel producer with annual revenues of around 12 billion GBP and crude steel production of over 20 million tonnes. The acquisition of Corus by Tata Steel in 2007 created one of the world's largest and most geographically diverse steelmakers.

The class 60 locomotive is the most power freight locomotive in Britain with a greater tractive effort than any other class. As such, the locomotive is important for heavy industrial customers such as Tata Steel and is a key component of the DB Schenker locomotive fleet.

RAIL WORK UNDO BEECHING'S CUTS IN 24 HOURS

An old railway bridge, which was reduced to a single track after spending cuts in the 1960s, will soon be replaced in just 24 hours near Honeybourne. The brand new bridge will be wider and stronger, so that an extra track can be installed to cater for future growth. The improvement work is part of Network Rail's scheme to redouble the North Cotswold line, bringing performance and potential capacity benefits to services between Worcester and Oxford.

Measuring 9.3 metres wide, the new bridge is nearly twice the size than the old bridge. The old bridge was built in 1972 with room for only a single track after the railway on the Cotswold line was reduced as part of 'Beeching's axe', which resulted in the closure of around 9,000 miles of track and 4000 stations across Britain.

Mike Gallop, principal programme sponsor, Network Rail said: "Britain relies on rail and investment is vital. Good rail links stimulate private sector investment and enable sustained productivity. The railway gives more than it takes and by investing in schemes like the North Cotswold, we are also investing in the future of Britain."

Martin Barnett, senior project manager, First Great Western said: "We will continue to work closely with Network Rail in delivering the North Cotswolds redoubling scheme and we look forward to providing customers with revised services on project completion."

In a bid to minimise disruption, the new bridge will be pre-cast and pre-assembled remotely before it is installed on-site. This will significantly reduce the amount of time needed to access the railway to carry out the work.

A special crane - self-propelled modular transporter (SPMT) - will be used to lift, remove and install the bridges. The SPMT, which will be steered remotely using a computerised system, is a platform vehicle with multi wheels and can carry up to 600t. This innovative technology has also been used to install the new air bridge at London Heathrow airport.

NEW STREET TOWER DEMOLITION AS BIG CITY PLAN PROGRESSES

Less than 24 hours after the launch of Birmingham's Big City Plan, on September 30th, preparatory work began for the demolition of a landmark tower block, to be removed as part of the Birmingham Gateway project. The project will transform New Street station into an iconic gateway to Birmingham with more space, better facilities and improved accessibility for passengers.

Mike Whitby, leader of Birmingham City Council commented: "The redevelopment of New Street Gateway will not only provide the city with a truly world class station, but also open up a hugely important area of the city centre to regeneration, job creation and growth."

"People can see for themselves major regeneration work taking place in the city right now – proving the Big City Plan is about far more than ambition, it is about delivery. As projects such as New Street and the Library of Birmingham take shape before our eyes, excitement is growing – as people can really begin to feel how our city is being transformed."

Stephenson Tower has been a city landmark for over 40 years and was constructed on top of the existing station when it was rebuilt in the 1960s.

Demolition will pave the way for a new south entrance to the station, improving connections across the city and allowing a significant regeneration of the area to the south, one of the key proposals outlined in the Big City Plan at yesterday's launch.

Andrew Skidmore, principal scheme sponsor for Network Rail commented: "The start of work to demolish Stephenson Tower is an important moment for the project and we've planned our work carefully so that we cause minimal disruption to both passengers and local residents."

To complete the demolition safely, the project team will construct a tower crane and encapsulate the structure in scaffolding. Work to demolish the tower brick by brick will start in late November and complete next summer. Network Rail is also working with Birmingham City Council to provide a viable development opportunity on the south side of the station.

Mark Foley, partnerships director at Advantage West Midlands, added: "Our £100 million investment in Gateway remains the biggest single investment of any RDA in the country. The project is of huge economic importance – and our commitment is helping to create a legacy from which the city and West Midlands region will benefit in years to come."

The Gateway project is funded by Network Rail, Birmingham City Council (with funding from the Department for Transport), Advantage West Midlands and Centro



TOP HURDLER BACKS RECORD BREAKING c2c

c2c Leads the Field to Smash British Record

Record-breakers team up as c2c and athlete Perri Shakes-Drayton celebrate another PB!

Double European Bronze medallist and Olympic hopeful Perri Shakes-Drayton, a rising star of British Athletics joined National Express train operator c2c to celebrate their latest record-breaking achievement at London's Fenchurch Street station on Thursday 9 September.

Official rail industry figures confirm that c2c has set a new punctuality record for Britain's franchised railways of almost 99% with a four-week period performance of 98.82%, as measured to 21 August 2010. The new record smashes the old one by almost 1%.

Perri Shakes-Drayton said:

"This is a terrific achievement. I'd like to congratulate everyone at c2c for this record-breaking success. Like all athletes on the international stage I am always striving to improve my performance and exceed my personal best - and I know just what hard work and dedication it takes to achieve it."

The punctuality of Britain's franchised train operators is measured every four weeks by Network Rail for the rail industry. c2c held the previous UK record of 97.97%, set in November last year and has now raised it by almost 1%. This achievement is another record-breaking effort by the c2c team who are continually setting new standards of train service punctuality.



