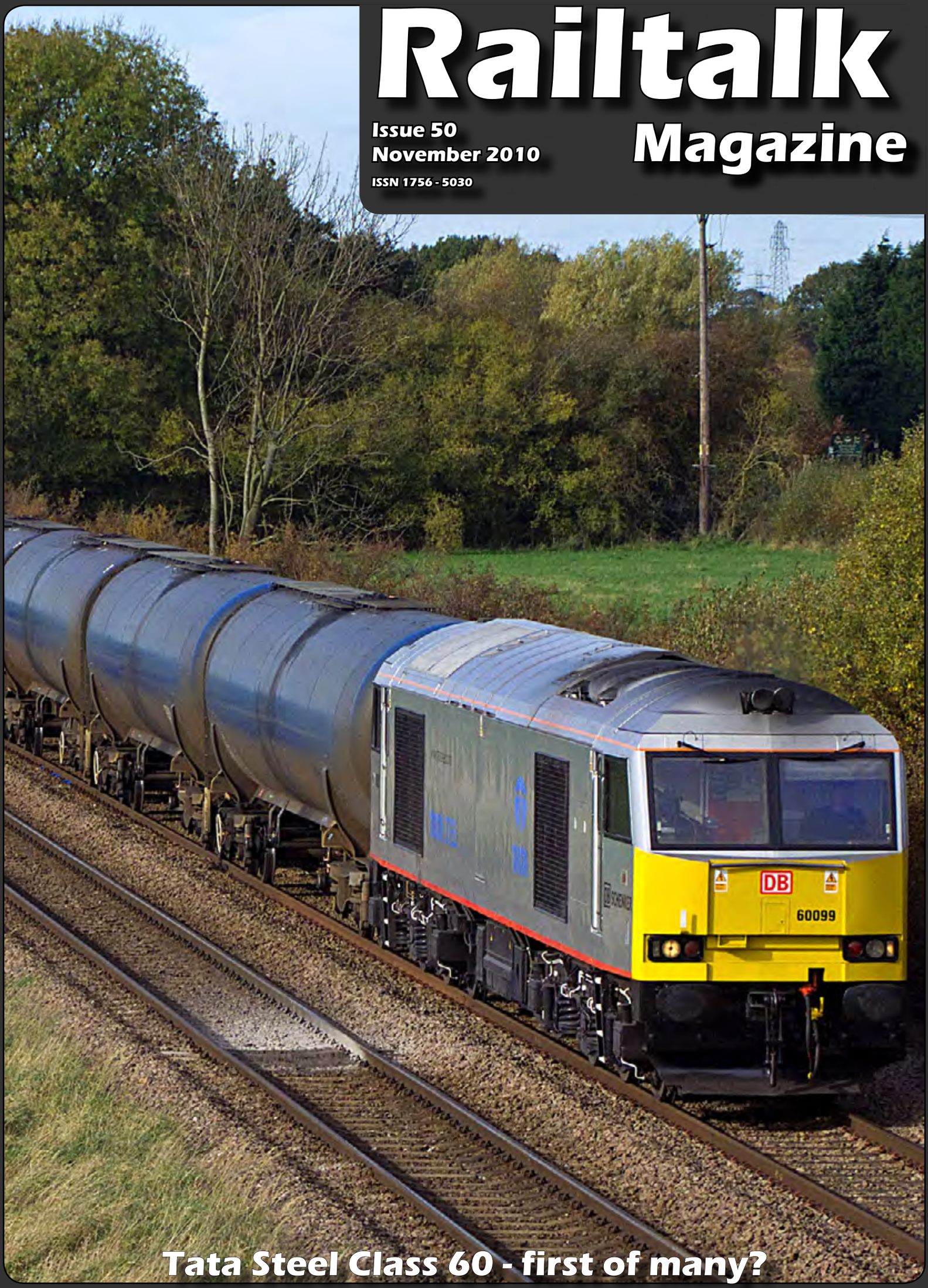
Railtalk Magazine

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Tata Steel Class 60 - first of many?

Welcome to Issue 50 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Yet again that calendar has flicked over, and there is only two more pages left. But not to worry, we have it all covered. The new 2011 Railtalk Calendars are available to buy now at a price of £5.99 inc P + P, for more information please have a look on pg's 20 - 21.

Secondly I have to say a thank you to everyone who has contributed to the magazine, you may wonder why I'm mentioning this now but it's fairly obvious. After celebrating our 4th birthday a few months ago, we have now reached our 50th Issue. Yes I know I always say it, but we have come along way since Issue 1, I cringe when I look back. Our readership figures have increased considerably over the years, from a couple of hundred unique visitors a month to over five hundred a day at a recent count.

The RHTT season has kicked off with a bang, with DBS 66s and 67s covering the majority of the routes, it maybe not the traction power everyone is hoping for but it will do for me. In this issue we see a variety RHTT formation is a variety of location so enjoy while it lasts.

As we round off another action packed month, and we some area this month have seen sprinkles of snow, we are looking an excellent winter if you are into all the snow. I know I defiantly am.

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 Stretten, 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

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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

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Front Cover: Probably one of the biggest things to happen this year is the news that several Class 60's are to receive major overhauls and repaints, with the prospect of many more appearing in the Tata silver livery. This is Tata liveried Class 60 099 working 6E54 Kingsbury to Humber through Barrow on Trent on October 30th. *Carl Grocott*

This Page: "*Class 60 099 is seen at the well-trodden path to Knabbs Bridge at New Barnetby. For its first day in traffic, there were more people there than I have ever witnessed at that location, and I've been there for charters, steam and heritage diesel, and all manner of odd jobs. There were even enthusiasts there from Kent! Just for a 60 in dodgy livery, unbelievable!*" *Steve Thompson*

On October 23rd, ex LMS Black Five 4-6-0 No. 44932 enters onto the WSR at Norton Fitzwarren with the outward "Quantock Coast Express" charter from Eastleigh to Minehead via Weymouth. 44932 had led the train from Eastleigh to Weymouth, diesel Class 47 500 from Weymouth to Castle Cary, then No. 44932 again for the remainder of the journey to Minehead. Ex. GWR 4-6-0 No. 6024 "King Edward 1" was added to the train at Bishops Lydeard and piloted No. 44932 from there to Minehead & also for the return journey as far as Bishops Lydeard. *Jonathan Gill*



Above: Class 47 580 pauses at Doncaster on October 15th with 5Z78 Carnforth to Norwich ECS. *John Martin*
Below: Class 47 826 was on the rear of the same charter heading for Norwich. *John Martin*





Above: West Coast's Class 47 760 and 37 685 speed past Crewe Heritage Centre on October 2nd heading for Blackpool North to work 1Z67 Blackpool to Kidderminster. *Dave Harris*
Below: Royal skip Class 67 005 leads the Northern Belle into Manchester Victoria with the "Coronation Street" Charity excursion dinner to Preston, on October 8th. *Colin Irwin*





Class 57 601 stands at London Kings Cross on October 16th with the ECS for LMS No. 6233 "Duchess of Sutherland" working "The London Explorer" back to Sheffield. ***Class47***



On October 16th, Class 67 026 is seen at Telford Central with the returning Pathfinders tour from Kingswear to Whitchurch. *Phil Martin*



Above: Class 47 500 and 47 851 head through Scunthorpe on October 3rd with the ECS from the Scunthorpe - Eastbourne charter that ran on October 2nd. *Steve Thompson*
Below: Class 37 038 leads 37 601 with 1Z38 Taunton - York "Jorvic Explorer II" seen sere at Vigo on the Lickey, October 30th. *Carl Grocott*





On October 30th, in full gloom, Class 37 601 and 37 038 head Spitfire's "Jorvic Explorer II" return working from Saltburn and York to Taunton. *Andy*

West Coast's Class 47 500 heads home on 5Z93 Eastleigh - Carnforth through Basingstoke on October 25th. *Wayne Radford*

LMS Black Five 4-6-0 No. 44932 departs Taunton with Class 47 500 on rear working the "Quantock Coast Express" charter from Eastleigh to Minehead via Weymouth, October 23rd. *Steve Andrews*

BR Standard Class 8 No. 71000 “Duke of Gloucester” passes through Bath working the VSOE to Bristol on October 27th. *Steve Andrews*

Railtalk

Calendar - 2011



To have a look at the calendar, why not download the free pdf version,

here ->>> Calendar - 2011 <<<-

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DBS Class 67 025 “Western Star” complete with headboard, hauls Rail-Blue Charter’s 1Z68 to Carlisle past Vulcan Village on October 30th.
Dave Harris

On October 11th Class 47 804 is seen stabled at Bristol Temple Meads station with the 5Z64 Bristol TM - Carnforth Steamtown via Hereford ECS. Class 47 760 was on the other end of the stock. *Dave Harris*



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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:
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Due to recent shortages in available traction, DBS have recalled many examples of the Class 60 to their operational fleet of locomotives. One such re-entrant to traffic is Class 60 059 “Swinden Dalesman”, seen here crossing Sankey Bridges with a Liverpool Docks Bulk Terminal - Fiddlers Ferry loaded coal working on October 5th. ***CJ Sutcliffe***



Above: Northern Class 180's pass at Preston on October 18th as Class 180 103 heads for Blackpool North and 180 108 heads for Manchester. *Colin Irwin*
Below: DBS Class 60 013 is seen here at twilight passing Winwick Jct. with the 6F84 Liverpool Bulk Terminal to Fiddlers Ferry MGR working on October 6th. *Dave Harris*





Above: Class 67 013 eases out of Wrexham General with the 12:24 service to London Marylebone on October 9th. *Dave Harris*
Below: On October 16th, Wrexham and Shropshire Class 67 013 crosses Chirk Viaduct with the 08.14 London Marylebone to Wrexham service. *Phil Martin*



Winter is obviously on the way!
DRS Class 47 712 Network Rail Class 86 901 head north to Edinburgh, on October 18th. ***Colin Irwin***

DRS pair Class 37 259 and 37 601 approach Snargate Crossing, near Appledore, Kent, in glourious sunlight, whilst working the 6M95 Dungeness - Willesden Brent flask train on September 17th.

Craig Stretten

Following the recent upgrade to Polmadie depot in Glasgow by Bombardier Transportation, Virgin Trains repainted Class 221 115 into a special Bombardier promotional livery, and renamed the unit “Polmadie Depot”. Here 221 115 is seen providing a late 18:27 service from Birmingham New Street to Glasgow Central at Warrington Bank Quay on October 5th. *CJ Sutcliffe*







Above: During a torrential downpour, East Coast Thunderbird, Class 67 025 stands silent at Newcastle Central on September 23rd. ***Barry Beeston***

Right: Carrying the "New" GBRf - Europorte livery and newly named Class 66 710 "PHIL PACKER" passes Marks Tey sidings whilst hauling the Felixtowe - Hams Hall intermodal service on October 25th. ***Charlie Robbins***

Bottom Left: Frothalino Class 390 004 heads south through Preston on October 18th with a Lancaster - Euston service. ***Colin Irwin***

Bottom Right: Network Rail's Class 31 465 is seen here passing through Winwick with 3S05 Derby - Polmadie on October 4th. ***Dave Harris***







Above and Below: The York based RHTT circuits have this year been handled by Class 66s. This has certainly lead to fewer enthusiasts following their progress unlike previous years when DRS operated the trains. However countrywide, the most popular DBS turns seem to be those worked by the Euro Cargo Rail Sheds.
Standing in the sun on a lovely sunny Sunday afternoon at York is Class 66 163 heading the two trains. *Class47*





Above: On October 24th, Class 66 077 & 66 067 top'n'tail a Bristol - Plymouth - Bristol RHTT on its return working past Silk Mills, Taunton. This is an additional working scheduled for five Sundays in October & November due to engineering work in the Plymouth area, which meant the St Blazey based RHTT which normally works up as far as Newton Abbot on Sundays, being unable to work out of Cornwall. *Jonathan Gill*
Below: Class 67 007 awaits the clearance of the Inverness - Edinburgh service at Perth before continuing on its RHTT working, October 7th. *Richard Jones*



On October 19th ECR pair Class 66 123 and 66 033 pass Findon Road Bridge on the Midland Main Line, with an RHTT working. *John Coleman*

Class 66 136 passes Blea Moor Signal Box with 6K05
Carlisle - Crewe engineers train on a sunny October 20th. ***David Hollowood***





DRS work their first Engineers Trains for DB Schenker

On the weekend of October 23rd/24th, DB Schenker hired several Class 66's to assist with engineering work. All the DRS locos were concentrated at one worksite, Strensall, just north of York on the Scarborough line. These three shots show three of the locos that were on hire at the worksite.
Class 66 421, 66 423 and 66 425. ***All: Andy***





On October 21st, DRS Class 57 010 passes Norton Fitzwarren with a 6X50 Keyham (Devonport Dockyard) to Carlisle Kingmoor working consisting of 2 KUA nuclear submarine flask wagons & the 2 saloons that the escort personnel travel in during such flask movements. The train was originally scheduled to run overnight the previous night, but had been postponed for operational reasons.

Jonathan Gill





Above: On September 30th, Class 66 152 is seen working 6D75 Scunthorpe - Doncaster loaded Rail Delivery Train. *Steve Thompson*
Right: On October 7th, Class 60 091 passes Keb Wood working the Scunthorpe iron ore circuit. *Steve Thompson*
Bottom Left: The driver of the redoubtable Class 66 508 must have struggled with the strong evening sunshine as he works 6M06 from Roxby to Bredbury on October 6th. *Steve Thompson*
Bottom Right: Class 31 106 works 3Z03 Derby RTC - Selhurst passed Dudding Hill on October 26th. *Wayne Radford*





Left: DVT 82208 is on the rear, as Class 67 019 drags 91 110 past Rowston on a diverted 1D30 Kings Cross to Leeds service, whilst 67 029 drags 91 130 towards us on 1A23 11:05 Leeds to Kings Cross, on October 16th.

Pete Cheshire

Below: East Midlands Trains Class 153 374 passes Rowston Level Crossing with 2K35 13:02 Newark North Gate to Peterborough service, October 16th.

Pete Cheshire









Above: Class 67 029 drags 91 126 on the 1A25 Leeds to Kings Cross up through Lincoln on October 9th. during weekend engineering work. ***John Martin***

Right: Class 66 128 works 4S93 Worksop to New Cumnock approaching Garsdale on October 27th in approaching darkness conditions. ***David Hollowood***

Bottom Left: Class 37 667 and 37 087 depart Dungeness, Kent, working the 6M95 Dungeness - Willesden Brent flasks on October 12th. ***Craig Stretten***

Bottom Right: On October 29th, when Class 66 125 expired on 3S12 at Totley Tunnel earlier in the day, the 3S13 Wakefield Kirkgate - Grimsby Town and 3S14 return to Malton were cancelled. However a 3Z97 Doncaster TMD - Barnetby - Doncaster was set up for the afternoon run, and was operated by 66 023 solo. It is seen passing through Scunthorpe nearly an hour late.