Perri Shakes-Drayton is the reigning national 400m hurdle champion. She is also a European Double Bronze Medallist (2010), European U23 Champion (2009) and European Junior Silver Medallist (2007). In April 2009 Perri was part of the team that smashed the British record for the 200mx200mx400mx800m medley, knocking 10 seconds off the previous record.

Julian Drury, Managing Director of c2c said:

"We are delighted that Perri joined us to help us celebrate this new success. Like Perri we have focused on beating our previous records; we have held first place for two years whilst continually setting new standards for UK train punctuality and we are determined to keep on improving."

Julian added, "Perri is a hero in our part of east London, where she lives. Not only is she the reigning National 400m hurdle champion, but she also helped the British athletics team smash a British record, likewise the c2c team smashed the British record for train punctuality and together we are celebrating delivering the best."

Attaining the best period punctuality figure for Britain's franchised train operators completes a series of triumphs for c2c over the last eighteen months. Early last summer the train operator equalled the Swiss Federal Railways annual punctuality record of 95.8% for 2008, then c2c was awarded the 'Golden Whistle' for recording the best punctuality amongst British train operators in 2009. In May 2010, the triumphs continued when c2c broke the record with an exceptionally high 96.7% of all trains in a year arriving inside the PPM (Public Performance Measure) punctuality target.

East Midlands Trains unveils new look trains for Lincolnshire

Passengers in Lincolnshire have recently had the opportunity to travel on a 'new look' train as Lincolnshire County Council joined forces with East Midlands Trains to mark the successful start of the train company's £5 million fleet refurbishment programme.

To celebrate the first refurbished train (153 319) returning to the tracks, Councillor Ken Milner, Executive Support Councillor for Lincolnshire County Council joined Tim Sayer, Engineering Director of East Midlands Trains for a special ceremony at Lincoln Central station. As well as having an opportunity to see first-hand the improvements that have been made as part of this significant investment programme, guests were invited to join passengers for a trip to Doncaster. The refurbishment programme, which includes all of East Midlands Trains' 17-carriage fleet of Class 153 and 11 Class 156 trains, is currently taking place at the company's Neville Hill Depot in Leeds.

The programme started during the summer and will be complete by the end of 2011. It will bring a number of passenger benefits including:

- Re-upholstered seating and new carpets throughout offering a clean and fresh new look
 - Improved interior lighting
 - Installation of CCTV for the first time
- New interior wall coverings, including in the toilet area. New vinyl has also been fitted to the floor of the toilet area, providing a significantly improved facility for passengers.

In addition, the trains have all been re-painted in the East Midlands Trains livery to give a consistent look, and are also benefitting from extensive modification work to ensure they are running as reliably and efficiently as possible. Commenting on the launch of the first refurbished train, Tim Sayer, Engineering Director for East Midlands Trains, said: "This marks a significant moment in the development of East Midlands Trains. The launch of this train today follows fast on the heels of the £19 million refurbishment of our High Speed Trains and Class 158 trains, which has been very well received by our passengers."

"Our trains provide vital links for the local community and we're confident the extensive improvement work to our Class 153 and 156 trains will result in a much better travelling environment that will also be welcomed by our passengers." Councillor Ken Milner, Executive Support Councillor for Lincolnshire County Council, added: "We want Lincolnshire to have the best public transport possible. This initiative will make train travel an even more attractive option for those making a journey. Ideally, this will encourage more people to leave the car behind and get on board a cleaner, greener mode of transport."

The Class 153/156 trains are used to operate services on East Midlands Trains' local routes, such as Lincoln-Doncaster, Lincoln-Nottingham and Leicester, Nottingham-Derby-Matlock, Derby-Crewe, Nottingham-Worksop and Nottingham-Skegness.

Alstom and Virgin Trains launch co-branded "Alstom Pendolino", a train with a mission

Alstom and Virgin Trains have unveiled a new look for one of the fifty-two high-speed tilting Pendolino trains serving the West Coast Main Line.

The train, renamed "Alstom Pendolino" by Virgin Trains CEO Tony Collins during a ceremony at Euston station, London, now displays a specially designed Alstom branding alongside that of Virgin. This is in recognition of the successful partnership between the two companies, established in 1999, which underpins the delivery of a world class intercity service. The fleet, built and maintained by Alstom, is one of the most intensively used in the world, with 47 trains in service every day, covering over 16.5 million miles per year.

Alstom has chosen the newly branded train for a special mission in a further illustration of cross-industry partnership aimed at bringing benefits to passengers. "Alstom Pendolino" will be used to improve system reliability thanks to an initiative between Alstom, Virgin Trains and Network Rail.

The train is fitted with pantograph and track monitoring equipment which will provide valuable data to support preventative maintenance of the track and overhead line. In addition the set will be used to trial potential train modifications that can be used to improve fleet reliability.

Tony Collins, CEO Virgin Trains, said: "Our customer service success at Virgin Trains is heavily dependent on the relationship with our key partners. Alstom has consistently gone beyond the call of duty to help us achieve the performance that has attracted record customer numbers and customer satisfaction scores. We are grateful for that support and partnership."