Steve Thompson









Above: The first (daylight) runs of Class 60 099 on the iron ore circuit was on October 20th, the train seen here passing Kneb Wood. *Steve Thompson*
Left: Standing in for the unavailable Class 150, Class 31 459 did a tour of North Lincolnshire on October 28th and, despite the cable theft at Hatfield, which caused much disruption, it ran not far off time. This is the familiar location of Knabbs Bridge, New Barnetby. *Steve Thompson*
Bottom Left: A pair of Eurosheds Class 66 042 and 66 239 approach Wellingborough with 3J93 Cricklewood to Toton on October 25th. *Steve Madden*
Bottom Right: On October 6th, Class 60 040 passes Frodingham Jct. with 6E32 Preston - Lindsay Oil Refinery. *Steve Thompson*







Above: Class 66 023 leads 66 125 across the Keadby Canal on October 27th with an RHTT working. *Steve Thompson*
Below: Class 20 305 and 20 304 drag 66 718 “Gwyneth Dunwoody” past Kettering South on 21st October. The 66 had a cracked fuel tank and was being dragged from Wellingborough Up Sidings to Brush Works, Loughborough. Don’t know why they used Class 20s though. *Steve Madden*





Above: Class 57 604 leads 57 603 working 5Z70 Penzance to Old Oak Common through Keyham on October 28th. *Steve Andrews*
Below: Class 67 019 drags 91 117 away from Kirkby Green with a diverted 1A28 13:05 Leeds to Kings Cross on October 16th. *Pete Cheshire*





Above: The The GBRf blue livery looks quite eye catching as Class 66 730 appears from the underline at Warrington Arpley with the 4C71 Fiddlers Ferry - Kirby Thore Gypsum service on October 27th. *Dave Harris*
Below: DRS Class 37 603 and 37 604 haul one flask up the freight only Dungeness Branch in Kent, as they work 6M95 Dungeness - Willesden Brent between Caldecott and Swamp Crossings on October 19th. *Craig Stretten*





Above: Class 66 126 passes Sevington, Ashford, Kent, whilst working a 7Z80 Dollands Moor - Warrington Arpley wagonload freight, which includes Freightliner's 70 007 in the consist, on October 8th. *Craig Stretten*
Below: Freightliner's brand new Class 70 007 passes Sevington, Ashford, Kent, whilst formed as part of a 7Z80 Dollands Moor - Warrington Arpley freight on October 8th. *Craig Stretten*





Above: Class 67 005 works 6F52 Donnington RFT to Warrington Arpley through Walcot on October 27th. *Carl Grocott*
Below: On September 30th, Arriva Trains Wales Class 158 828 pauses at Wellington whilst working through to Aberystwyth. *Phil Martin*





Above: Colas Class 47 739 is seen heading through Redhill with a Ribblehead to Chirk working on October 13th. *Colin Irwin*
Below: FGW Class 153 372 and Network Rail test DMU 950 001 seen here basking in the Autumnal sun in the south bay at Bristol Temple Meads on October 11th. *Dave Harris*





Above and Below: With the imminent transfer of Class 150s to First Great Western, the days of the hired in DBS Class 67's are surely numbered. This is Class 67 020 and 67 022 with the 2U14 Taunton to Cardiff service at Briston Temple Meads on October 11th. *Both: Dave Harris*





Above: Fastline branded Class 66 434 passes through Perth on October 7th whilst working 4A13 Grangemouth to Aberdeen service. *Richard Jones*
Below: RHTT through North Lincs, just like last year, we're saddled with nothing more exciting than Class 66s, Class 20s were rumoured at one stage, but we'll have to make the best of them. Class 66 125 is shown top and tailing with 66 023 after squirting it's way up the bank into Scunthorpe Station with 3S13 Wakefield Kirkgate - Grimsby Town. *Steve Thompson*





Above: Class 47 580 passes under Boarshaw Lane Bridge, Middleton, Manchester after dropping MSC 4002 off at the East Lancashire Railway on October 6th. *Colin Irwin*
Below: Class 97 302 and 97 304 get away from Talerddig with 5Z97 Machynlleth to Warrington, on October 15th. *Pete Cheshire*





Above: Freightliner Class 86 637 and 86 610 head south through Acton Bridge with 4L92 14:03 Ditton to Felixstowe Freightliner service, on October 20th. *Pete Cheshire*
Below: On September 22nd, Class 60 071 “Ribblehead Viaduct” passes Norton Fitzwarren with 7C28 Exeter Riverside to Westbury stone empties. This was the first visit of a Class 60 to the Taunton area for around 18 months. *Jonathan Gill*







Above: Class 67 022 is seen at Paignton whilst working the final day of the Paignton to Cardiff Central service, October 1st. *David Mead*
Left: Class 66 058 stands in Acton Yard after arriving with a stone train on October 16th. *Paul Godding*
Bottom Left: Class 70 001 passes Goodmayes with 4M93 Felixstowe - Lawley Street on October 17th. *Wayne Radford*
Bottom Right: On October 5th, Class 70 002 passes through Scunthorpe on what was only the second visit of a Class 70 to the line. It was a strange move, beginning life as 4D70 Ferrybridge - Immingham, it conveyed 1 HHA wagon via Doncaster, Gainsborough and the Brigg line. After relieving itself of it's load, it proceeded as 0D71 to Midland Road via.....Cleethorpes! What on earth was that about? *Steve Thompson*









Above: Unbranded Virgin Thunderbird Class 57 313 stands at Preston on October 18th. *Colin Irwin*
Top Left: Network Rail Class 31 106 heads a test train from Crewe to Crewe via Manchester Victoria and Liverpool Lime Street, September 29th. *CJ Sutcliffe*
Below: On October 7th, Class 60 091 passes Keb Wood working the Scunthorpe iron ore circuit. *Steve Thompson*



Farewell to Falsgrave

On October 6th as part of the Scarborough resignalling scheme, Falsgrave signal box closed. Controlling the entrance to Scarborough station and operating one of the finest signal gantries in the country another part of the countries heritage has been lost forever. We were allowed to have a final look inside the box on its last full day before closure, and we would like to thank Network Rail for organising the visit. *Class47*



Above: The magnificent gantry at the entrance to Scarborough station. *C;ass47*
Below: Behind the signal box at Falsgrave is the bricked up tunnel that used to take the line through to Whitby, which has been closed since the Beeching Axe in 1965. *Class47*



Levers galore inside the box, it is a shame that it couldn't have been kept intact a museum or similar. Inset: The panel shows the track layout, the red lights indicating track already taken out of use. *Class47*



Capital Units



Above: Southern Class 456 013 approaches London Bridge on October 16th as 455 820 departs. *Class47*
Below: Class 456 006 in the all over “Making London Safer” advertising livery is seen at London Bridge. *Richard Hargreaves*





Above: National Express East Anglia Class 318 852 heads out of Liverpool St. through Bethnal Green on October 16th. *Paul Godding*
Below: Several South Eastern Class 465s have livery differences such as the stripe on the lower bodyside and the colour of the doors. Two examples are seen here at London Bridge. *Richard Hargreaves*



London Transport Museum

London Transport Museum's Acton Depot Open Day

Below: Superbly restored 1938 Tube Stock is just one of the many types of heritage items from London Underground that can be found at the museum. ***Brian Battersby***
Top Right: Still carrying the Network SouthEast livery as when withdrawn. This exhibit is from the Waterloo and City line. ***Brian Battersby***
Bottom Right: Originally built by Metro-Cammell in 1927, L134 was rebuilt as a Motor Pilot in 1967 for the Engineers dept. ***Brian Battersby***







Scot-Rail with Jonathan McGurk







Class 380 - DAYTIME TESTING COMMENCES

The new Class 380 EMU fleet are on driver training duties on a regular basis now-a-days, having been delayed for several weeks on coming into service due to technical glitches.

Above: Class 380 107 and 105 coming into Platform 14 at Glasgow Central High Level station having just worked a driver training train from Ayr, running as the 14.04 2Z04 Ayr - Glasgow Central High Level working, October 28th. ***Jonathan McGurk***
Top Left: At Paisley Gilmour Street, Class 380 105 and 107 are en - route to Glasgow Central High Level station while working the 14.04 2Z04 Ayr - Glasgow Central High Level driver training working, October 27th. ***Jonathan McGurk***
Bottom Left: Seen arriving into Paisley Gilmour Street, Class 380 105 and 107 are working Ayr - Glasgow Central High Level driver training working on October 27th. ***Jonathan McGurk***

Scot-Rail with Jonathan McGurk

Not quite in Scotland I know but, heading in that direction!.
Class 92 026 passes Sevington, Ashford, Kent, whilst dragging new ScotRail "Desiros"
Class 380 107 and 380 109 as 7X80 Dollands Moor - Polmadie on September 17th.
Craig Stretten



Scot-Rail with Jonathan McGurk

Airdrie - Bathgate Railway Project

The Class 334 Electric Multiple Unit Juniper fleet have now begun travelling along the rails of the new Airdrie - Bathgate railway line to commence driver route learning. The first route learning train was on Monday 18th October, the same day that Scotand's Transport, Infrastructure and Climate Change Minister, Stewart Stevenson officially opened the new Bathgate station. Here we see Class 334 034 having just left outside the new Bathgate LMD on October 26th, while working the 11.24 2Z57 Bathgate - Shettleston Loop driver route learning working. This set was on route learning duties all day between Bathgate and Shettleston with a six car train also on driver route learning duties running between Bathgate and Edinburgh Waverley. Route learning will be on - going prior to the official opening of the new railway line. ***Jonathan McGurk***



Fares Advice with RailUK

This month more questions and answers on the complex ticketing system of Britain's Railways.