Paul Robinson, Managing Director, Alstom Transport UK & Ireland added: "It is an honour to place the Alstom brand alongside that of Virgin and so emphasize our daily contribution to the running of the flagship Pendolino fleet. Furthermore, "Alstom Pendolino" will be instrumental in helping train maintainer, operator and infrastructure provider target further improvements on the West Coast Main Line".

Jo Kaye, Route Director for Network Rail said: "This is just one demonstration of how we, as an industry, are developing new technologies to deliver an efficient and highly reliable railway. The track data this train will provide will prove invaluable in helping us to detect potential faults as they develop so that we can carry out preventative maintenance and push performance on the West Coast to ever higher levels."

GB Railfreight provides Class 380 drivers for ScotRail

GB Railfreight (GBRf), the UK's most reliable freight haulier, has won a contract to provide drivers for commissioning running of the new Class 380 units being introduced in Scotland.

GBRf drivers have commenced runs, with the contract expected to run until the end of March 2011. The runs will take place overnight between Glasgow and Carlisle and in Ayrshire and Inverclyde.

Nick Hortin, new trains director at ScotRail, said: "Each new train will make overnight runs between Glasgow and Carlisle. This is the last stage of commissioning before they start to enter passenger service in mid October."

A pool of GBRf drivers went out to the Siemens testing facility at Wildenrath in Germany to train on the units before they were hauled to the UK earlier last month.

Phil Amos, market manager for rail services, GBRf, said: "The main role of the drivers will be to perform fault free commissioning runs, which each unit will need to complete before it is accepted into service."

John Thompson, train manager, GBRf, added: "Training in Germany went smoothly and prepared us well to take the new trains onto the mainline in Scotland for the first time. The Class 380 is an impressive train for both staff and public alike and I expect them to enter service quickly and successfully. We are proud to be playing a part in their introduction."

Once they have entered service the Class 380s will be running on the Ayrshire, Inverclyde and Renfrewshire lines initially, with North Berwick and Dunbar routes being added from March 2011.

Oldham Loop Closure - One Year On

With the imminent anniversary of the closure of the Oldham loop for conversion to Metrolink, Colin Irwin went to have a look at some of the stations and trackwork to see if things have changed in the past year.



Dean Lane



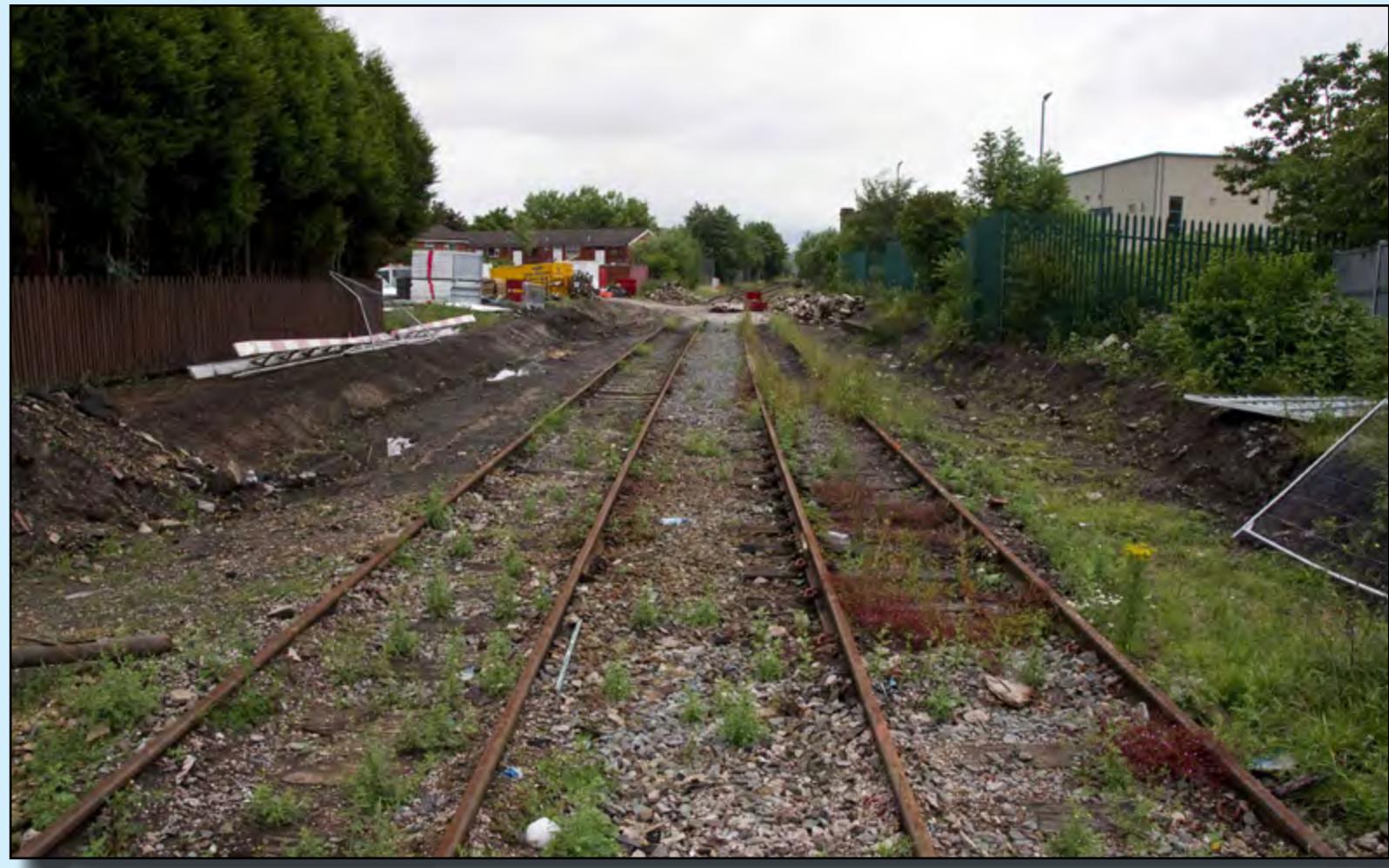
Werneth from station ramp



Another view of Werneth showing gated tunnel and disused station



Oldham Mumps, the track has been severed and the whole area cleared.



What was Shaw.

All Photos: [Colin Irwin](#)

View from the Outside

I have been struggling to think of something to write this month I must admit, mainly because I have a job now and work three days a week and then go to college five days a week and so I have no time to enjoy trains anymore!

But...if I did have the time.... on my wage...I highly doubt that I would be able to afford the prices of trains. I am on £5.80 an hour, so at £116 for a return tomorrow to London from York, I would have to work 20 hours. And that is if I wanted to go alone, obviously I would bring Andy with me so that's 40 hours (good job I make him pay for everything).

A day rover at the Wensleydale Railway is £12, and at Peterborough Nene Valley it is £18, and so, for an enjoyable couple of hours out, I would have to work for 4 hours and 13 minutes for two day rovers for Wensleydale, and for Peterborough it would be 6 hours and 20 minutes of work for me.

For the price of a railcard to receive discount on train prices (£24), I would have to work 4 hours and 13 minutes before I even receive any discount! To hop over to Leeds for the day from York and then back again I would have to work 3 hours and 58 minutes.... that is four hours of work for an hour in Leeds. Finally, to go on a trip to Doncaster I would have to work four hours, and then I might get hungry and from recent experience a chocolate muffin was £1.50, 2 waters were £2.80 and therefore I would have to work an hour to gain these snacks.

My point has been proven. All work and no play makes Megan a dull girl. Take me out for the day...and get me some time off work!.

Or is rail travel just too expensive!

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

"Boat Trains" take Glasgow cruise passengers to Southampton

DB Schenker and Cruise Saver Travel have introduced "boat trains", unique passenger trains serving cruise ships that sail from the Port of Southampton.

The trains will operate to and from Glasgow Central station, taking hundreds of cruise liner passengers in comfort directly to the Port of Southampton where they are able to disembark adjacent to their ship.

Prior to the operation of these trains, passengers would make a number of different air, car and rail journeys to get to and from Southampton, involving many changes with bulky luggage.

These dedicated boat trains ensure any pre-holiday stress is removed as 324 passengers are taken direct to the Port of Southampton, enabling them to enjoy the opportunity of getting to know some of their fellow holidaymakers.

The first train left Glasgow Central at 0700 on Sunday 19 September, and called en route at Manchester and Birmingham. A further eight trains will depart from Glasgow over the next year, with another eight operating from Edinburgh to the Port of Southampton, calling at Newcastle, Leeds and Birmingham.

Stephen Bath of Cruise Saver Travel said: "These trains enable our guests to start their cruise from the station, and are a major part of our programme for this year and 2011. Their holiday begins from the moment they arrive at the station, where a comfortable and hassle free journey awaits with silver service dining. We are delighted that with DB Schenker we have been able to offer this service and look forward to a successful season of regular boat trains."

Stuart Boner, Managing Director Logistics for DB Schenker, said: "This train service has been designed to meet the needs of cruise passengers. Delivering them in a comfortable manner, direct to Southampton, while avoiding carbon intensive car journeys and flights."

The inaugural train is the first time that a train has taken passengers from Scotland direct to the Port of Southampton for a cruise ship in 25 years.

Celebrating the 180th anniversary of the Liverpool and Manchester Railway

Northern, Merseytravel, GMPTE and Network Rail team up to celebrate the 180th anniversary of the oldest inter-city passenger railway in the world.

The Liverpool and Manchester Railway (L&MR), now known as the 'Chat Moss' line, opened in 1830, paving the way for the Industrial revolution and leading to the development of the national rail network we know today.

A number of events took place on Wednesday 15 September to mark this historic occasion:

At Liverpool Lime Street, Louise Ellman MP officially named a Northern train 'William Huskisson MP'. As MP for Liverpool, Huskisson was an avid supporter of railways as a force for progress and civilisation. He was also the railway's first high profile casualty when he was killed by a train hauled by Stephenson's Rocket at Parkside, near Newton-le-Willows, on the opening day of the L&MR.

At Newton-le-Willows, Sir William McAlpine, Chair of the Railway Heritage Trust unveiled a plaque commemorating the death of William Huskisson MP. A storyboard describing the historical significance of the L&MR and the history of the station is now on permanent display for customers. The station building has recently benefitted from a £1 million refurbishment courtesy of Network Rail and over £300,000 access and customer information improvements thanks to Merseytravel and the Department for Transport.