Excessing a Ticket

Q: If I have a y-p ticket from Cardiff Queen Street to Aber.
On the return leg I decide to go to Fairwater. Is it a legitimate course of action to be able to excess the return portion to Fairwater?
As a guard on my train earlier explicitly stated earlier to me that this wasn't the case, and would have to pay the £1.40 fare from Cardiff Queen Street to Fairwater
Also if this is the case, where does it say that this is acceptable

A; You wanted to excess the RTN portion of a Cardiff to Aber return ticket to Fairwater? (ie, Aber to Cardiff RTN to become Aber to Fairwater RTN)

I can't see any problem with that; it's a straightforward overdistance excess, costing £0.00

Some staff claim that once you reach your final destination it cannot be excessed. While I can't find that documented, it is difficult to argue against but providing you asked before reaching Cardiff I cannot see why they would refuse.
However some staff do not like issuing zero excesses (do a search on this forum for previous topics) and will give any excuse not to do them. Most passengers will be fobbed off easily and will not go to a forum like this one and find out they were overcharged, so most of the time they get away with it. And also they will assume people won't bother about a fare like £1.40.
Sorry you experienced this. It's inexcusable but all too common, and it honestly does not surprise me at all.

Split ticket challenged

Q: I regularly travel from Liverpool to Surrey by train and as a std return fare is £279 and 1st class £427.
I have to do a bit of work splitting to get an acceptable fare.

My normal 'mo' is a 1st class ticket from Liverpool to Stafford at £22 (an extra £3.50) for which I get a paper, many coffees, orange juice, cornflakes, cooked breakfast and toast and jam. Great value to be honest. At Stafford I go into std class to use the rest of my split tickets.

Today's fare was £22 plus Stafford to Milton Keynes Central at £33 and Milton Keynes to Sunbury at £24. As this leaves Liverpool at 5:27 its not bad value (I think). Although the train stops at MKC the service is not showing as a service when I look into MKC to Euston journeys although I could not see a 'alighting only' bit on the timetable.

Today, the 'ticket inspector' had seen me in first class then he checked my ticket in std class. He said 'are you going all the way to London' to which I replied 'yes' and showed him the MKC to Sunbury ticket. He then said, in full view of other passengers 'you're not supposed to do this'.

He then went on to say I'm just avoiding paying the full fare (duh!!). I asked him if it was 'against the rules' to which he just repeated 'you're just not supposed to do it'. He stopped short of saying I had to leave or buy another ticket so I didn't challenge him, although I did not know chapter and verse what I should have told him. Surely he was way out of order?
Is he allowed to do it?
Should I complain to anybody?
Is there anything I can print to show him and get him to bugger off making me look good instead of a pratt like today?

One other thing, am I actually allowed to partake of breakfast or as one other inspector told me as he checked my ticket between Crewe and Stafford, 'the food is only meant to be for people travelling to London'. I've looked everywhere and I can't find any reference to this.

A; You have my sympathy for the way you were treated. There can be no doubt that your combination of tickets is valid for the journey you made.

If I were treated like that, I would be inclined to carry a print-out of the appropriate part of the National Rail Conditions of Carriage in future and, if necessary, to ask the ticket inspector, in full view of other passengers, to show you precisely which condition you are alleged to be be in breach of and, if unable to do this, to go away.

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.

FIRST 'LINES IN THE LANDSCAPE' RAILWAY PHOTOGRAPHY AWARD WINNER ANNOUNCED

A clever image of a speeding train through picturesque Grindleford station in the Peak District has scooped the very first Network Rail 'Lines in the Landscape' special award at the Landscape Photographer of the Year Awards 2010.
The photograph, taken by Hertfordshire based Chris Howe, was judged to be the best photograph of the national rail network by expert landscape photographer and competition organiser, Charlie Waite.

Chris's photograph was selected ahead of nearly 500 entries and he will now win an exclusive private walking tour of the Forth Rail Bridge in Scotland. The tour is only possible whilst renovation of the landmark structure takes place over the coming months.



The photograph, along with more than 100 of the very best images from the competition, will premier in a stunning, free exhibition at the National Theatre in London from November 22nd. It will also feature in a book of over 170 winning and commended entries from this year's competition to be published on 31st October 2010.

Photographer and competition organiser Charlie Waite explains what made Chris' winning shot so special: "This picture works on a number of different levels. It shows the interaction of today's rail network with its surrounding landscape and demonstrates a seamless balance between the landscape, the people, the rail network and the train. These four elements all work together and suggest the importance of our railways to accessibility, discovery and, ultimately, the spread of ideas.

"Photographically its success hinges on a number of wonderfully interlocking elements. The boldest of these are the two sweeping arcs of the platform and the 'phantom like' train rushing through the scene. Then there are smatterings of red strewn throughout the image - from the track itself, throughout the foliage and even up into the sky. Finally, the solitary figure in red remains a powerful punctuation to which the eye is immediately directed. It is a brilliantly constructed image and fully deserves to take the Network Rail 'Lines in the Landscape' special award."
Robin Gisby, director of operations and customer service for Network Rail commented: "For over 150 years, the railway has helped connect people across the length and breadth of the country; it is a big part of British life. As the incredible photographs entered show, the railway helps create so many spectacular views of both our towns and cities and the countryside. "Chris's photo cleverly depicts the fast modern network set against a quiet countryside setting. We've been thrilled with the response to our special award for railway photography, and hope that this year's entries have inspired others to pick up their camera and enjoy the amazing views Britain has to offer."

£53M FUNDING AGREED FOR GATWICK AIRPORT STATION UPGRADE

Passengers travelling to and from Gatwick Airport by train will benefit from more reliable and punctual journeys, easier access, reduced congestion and better facilities after funding was secured for a major upgrade of the station.
Gatwick has the fastest route by rail into central London from any London airport. Through this scheme, the station facilities will also get a much needed face-lift which will complement the improvements Gatwick is making to the airport through its £1bn investment programme.

Gatwick Airport's rail services are also a vital link for communities and businesses across West and East Sussex, underpinning the importance this investment to help build a more sustainable economic future for the South East.

The £53m scheme will deliver a range of benefits for passengers including:

•A new platform to address the existing bottleneck in the Gatwick area for services on the Brighton mainline
•Improved passenger circulation on platforms 5 and 6 through the replacement of an existing stairway with an escalator and the installation of a new lift
•Refurbishment of the concourse area to provide better facilities for passengers and improved circulation
•Upgrade of the track and signalling to improve performance and reliability of trains passing through and travelling to/ from Gatwick Airport.

The improvements to Gatwick Airport station will be funded jointly by Network Rail and Gatwick Airport.
Mark Ruddy, Network Rail's route director for Sussex, said: "Gatwick relies on rail and this upgrade will make a real difference for passengers. By providing a better travelling experience, together with the convenience, safety and environmental benefits associated with travelling by train we hope more people will use the railway to make their journeys to and from the airport."

Stewart Wingate, chief executive of Gatwick Airport, said: "Of all the London airports, Gatwick's rail link with the non-stop Gatwick Express provides the fastest route into central London and over 30 percent of our air passengers use this vital service. We want to encourage more passengers to get to and from our airport by rail as it is the most environmentally sustainable form of transport. That is why we have increased our financial contribution by almost 30% to £7.9 million.

"Separately, we are investing close to £1 billion between now and early 2013 to modernise the airport facilities for our passengers. I am pleased that the station - a critical gateway to our airport - will now be developed to match the improvements we are making to the airport itself."