At Edge Hill, arts group 'Metal' hosted an exhibition celebrating rail travel, particularly the L&MR, featuring Liverpool and Manchester-based artists.

Lee Wasnidge, Area Director, Northern said: "The Liverpool and Manchester Railway transformed the economy of the North West and today it remains an important link between the two cities. We are proud to serve these great cities and to play our part in strengthening their economies."

Jo Kaye, Route Director, Network Rail, commented: "The original memorial to Huskisson is still there alongside the railway line but these days trains travel considerably faster than the sedate 20mph they did then. Consequently, you are unlikely to see it unless you know where and when to look. To have a replica of the tablet of words permanently located at Newton-le-Willows station means anyone can read what happened on that historic day."

Councillor Mark Dowd, Chairman of Merseytravel said: "From its inception to today, this line has been a vital link across the region. It is well served by Northern and it is to be hoped that they can serve us even better with electrification, something I will continue to lobby long and hard for."

Councillor Keith Whitmore, Chair of Greater Manchester Integrated Transport Authority's (GMITA) Policy and Resources Committee, said: "The opening of the Liverpool and Manchester Railway was a seminal moment in this country's history, linking two of our most important merchant cities. It was an accomplishment later repeated by the rest of the country and the rest of the world and marked the beginning of the Second Industrial Revolution. It is perhaps fitting that as we celebrate this anniversary, plans are underway to modernise this historic railway with proposals to electrify the line."



The Nosh Report

Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: 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.

Ok this months recommendation comes from several people who have all sais that this is a great place to go for an Indian. They include both editors and several members of the RailUK team, so it must be good!.

Although I am mentioning here the restaurant in York, there are other branches and I would suggest looking at their website for further details.



The Bengal Brasserie
21 Goodramgate
York
YO1 2LW

Sunday - Friday 5.30pm - Last Orders 11.45pm
Saturday 12.00pm - 12.00am

The curry's were spot on, and all the dishes were plentyful. No worries about small portions, and prices were very reasonable. Didn't have long to wait for the food and it was certainly piping hot, just as it should be.

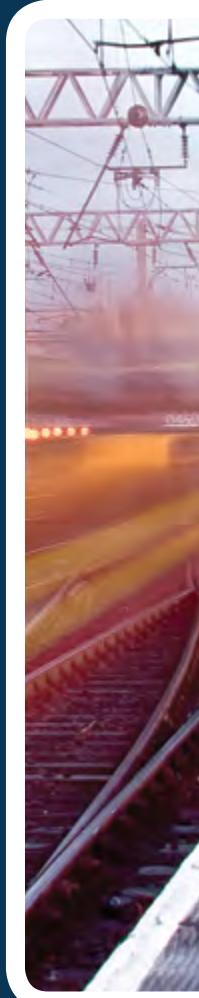
The restaurant in the centre of York is very easy to find, not far from the famous Monk Bar Model Shop on Goodramgate. The restaurant at Poppleton is not far from the ECML, but not really walking distance from Poppleton station.

A couple of reviews:

Great tasting food, Friendly Service, Go there many times and would recommend to any one who has a great taste of the Indian cuisine.

I am a fussy eater and the food was fab.

Real nuts blog at....
Railnuts



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.

railnuts.com is proudly powered by Pete Waterman Entertainment and Silversoft Solutions



A Different View

In aid of raising money for Cancer Research, there was recently a charity event at Central Rivers Voyager depot in Barton-Under-Needwood. The plan was to utilise HNRC Class 08 507 attached to 220 024 and shunt it up and down as many roads as possible. This is 08 507 before departure. *Carl Grocott*



220
024



Geez! Give a Pendo some stickers and then everyone wants to see it.
This is Class 390 004 in its new Alstom livery. [Richard Hargreaves](#)

Above: Anyone arriving into London Euston must have wondered what on earth was going on,
anyone except those from Chester of course!. [Brian Battersby](#)

Below: 3010 is a 2' gauge 0-6-0T Kerr Stuart Joffre class 3010/18. Seen here at the Yaxham Light Railway. New for use in
world war 1 then to a French sandstone quarry, and repatriated from France along with a number of its sisters to
Gloddfa Ganol before arriving at Yaxham:- named after Joseph Joffre; the Joffre class of 70 locomotives was a French
Decauville design built by KS under contract during the Great War. Five of the class are known to have survived, all
re-imported into the UK, including Axe on the Lynton & Barnstaple Railway. [Pete Cheshire](#)



Wensleydale Railway

Preserved Railways

Wensleydale Railway's Diesel Gala

Below: Class 20 020 and 20 166 are seen in the newly opened passing loop

at Constable Burton on September 5th. [Alan Usher](#)

Top Right: Recently repainted Class 03 144 is seen at Leeming Bar on September 5th. [Alan Usher](#)

Bottom Right: Class 47 715 "Poseidon" is seen at Constable Burton on September 5th. [Alan Usher](#)



Llangollen Railway



Llangollen Railway's Autumn Steam Gala

GWR 2-8-0 No. 3802 works a freight train through scenic Deeside with the 14.25 ex Llangollen on September 12th. *Phil Martin*