Transport minister Theresa Villiers said: "The Government is committed to making our airports better rather than bigger, and today's announcement is an example of just that. The refurbished station will make rail a more attractive choice for everyone travelling through Gatwick and a new lift will make life easier for disabled passengers or those with heavy bags. I am pleased that travellers arriving at one of the UK's key gateways will be greeted by facilities designed to improve the passenger experience and make it easier to get to their destination without unnecessary hassle."

Gatwick Airport station was the start or end for more than 11.5m journeys last year, making it the busiest airport station in Britain and a significant transport hub in the South East. It remains an aspiration for the future, subject to funding becoming available, to make further improvements creating a single, integrated transport hub at Gatwick.

This is a significant development project and great thought is being put into ensuring the construction works do not impact the safe operation of the station during passenger hours.

Work to finalise the design of the scheme will start immediately with the relocation of the substation due to commence in summer 2011. Passengers will begin to see progress at the station but the major construction work is not scheduled to start on site until Autumn 2012 after the London 2012 Olympic and Paralympics games have finished. The project is expected to be completed by the end of 2013.

Eurostar offers more than 80,000 £89 return tickets to Cologne and Amsterdam

Eurostar, the high-speed rail service between the UK and mainland Europe, has announced the sale of more than 80,000 tickets at the guaranteed price of £89 return to either Cologne or Amsterdam2.

The special fares, which are now available for booking, have been released to encourage travellers to ditch the plane and experience the comfort and ease of high speed rail travel to the Netherlands and Germany.

With the recent upgrading of Europe's high speed rail network, it has never been easier for passengers to venture further by rail beyond Eurostar's core routes of Paris and Brussels. With a journey time between London and Cologne of just over 4 hours and Amsterdam accessible in around 5 hours, passengers are increasingly discovering the convenience of high speed rail travel to city centres across Europe.

Nick Mercer, Commercial Director, Eurostar, said:

"High-speed rail travel in Europe is more appealing than ever, with thousands of people enjoying the hassle-free experience of travelling by Eurostar.

"These great value fares give passengers the opportunity to explore new destinations and with 30 minute check-in, no taxes for baggage or hand luggage, we are seeing more and more passengers ditching the plane for the train, whenever they can."

Last week Eurostar announced a major capital investment of £700m in its fleet. This includes the complete overhaul and redesign of its existing fleet as well as the purchase of 10 new trains. The new Eurostar e320 trains will be equipped to travel direct to a range of city centre destinations beyond Eurostar's core routes of London-Paris and London-Brussels

Boost for Edge Hill station

Merseytravel chair, Councillor Mark Dowd, is to launch a campaign to raise the profile of Edge Hill - the oldest working railway station in the world.

Councillor Dowd, a former engine driver, said: "Millions pass through Edge Hill every year but only a small percentage have any knowledge of, or give a thought to its history.

"This station is a jewel in the heritage of our region and needs to be recognised. Initially perhaps this recognition could be in the form of a banner proclaiming the facts and raising awareness of the importance of Edge Hill. "

A working party to explore the potential of Edge Hill Station as a tourist attraction has been set up by Merseytravel with the support of all three political parties and the rail companies serving the station.

Representatives from the National Rail Museum in York are to be invited to discuss further developments

Councillor Dowd added: "Tourism is an important industry on Merseyside and Merseytravel's own contribution is in the region of £34 million a year with the equivalent of more than 700 full-time jobs.

"Edge Hill station has the potential to help us increase our tourism offer to visitors. How many of our visitors arriving from all parts of the world know of this unique attraction which began the explosion of world railway domination?"

RAIL EMPLOYEES BARE ALL FOR 'CHEEKY CHUFFERS' CALENDAR

Ten Northern Rail employees are baring all in a bid to raise thousands of pounds for charity.

In a challenge worthy of contestants on Britain's Next Top Model, the Northern Rail team faced the elements of the North Yorkshire Moors, baring all for the 'cheeky chuffers' calendar to raise money for children's charity Barnado's.

The 'cheeky chuffers' calendar was the mastermind of Emma Hind and Maggie Whitaker, who will be taking part in a Lapland Husky Trail in April 2011 in aid of Barnado's. The pair, who both work in Northern's safety team, have undertaken a number of different challenges for charities in the past but were determined to go the extra mile this time.

Emma and Maggie said: "Barnado's work with on average 100,000 vulnerable young people and their families a year, to provide counselling, fostering, adoption and vocational training opportunities. Without Barnado's many children would not get the help and support they need to improve their lives."

"We're keen to raise as much money as we can to support the great work that Barnado's do. The naked calendar seemed a good way to get people involved, raise a few eyebrows and hopefully lots of money in the process!

"Our models have been fantastic! Some of them refuse to even bare their arms in the office so to step outside their comfort zone, and bare all for the calendar was a real challenge but one they were willing to do for Barnado's.

Kevin Foley, Data Analyst at Northern, and one of the willing volunteers, said: "I've done various long distance runs and a parachute jump for charity all of which seemed very easy when compared to the daunting challenge of a naked calendar. But it was for such a good cause, how could I say no?"
The 'cheeky chuffers' calendar has been supported by Northern Rail, Carlisle Security, Berryman's Lace Mawer, ERG Office Supplies and Vodafone. It is on sale now for £7.95 and copies are available from:

ebay – type 'The Cheeky Chuffers' into the search criteria



EAST COAST PLANS CAPITAL BOOST FOR WEEKEND RAIL TRAVEL

New departures allow more time in London – and an earlier Sunday start

TRAIN operator East Coast will revamp its weekend timetable this winter to allow Saturday night travellers more time in London – and an earlier start on Sunday mornings from Yorkshire and the East Midlands.

The changes will be introduced from Sunday 12 December and are in response to customer demand for later return travel from the capital.

Under the new timetable, the departure of the last northbound service from London King's Cross to Leeds will be a full two hours later than the current service. The last train to Newcastle on a Saturday will be 30 minutes later.

The two new Saturday night services that will be launched are:

- A 21.00 service from London King's Cross to Newcastle, calling at Peterborough, York, Northallerton, Darlington and Durham;
- A 22.00 service from London King's Cross to Leeds, calling at Peterborough, Grantham, Newark North Gate, Retford, Doncaster and Wakefield Westgate.

Other train times and destinations leaving London after 18.00 on Saturday nights will also change, and passengers are advised to check the new timetable carefully. Copies of the new timetable will be available soon from stations and at the operator's website, www.eastcoast.co.uk.

East Coast spokesman John Gelson said: "We've listened carefully to what our customers tell us – they especially want later services from London on Saturday nights.

"The later departures allow more time for shopping or sightseeing in London, or to take in an early evening show. We're also planning some great value fares for pre-Christmas trips to the capital.

"We've worked hard with Network Rail to secure these later departures and we're confident that passengers will welcome these improvements".

Further improvements to Sunday morning southbound services include a new early service from York to London, departing York at 08.00 and calling at Doncaster, Grantham and Peterborough.

The current 08.25 Leeds to London train will depart Leeds at 08.05 and will no longer call at Grantham. Passengers from Grantham will be able to join the new York to London early train as an alternative.

West Yorkshire travellers will also benefit from a new 08.40 Sunday service from Leeds to Doncaster, calling at Wakefield Westgate. This train will connect at Doncaster with East Coast's 09.25 service to Retford, Grantham, Peterborough, Stevenage and London King's Cross.

The current 09.05 train from Leeds to Glasgow will start from Doncaster at 09.45. Leeds customers will be able to use connecting services to join this train at York.

Other East Coast services to and from Scotland will not change in the new timetable.

HISTORIC BROADS SWING BRIDGES TO UNDERGO REPAIRS

A pair of century-old railway swing bridges on the Norfolk Broads are set for a much-needed revamp as Network Rail engineers carry out a £1.6m programme of repairs on the historic structures.

The bridges at Reedham and Somerleyton, which have been swinging open for fixed-mast river craft since 1905, require regular maintenance to keep them in full working order. Despite the best efforts of engineers, Somerleyton is currently only able to swing on a limited number of occasions each week owing to mechanical problems.