Above: GWR 4-4-0 locomotive No. 3717 "CITY OF TRURO" is seen near Glyndyfrdwy working the 14.00 ex Llangollen on September 12th. [Phil Martin](#)

Below: Great Western Railway 0-6-2T No. 5643 heads along the River Dee on September 12th with a freight working. [Phil Martin](#)



Below: GWR No. 6430 is a push-pull fitted 0-6-0 pannier tank, seen here working the auto train. [Phil Martin](#)
Bottom: Great Western Railway No. 4953 "Pitchford Hall" works the 16.45 ex Llangollen on September 12th. [Phil Martin](#)





Tornado update

Tornado, the first new main line steam locomotive to be built in the UK for almost 50 years, will be visiting towns the length and breadth of Britain between now and Christmas. Although completed only two years ago,

Tornado has already become something of a national icon following her many appearances on national television – including the ‘Great Race to the North’ on Top Gear – and her naming by TRH The Prince of Wales and The Duchess of Cornwall and subsequent use on the Royal Train. Large crowds continue to appear wherever she goes and she is proving to be a major draw for new customers on heritage railways and main line tours alike.

Friday 22nd October - “The Royal Borderer”

Doncaster to Edinburgh and return (Tornado from/to York to Edinburgh).

This train celebrates the 160th anniversary of the Royal Border Bridge en-route back from an afternoon in Edinburgh. It re-traces a major part of last year’s famous Top Gear ‘Race to the North’. Starting at Doncaster where many of the original A1s were built, Tornado will haul ‘The Royal Borderer’ from York to Edinburgh and back, calling additionally at Darlington, Durham and Newcastle to pick up passengers, giving some three hours in Edinburgh. Along the way passengers will be able to enjoy the varied and rich rolling countryside, including numerous landmarks, that form the border between England and Scotland. There are also glimpses of the North Sea as the train runs along part of the attractive Northumbrian and Scottish coastline.

On the return journey the train will take a break in historic Berwick-Upon-Tweed as the famous 28 arch, Grade 1 listed Royal Border Bridge is lit up at 6pm to celebrate its 160th Anniversary.

Adult fares start at just £99 and tickets are still available from Pathfinder Tours
(Tel: 01453 835414 Web: www.pathfindertours.co.uk Email: office@pathfindertours.co.uk)

Mark Allatt, chairman of The A1 Steam Locomotive Trust, commented:

“Tornado’s autumn programme of main line tours and heritage railway visits will take the locomotive to new places like Liverpool and the East Lancs Railway, to more familiar ones like Bristol and Swanage and on the East Coast Main Line route of her long-gone sisters from York to Edinburgh. There are even exclusive opportunities to drive and fire Tornado at Barrow Hill Roundhouse. Now with over 25,000 miles on the clock since being completed in 2008, Tornado seems to have become something of a national icon.

The essence of her story is written on plaques carried by Tornado - ‘this locomotive was built and paid for by people who shared a vision and were determined to turn it into reality’. You just can’t get any more British than that!”

The Trust respectfully requests that anyone wanting to see Tornado’s main line passenger trains follows the rules of the railway and only goes where permitted.

Join the **CLASS 58 LOCOMOTIVE GROUP** and help support 58016’s return to operational condition!

There are various ways to help support the C58LG:

- Become a member!
- Make a donation!
- Sponsor a part through our “£58 for a 58!” scheme!
- Join “The Fifty Eight Club”!

C58LG CLASS 58 LOCOMOTIVE GROUP

Visit our website at www.c58lg.co.uk for all the up to date news on 58016!

Severn Valley Railway



Severn Valley Railway's Autumn Steam Gala

Ivatt Class 2, 2-6-0 No.46443 is seen on the shed at Bridgnorth during a rest from the Severn Valley's steam gala on September 25th. *Richard Hargreaves*



Above: LMS Jubilee Class No. 5690 "Leander" pauses at Bewdley on September 25th whilst waiting for a train to arrive from Highley. [Richard Hargreaves](#)

Below: GWR "Collett" No. 3205 arrives into Highley with a service to Kidderminster on September 24th. [Richard Hargreaves](#)



GWR 0-6-0 Pannier Tank No. 5764 and GWR 0-6-0 No. 3205 depart Bridgnorth early on September 26th and head for Kidderminster. [Phil Martin](#)



One of the stars of the gala was Battle of Britain Class Locomotive
No. 34070 "Manston" seen here approaching Highley
with a Kidderminster - Bridgnorth on September 24th. [Phil Martin](#)



GWR 2-6-2 Small Prairie No. 4566 is seen
at Bewdley on September 25th.