From Monday 18th October to Friday 5th November, Network Rail engineers have carried out a major programme of work at Somerleyton which will see the central swing bearing replaced and the wheels which support the bridge as it swings renewed. In addition thorough corrosion surveys will be carried out at both Somerleyton and Reedham bridges to assess the need for future repairs and refurbishment.

Andrew Munden, Network Rail route director for Anglia, said: "Running a twenty-first century railway on Edwardian infrastructure is a challenge but it's a challenge we are committed to meeting.

"Working closely with the Broads Authority, we've been mindful of the need to balance the requirements of boat users and rail passengers in operating and maintaining the swing bridges on the Broads. Although the timing is not ideal for some boat users, I hope they will understand that this work needs to be carried out over the half-term week when the railway is at its quietest.

"I'd like to thank both rail and boat users in advance for their patience while our engineers carry out this important work. We're hopeful that Somerleyton swing bridge will be returned to full working order in early November."

To allow engineers to work as quickly and as safely as possible, the line between Reedham and Lowestoft will be closed to trains from Saturday 23rd to Sunday 31st October, with alterations to services between Norwich and Lowestoft/Great Yarmouth. Norwich to Lowestoft services will be replaced by buses though some trains will run between Norwich and Reedham before being diverted to Great Yarmouth. Buses will run between Great Yarmouth and Lowestoft



FASTER RAIL SERVICES FOLLOWING LINE IMPROVEMENT ON MIDLAND MAIN LINE

Track improvements at the Lafarge Rail Terminal at Mountsorrel are bringing benefits for both passenger and freight services on the Midland main line.

Freight traffic is now entering and leaving the site faster – improving their efficiency and clearing the four tracks of the mainline to allow passenger services through.

Mark Tarry, area general manager for Network Rail, said: "The East Midlands relies on rail – on freight trains transporting products and keeping lorries off the roads and on passenger services helping people to move around the region. As the railway continues to grow, we will need to create flexibility on the railway and more importantly, room to cater to future demand. This scheme underscores our commitment and the importance to invest in the future of our railway".

Freight can now arrive/depart Mountsorrel Sidings at 15mph where before it was limited to 5mph. This means that, on average, freight trains will clear the mainline two and half minutes quicker than they used to. It was achieved by lifting the tracks and increasing the ballast which supports it, improving the gradient profile and allowing trains to travel at higher speeds.

Mark Tarry added: "The improved layout will also allow us to get services back to normal more quickly following any incidents. I'd like to thank Lafarge for their support and for providing the ballast for this job."

This work was completed by Network Rail's in-house maintenance teams which helped to reduce the cost and Lafarge donated the ballast for free. The total cost is £60, 000 – around half what it could otherwise have been.
This is the first freight scheme to be completed under Network Rail's Performance Improvement Fund (PIF).

NATIONAL EXPRESS NAMES CLASS 90 LOCOMOTIVE FOR NEWSPAPER'S 140TH

National Express East Anglia (NXEA) named a Class 90 locomotive 'Eastern Daily Press' at Norwich station on Friday 22 October in recognition of the newspaper's 140th anniversary which is being celebrated in October.

The Eastern Daily Press (EDP) was founded in 1870, and Editor Peter Waters together with a reader who was chosen through a competition, unveiled the special Eastern Daily Press 140 nameplates on locomotive 90004.

NXEA has continued a rail industry tradition of naming the locomotives that operate the Norwich to London mainline Intercity trains after well-known East Anglian individuals or organisations. The EDP is the latest example of this approach which helps to ensure that the trains themselves reflect the region and the people and organisations living and working in East Anglia.

David Lewis, Sales & Marketing Director for National Express East Anglia said: "The Eastern Daily Press has served Norfolk for 140 years which is almost as long as the railways and we are delighted to mark the newspaper's anniversary celebrations by naming a Class 90 locomotive in their honour."

Peter Waters, Editor of the Eastern Daily Press said: "It's a huge thrill to have a National Express train named after the Eastern Daily Press. We both have a fine tradition of working for the people of Norfolk, offering a quality service and responding quickly to the changing requirements of our customers

Pete Waterman Tours Hornsey Depot

Rail enthusiast and leading pop manager Pete Waterman visited First Capital Connect's Hornsey Depot recently to tour the facility and to hear more about the extra 6500 seats coming to the December 2010 timetable.

From December 2010, FCC will be providing over 6500 additional peak seats on the Great Northern route – an extra 3800 seats connecting Moorgate and an extra 2750 connecting King's Cross. The additional 11 trains (41 carriages) are being refurbished to provide longer and additional services to and from King's Cross and Moorgate.

These extra seats are on top of the additional 5000 seats that were added in May 2009, as part of our initial Seats For You programme, when five trains (20 carriages) joined the route and Network Rail lengthened platforms and improved infrastructure.

Pete was then on hand to welcome and speak to a group of engineering diploma students visiting the depot, which forms part of a new student learning programme launched last year. During his talk Pete stressed the importance of engineering to the rail industry and to the country's industrial future as a whole.

Pete Waterman said:

"I would like to thank FCC for taking me around their Hornsey depot, it was great to highly skilled engineers at work. We all know that over crowding is a major issue affecting the rail industry and I am pleased with the steps they have taken to help combat this. FCC's passengers will see a real improvement come December."

Jonathan Bridgewood, New Trains and Engineering Director at FCC said:

"Pete is an excellent ambassador for the rail industry and his passion and enthusiasm was clear for all to see. It was great to show Pete and the students all the engineering skills involved in maintaining our existing fleet and getting additional trains ready for service this December."

Thameslink Passengers Benefit from Refurbished Trains

A massive £1.5m overhaul project of Class 319 trains was completed in October, which will bring a series of benefits to passengers travelling on First Capital Connect's Thameslink service.

86 trains in total were refurbished, which has taken approximately 18 months to complete. The units were overhauled at the Railcare Wolverton Depot and at FCC's Hornsey Train Servicing Centre, which employs 320 people and has been servicing the rail industry for over 100 years.

Passengers will see a variety of improvements, including full interior re-sprays, toilet re-sprays, new floor coverings, and the new seat covers. Seating capacity was also improved in 7 of the 319/2 trains as an area that could previously seat 11 was overhauled so they can now seat 25.

Jonathan Bridgewood, FCC's Engineering and New Trains Director, said:

"We want our passengers to have a comfortable experience when using FCC's Thameslink service and I think they will be pleased with the new look of the whole Class 319 fleet.

"I am extremely pleased with the how project has gone and the staff at our Hornsey depot should be very proud of the work they have done."

Peter Pan Express Takes Off

On Wednesday 27th October, stars of the local pantomime, Peter Pan, joined c2c on a special train which ran from Southend Central station, to Fenchurch Street.



There was lots of family fun on-board, in specially decorated carriages – including colouring competitions, balloon modelling and goody bags for every child on-board.

Kim Gorman Customer Service Manager for c2c said: "The Peter Pan Express was a great success, lots of families came along to join in the fun. Not only did we get to meet our favourite pantomime characters, but we had lots of additional fun activities to enjoy too. It was a fantastic way to celebrate half-term. I'd like to thank everyone at Cliffs Pavilion and c2c who helped out on the day."

The special service departed Southend Central station at 10.10am and travelled to Fenchurch Street via Laindon. It then departed Fenchurch Street at 11.25am, returning to Southend, via Rainham, arriving at 12.53pm.

Peter Pan is this year's pantomime at Southend's Cliffs Pavilion, running from 11 Dec – 9 Jan. Tickets available from 01702 351135.

BEST OCTOBER EVER SEES ALMOST 93% OF TRAINS ON TIME

Almost 93% of services on Britain's railway ran on time during the last reporting month – mid September to mid October - matching last year's 'best ever' record for train performance during the seventh period of the year.

The figures were released today in Network Rail's regular monthly report on train performance. During the period from 19 September to 16 October (period 7), 92.8% of services arrived on time with c2c being the most punctual. This is identical to the same period last year, the best ever October since records began well over a decade ago.

Robin Gisby, director of operations and customer services, said: "October has been a good month for delivering a high-quality, punctual service to the millions of passengers and freight users who rely on train services every day."

In all, 10 of the 19 operators saw their performance improve or stay the same compared to the same period last year, with First Scotrail seeing the biggest improvement (up to 93.6% from 91.6% last year).

NETWORK RAIL OUTLINES FUTURE FOR SCOTLAND'S RAILWAY

Passenger numbers set to soar across the network over next two decades
More train services and enhanced infrastructure needed to match demand

The growing popularity of rail travel will see passenger numbers on some Scottish routes more than double over the next two decades, a new report by Network Rail has found.
Published for consultation, the draft Scotland Route Utilisation Strategy (Generation Two) builds on the Scotland RUS established in May 2007, and recommends a range of measures needed to ensure the rail network can continue to meet demand.
The report's findings suggest that passenger numbers in the Glasgow area will increase by up to 38 percent by 2025, while passenger growth in Edinburgh is anticipated to grow by 90 to 115 percent by 2025.

Strong growth is also forecast outside of the central belt, with routes between Fife, Stirling and North Berwick and Edinburgh and between Aberdeen and Inverness likely to see significant increases in passenger numbers. Rail freight traffic will grow by around 11 percent by 2030.

The report also sets out a range of recommendations and suggestions to be considered further to help keep pace with the growing popularity of rail, including:

- Introducing new or strengthened services on a number of lines from Lanarkshire and Renfrewshire into Glasgow Central
- Further electrification of routes in the Strathclyde area
- Introducing additional services or stops on routes between Fife and North Berwick and Edinburgh
- Running trains earlier in the morning between Glasgow and Edinburgh
- Introducing additional morning and evening peak services between Aberdeen and Stonehaven and reinstating a platform at Aberdeen to increase capacity
- New passing loops on the Highland Main line to deliver faster journey times

Ron McAulay, Network Rail's Director Scotland, said: "Scotland's railways are enjoying a period of strong growth and increased investment. With passenger demand continuing to grow faster than forecast, the success of the railway will create new challenges for the industry.
"Factors driving this increase in demand include housing development and economic growth and enhancements we are already delivering, including the Airdrie-Bathgate Rail Link, Paisley Corridor Improvement works and the Edinburgh-Glasgow Improvements Programme.

"In this document, we have identified opportunities to make effective use of the railway network and to develop capacity. The railway makes a big contribution to Scotland's economy, communities and future sustainability and continued investment is essential to meet the ever increasing demand from passengers and businesses."
Consultation on the RUS will end on January 13, 2011, with the final version of the document expected to be published next summer.

Seat Reservation Changes from 12 December 2010

From 12 December 2010 customers purchasing Arriva Trains Wales Advance Purchase tickets will no longer receive a seat reservation. A ticket and reservation coupon will be issued and will continue to show the time and date of the train but will not show a seat reservation.

Customers who still require a seat reservation are able to book one free of charge when purchasing their ticket at any station ticket office.

BIRMINGHAM GATEWAY STARTS TO SHAPE UP

While passengers rush to catch their train at New Street, next door the first half of the Birmingham Gateway project is starting to take shape.

The Gateway project will transform New Street station into an iconic gateway to Birmingham with more space, better facilities and improved accessibility for passengers. Behind the scenes, engineers have been working to create a huge new space which will form a new station concourse due to open as Phase 1 completes in 2012.

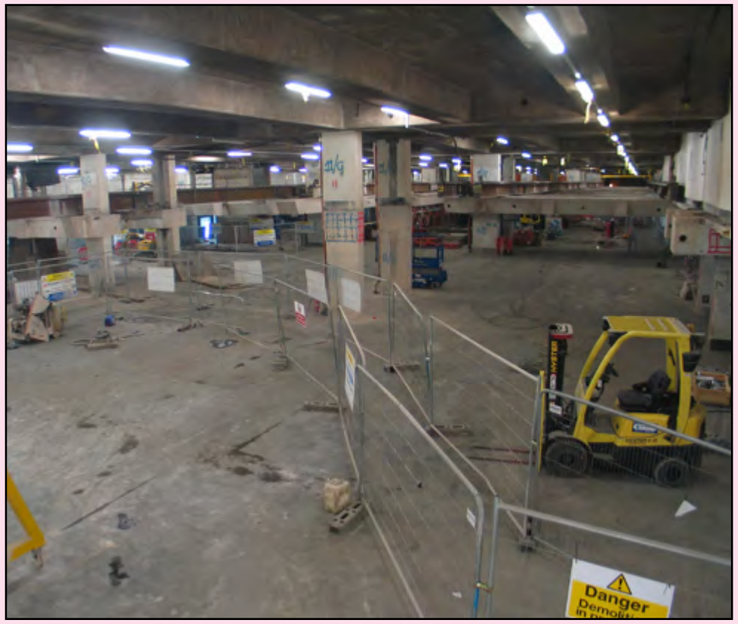
To create the space, the Gateway project team has been carefully removing an entire floor of the car park adjacent to the station: this equates to 7,500 tonnes or over 1000 lorry loads of concrete.

Andrew Skidmore, principal commercial scheme sponsor for Birmingham Gateway said: "Birmingham relies on New Street station to keep it moving so we've planned our work carefully to minimise disruption. By doing the work behind the scenes, we're allowing Birmingham to go about its business while we create a station the city can be proud of."

The project to remove the concrete will complete in December, after which the process to transform the space into a new station concourse will commence. The project team is also undertaking work on Platform 1; all other platforms at the station remain open to passengers.

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

An integrated project team is managing delivery. This comprises Network Rail and its delivery partner, Mace, along with Atkins and Foreign Office Architects.



GB Railfreight runs record number of trains

GB Railfreight (GBRf), the UK's most reliable freight haulier has broken its record for the number of trains run in a week.
On the week commencing Sunday 5 September the freight company planned and delivered 529 train services.
John Smith, MD, GB Railfreight, said: "Given that to meet the needs of our customers we receive most of our orders with less than seven days notice, this is quite an achievement."

Of the trains run, 212 were in connection with coal services in the North East and 69 in connection with intermodal services running from Felixstowe to the Midlands and the North.

The remainder of the trains were made up of a combination of the other commodities GBRf operates in, such as petrochemicals.

GBRf's previous record for trains run in a week was approximately 470.

IMPROVED RAIL LOOPS BOOST HEART OF WALES LINE

The 142 years old Heart of Wales rail line recently celebrated a new beginning, as a major improvement scheme brings it up to date with the 21st century. Network Rail has completed a £5m project to modernise five passing loops on the Heart of Wales rail link, restoring the line to its maximum capacity.

Passengers can now expect an even more reliable rail service as the infrastructure is upgraded to last for another 30 years or more. In addition, the improved infrastructure is now capable of providing an even more robust diversionary route for freight and passenger trains between Swansea and Bridgend.

The reinstated passing loops have also helped boosted the capacity on the line to enable more trains to run, catering for any future growth in demand.

Mark Langman, area general manager for Wales, Network Rail said: "Wales relies on rail. The Heart of Wales line is one of the most scenic routes in Wales and it draws thousands every year - linking nearly 30 rural towns and is a popular rail journey among tourists. As the railway continues to grow, we will need to create flexibility on the railway and more importantly, room to cater to future demand. This scheme underscores our commitment and the importance to invest in the future of our railway."

Councillor Mansel Williams, chairman, Heart of Wales Line Forum said: "The Heart of Wales Line is a vital public transport 'spine' for Central Wales. We want to see more use made of it, and this very welcome project has restored the capacity of the route'."

Ben Davies, stakeholder liaison manager for Arriva Trains Wales commented: "Arriva Trains Wales welcomes the completion of this major modernisation project on the Heart of Wales line. It will allow us to continue to provide our customers with the high levels of service, reliability and punctuality they deserve".

Work on the passing loops were carried out at Knighton, Llandrindod, Llanwrtyd, Llandovery and Llandeilo on the Heart of Wales. Similar work is also being carried out at Ystrad Rhonda and Tenby. As a result, around 500 train crews and guards in the area have also benefitted from training to improve their skills in working with the new infrastructure.