Phil Martin



Below: GWR Small Prairie Tank 2-6-2T No. 5542 is pictured on shed at Bridgnorth,

September 25th. *Richard Hargreaves*

Bottom: Ivatt 2-6-0 No. 43106 "Flying Pig" is seen on Bridgnorth MPD in the early evening
of September 25th. *Brian Battersby*



GWR 4-4-0 locomotive No. 3717 "CITY OF TRURO" heads along the River Severn with a service to Kidderminster on September 25th. [Richard Hargreaves](#)



Severn Valley Railway

A new arrival at the Severn Valley Railway has been Class 20 177 from Tyseley, which has arrived to be stripped for spares. [Richard Hargreaves](#)



Battlefield Line

Battlefield Line Autumn Gala featuring the Carry on Clagging Cup

Below: Class 33 021 pauses at Shackerstone station on September 18th. [Richard Hargreaves](#)

Bottom: Class 02 No. D2867 with 04 110 gives brake van rides, whilst Class 33 019 waits for its train. [Richard Hargreaves](#)



Above: Whilst Messrs Maxey and Carr look on, Class 08 528 tries to win the Clagging Cup. [Class47](#)

Below: Class 31 276 speeds through the station at Shackerstone on September 18th. [Andy](#)



Tanfield Railway



Legends of Industry Steam Gala

On September 10th, Joicey Collieries Beamish Railway No. 3 "Tizwell" is seen on Marley Hill Engine Shed. [Alan Usher](#)



Above: J72 Class No. 69023 makes her first return to her old Tyneside haunts since the 1960s. [Alan Usher](#)
Below: National Coal Board, Northumberland Area No. 49 is seen inside Marley Hill Engine Shed. [Alan Usher](#)



Llangollen Railway

Llangollen Railway's GWR 175 Gala

Class 14 No. D9521 is seen working the 12:25 Llangollen to Carrog demonstration freight train at Glyndyfrdwy on September 12th. [Carl Grocott](#)



Romney Hythe & Dymchurch

Big landscape, tiny train! Visible in the distance from Dungeness lighthouse is RH&DR No. 3 "Southern Maid" approaching Dungeness station with a service from Hythe. [CJ Sutcliffe](#)





Above: RH&DR diesel mechanical loco number 14 "Captain Howey" spends its day as New Romney shed pilot.
Below: No 7 "Typhoon" is seen arriving into Dungeness on August 24th. *Both: CJ Sutcliffe*



RH&DR no. 5 "Hercules" approaches New Romney station with a service from Hythe to Dungeness on August 24th. *CJ Sutcliffe*



Isle of Wight



Above: On September 15th, Class 438 006 & 438 007 arrive at Ryde Esplanade with the 16.38 bound for the end of the pier. [Derek Elston](#)

Below: Barclay 0-6-0T No. 38 "Ajax" approaches Haven Street station on September 15th. [Derek Elston](#)



FIRST PHASE OF LOUGHBOROUGH CANOPY RESTORATION COMPLETE

The first phase of the restoration of Loughborough Central canopy has been successfully completed. Phase 1a of the half a million pound project, (which covered the area at the far north end of the platform) was re-glazed in mid September.

Contractors are moving immediately to the next area (phase 1b) and will begin work, dismantling the roof on Monday September 20th. This area covers the circulating concourse at the south end of the platform and is twice the size of phase 1a.

The appeal for the work continues to climb with a recent grant of £5000 from the Edith Murphy foundation pushing the total raised so far into six figures.

GCR director Tony Sparks, who is leading the renovation programme said, "Naturally I'm very pleased we have completed phase 1a of the works. Its an important milestone physically and psychologically."

We now have something we can show people who have responded so generously to appeal, and also an inspiring finished product which shows how good the rest of it will look. I hope that inspires more donors to come forward and support the future phases of the renovation."

As phase 1b covers the section of the platform where the stairs descend from road level, there will inevitably some disruption and closure to the station while the old woodwork, glass and metal are removed. Running days will be unaffected, though the south end of the platform will be without a roof over the winter season. It's hoped work will be completed on this phase in March 2011.

Tony continued, "I'd like to thank everyone who has supported us so far. While we ended up replacing more metal work than originally expected, the project remains on budget as we were able to use a little more voluntary effort than predicted. We certainly learnt some important information about the structure which we can apply to the following phases."

The grade two listed canopy is now 111 years old. The restoration appeal, which is being co-ordinated by the David Clarke Railway Trust (the GCR's supporting charity) remains open. More information can be found by clicking on the links on the front of the Great Central Railway website, or by picking up a leaflet at any station.

Photo: Restored section of Loughborough Central canopy. [Ian Allison](#)



Barrow Hill



Above and Below: An impressive line up at Barrow Hill Roundhouse on 4th September, with a Class 37, 33, and two Class 20's in the shot above with another Class 37 and Class 20 in the photo below.

Both: Steve Madden



Above: Preserved Class 58 016 stands inside the roundhouse at Barrow Hill on September 4th.[Steve Madden](#)
Below: Class 58 045 is seen being shunted into the roundhouse at Barrow Hill, 03 066 provides the power with 47 818 dead in tow. [Steve Madden](#)



Great Central Railway



Great Central Railway's Autumn Diesel Gala

Seen at Loughborough Central on September 10th, Class 55 No. D9009 "Alycidon" starts up in readiness for use on the 2A24 15:50 diagram to Leicester. [Martin Hart](#)



Above: Class 26 007 is seen arriving into Rothley from Leicester North. [Richard Hargreaves](#)
Below: On September 11th, Peak No. D123 arrives into Quorn and Woodhouse with a service from Loughborough, heading for Leicester North. [Richard Hargreaves](#)

Below: Class 25 No. D5185 is seen at Quorn with Class 37 314 on the rear. [Richard Hargreaves](#)
Bottom: Class 20 No. D8098 waits at Loughborough for its next turn on September 11th. [Richard Hargreaves](#)



Didcot Railway Centre



Above: 57xx Class, No. 3650 incorporated an improved cab design when introduced in 1933. [Richard Hargreaves](#)

Below: No. 1340 "Trojan" was built by the Avonside Engine Company of Bristol in 1897 (Works No. 1386) for Messrs Dunn & Shute of Newport Town Dock. She was purchased by the Alexandra Docks Railway in 1903. [Richard Hargreaves](#)

Below: Class 08 604 "Phantom" is seen outside the shed at Didcot. [Richard Hargreaves](#)
Bottom: GWR 5700 Class No. 3738 an 0-6-0PT looks good in black livery. [Richard Hargreaves](#)



Gloucester & Warwickshire Rly



Gloucester and Warwickshire Railway's Transport Nostalgia Day

Above: On September 12th, 28XX class 2-8-0 No. 2807 pauses at Winchcombe. [Richard Hargreaves](#)

Below: On display in the car park at Toddington was broad gauge loco "Iron Duke." [Richard Hargreaves](#)

Below: Class 47 No. 1693 pauses in the sun at Toddington. [Richard Hargreaves](#)
Bottom: GWR designed Modified Hall Class 4-6-0 No. 7903 "Foremarke Hall" is runs light to the shed. [Richard Hargreaves](#)



North Yorks Moors



North Yorkshire Moors Railway's Diesel Gala

Above: Not taking place in this years gala was resident Class 50 027, however there was a poster in the window of the loco saying " I'll be back... I've hired the A-Team." However it didn't say when they would arrive! [Class47](#)
Below: Class 45 041 "Royal Tank Regiment" arrives into Goathland on September 19th. [Class47](#)



Below: Working between Whitby and Battersby was Class 20 227, seen here arriving into Grosmont. [Class47](#)
Bottom: The lines newest resident, Class 31 128 "Charybdis" departs Grosmont Station on September 19th. [Class47](#)



Statfold Barn Railway



Above: P.K.P (Polskie Koleje Państwowe) No. 1966 was built in 1957 by Fabryka Kotłów, at Toruniu in Poland. [Pete Cheshire](#)

Below: "Trangkil No4" Built in Leeds by Hunslet to works No.3902 in 1971. This locomotive worked at Trangkil Sugar Mill in Java, Indonesia [Pete Cheshire](#)



Above: SACCHARINE. An 0-4-2T built by Fowler in 1914 to works No. 13355. As the name tends to suggest, the locomotive was originally built for use in a sugar plantation in South Africa. [Pete Cheshire](#)

Below: SRAGI No. 14, "MAX" built by Orenstein & Koppel to works number 10750 in Berlin. Sragi is the largest sugar mill in Central Java, Indonesia, with an extensive 600mm gauge system, operating steam locomotives from 9 different European manufacturers. [Pete Cheshire](#)



Mid Norfolk Railway



Class 37 Golden Jubilee Gala

Above: Class 37 No. D6729 passes Crownthorpe with 1W01 08:00 Dereham to Wymondham Abbey. [Pete Cheshire](#)

Below: Class 97 301 passes Crownthorpe with 1W02 09:00 Wymondham Abbey to Dereham on September 25th.
[Pete Cheshire](#)



Above: Class 37 706 is on the back of the late running 1W13 14:00 Dereham to Wymondham. [Pete Cheshire](#)



From the Archives



Top Left: "Spring into Oban" with Class 104 325 seen parked at Crainlarich along with Class 37 026 "Loch Awe". [Derek Elston](#)

Bottom Left: Class 20 150 and 20 165 sit outside Tinsley depot on August 15th 1985. [Derek Elston](#)

Below: Class 47 526 in large logo livery stands outside the diesel depot at Crewe. Amazingly this loco is still wearing this livery some 20 years later, although it is much faded. This loco is still exists currently outside the West Coast Railway Companies depot at Carnforth, although a return to traffic is unlikely. [Brian Battersby](#)





Scottish Class 37s in the Eighties

Above: Class 37 033 gets the road at Glenfinnan. [Derek Elston](#)

Below: Class 37 051 works hard on the climb to County March summit. [Derek Elston](#)

Below: Class 37 407 "Loch Long" in large logo livery heads toward County March summit. [Derek Elston](#)
Bottom: Class 37 422 is seen near Spean Bridge with a Glasgow Queen Street - Fort William working. [Derek Elston](#)





Above: Class 08 817 is seen at Thornaby on August 13th 1985. The shunter carried the name of the depot and had an unusual red stripe livery. [Derek Hopkins](#)

Below: Class 27 024, 26 041, 26 026, and 26 003 are seen on Millerhill Depot on May 31st 1987. [Derek Hopkins](#)



Below: Class 26 032, 26 014, 26 042 and 27 008 are seen on a busy Ayr Depot during a visit on June 1st 1987. [Derek Hopkins](#)

Bottom: Class 37 113 is seen at Hull's Botanic Gardens depot on August 14th 1985. [Derek Elston](#)



The Back Page

Thanks for reading this issue,
see you again next month.



Network Rail 43014 leads the NMT back to Crewe
through Acton Bridge. *Colin Irwin*