Photo: © Network Rail



View from the Outside

I am supposed to be writing about trains because this is a rail magazine, however as of when I write this I am going to Spain in two nights time, and so this exciting experience leaves me wanting to discuss not trains, but planes.
People are scared of going on planes yet apparently it is more likely for a crash to occur on a train than a plane!

I bet you all won't want to go on a train now will you? No? ok, I thought it wouldn't bother you, you probably knew this random fact already anyway, considering that the world does in fact bring more train crashes than plane.

I know I said I wouldn't discuss trains but I must say that I am terrified for my life every time I go on the tube in London. What is to stop a person from walking onto a train with a bomb? Nothing, other than a ticket barrier… which isn't exactly bomb patrol of the century. I bring this issue up because we have tight airport security, but none for trains, and since it happened before on the London Tube, again I ask, what's to stop it from happening again?

When standing waiting for the tube I also worry about what would happen if you got pushed onto the track, the train covers the entire area , you would definitely be squished, if the train came speeding down, health and safety are all over cardboard being on the floor for people to slip on at work, but what if a chav decided to be drunk and push you over the track, public transport is after all meant for those who cannot drive due to alcohol consumption….
Anyway enough of my rambling, but do we need to tighten up security at rail and bus stations, just like we do at airports? I hope not, as that is what makes train travel so enjoyable, the freedom to move around, pop into a station whenever you want and not be hassled with securtiy barriers.
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

Full steam ahead for Nottingham Railway station redevelopment

The multi-million pound redevelopment of Nottingham's railway station – the Nottingham Hub project - will go ahead.

An announcement was made by Transport Minister, Norman Baker, during a visit of Nottingham's public transport infrastructure on Monday 4 October. He says: "For many visitors and travellers, stations are the first experience they have of a place. A modern railway station with excellent customer facilities can speak volumes about a town or city. They are important gateways.

The plans for Nottingham's station are very exciting. Not only will passengers have a more pleasant experience using the station, the redevelopment will enhance transport interchange and accessibility and kick start wider regeneration in the surrounding area, bringing a welcome boost to the local economy."
Three of the key partners involved in the redevelopment - Network Rail, East Midlands Trains and Nottingham City Council will now appoint contractors for the first stages of the redevelopment – the construction of a new multi-storey car park and associated highway improvement works on Queen's Road. Public realm works on Station Street were completed earlier in the year and a new cycle storage facility opened in July. It is anticipated that works on the Porte Cochere (the main station entrance and existing drop off and taxi waiting area), will start in July 2012. The entire scheme is anticipated to cost in excess of £60m and should be completed by late 2014.

The work will include:
- Restoring Grade 2* listed buildings and creating an attractive vehicle-free Porte Cochere.
- Improved passenger and operator facilities, including upgraded travel information, displays, new toilets, ticket office, shops, cafes and waiting areas.
- A new 950 space multi-storey car park.
- A new concourse connecting trains, trams and the car park.
- New retail space within the station.
- Improved public realm around the station.
- New and improved facilities for disabled people, cyclists and taxis.

THAMESLINK TEST RUN OFFERS PASSENGERS VISION OF THE FUTURE

A 50% longer, 12-carriage train has been tested on the Bedford to Brighton Thameslink route for the first time, giving passengers a glimpse of congestion-busting improvements to come.

First Capital Connect and Network Rail organised the test train on Sunday 3 October, which carried out stepping distance checks, levelling and heights of the train and newly-extended platforms.

Short platforms mean that today's trains cannot be any longer than eight carriages. Network Rail is now halfway through its programme to extend platforms at 12 stations north of London on the Thameslink route and is upgrading power supplies to cope with the longer trains.

Farringdon station in central London is also being radically remodelled to accommodate the longer trains and Blackfriars station is undergoing a major redevelopment which will see it become the first station to span the River Thames.

The first 12-carriage trains will enter service in December 2011 with more expected in the years to follow as part of the final phase of the government's £5.5bn congestion-busting Thameslink Programme.

First Capital Connect projects director David Statham said: "Seeing our first longer 12-carriage train in test was a great moment. The Thameslink route is one of the most overcrowded in the country and this gives us a glimpse of the relief that is on the way.

"From December next year we will be able to run our first longer trains. There are likely to be four in the morning and four in the evening running on our fast services between Bedford and Brighton. A new fleet of trains will then follow to allow us to ramp up the service significantly."

Network Rail's major programme director, Jim Crawford, said: "Britain relies on rail to get millions of people to and from work every day, which is why projects like the Thameslink upgrade are so vital to the economy. Seeing the first longer train in action is great news and shows how close we are to delivering on our promise of longer trains, more seats and better journeys for passengers."



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 John who was in Portsmouth recently, travelling to the Isle of Wight, and found this place:

Pasty Presto
Gunwharf Quays
Portsmouth
Hampshire

They also do a range of pastries and coffees, the pastries are mostly fresh from France and the coffee is all sourced from selected beans and served following high company standards. Regular sized drinks which are pretty substantial cost just under £2 on average. Italian, again not cheap but very good quality.

Apparently the only disadvantage with the place is that is doesn't open in the evenings, so really is a lunchtime place to visit.

Thanks to John and I will look out for them when I am next in the area, I have to say that as soon as he said Pork, apple and cider, my ears pricked up!



Not far from Portsmouth Harbour station and well worth a visit apparently. They are actually part of a chain of shops whose origins seem to be from Cornwall, but have spread out across the south and south-west of England

John goes on to say that the pasties are fantastic and as well as baking the traditional varieties, they also have Thai chicken, Pork, apple and cider, Spicy chickpea, and his favourite which is Apple, rhubarb and custard. The pasty isn't cheap at around £3, but is good value for money when you see the size and quality of them.

If you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

steve.roberts@railtalkmagazine.co.uk

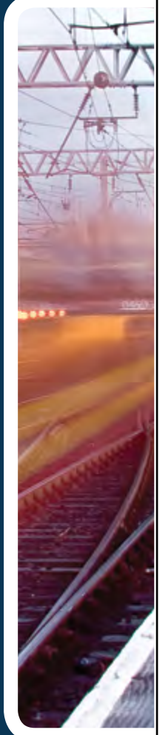
Stephen W Roberts

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A Different View

Class 56 009 and DVT 82124 stand outside the works at Brush on October 23rd.
What future for either? *Andy*



Above: Workers at the Keighley and Worth Valley Railway enjoy a laugh. *Colin Irwin*
Below: Giants of the Eastern Region and the Western Region are under repair in the NRM's workshops on October 17th. *Class47*





Above and Below: A couple of shots to show the delightful architecture at Wemyss Bay Railway Station. The station was designed by James Miller in 1903 for the Caledonian Railway and is remarkable in its use of glass and steel curves. The station is noted for its architectural qualities and listed as one of Scotland's finest railway buildings. *Both: Darrel Hendrie*



Nene Valley Railway

Nene Valley Railway's Diesel Gala

Below: Class 20 096 departs Wansford on October 2nd. ***Richard Hargreaves***
Top Right: One of several visiting locos from the Severn Valley Railway for the gala, which attracted huge crowds, was Loadhaul liveried Class 50 035, seen here arriving into Orton Mere. ***Phil Martin***
Bottom Right: Cut down Class 08 995 was also a visitor for the gala. ***Richard Hargreaves***







Enjoying a welcome comeback into preservation and repainted into BR blue livery was Class 47 375, seen here opening up at Orton Mere. *Richard Hargreaves*



Above: The lines resident DMU was used at the gala as hauled stock along with a couple of TPO's which certainly gave everyone something different to bash. *Richard Hargreaves*
Below: D1062 "Western Courier" with 2M51 Peterborough Nene Valley to Wansford on October 2nd. *Wayne Radford*



Below: GBRF visitor to the gala was Class 66 722 still carrying the Metronet livery. *Class47*
Bottom: Class 37 275 and 37 906 run round the stock at Peterborough. *Richard Hargreaves*







Superb shot of the Wizzo, D1062 “Western Courier” with a carefully timed canal boat to compliment the scene. *Richard Hargreaves*



Above: The depot at Wansford was pretty full during the gala, with plenty of shunting taking place to release locos. *Class47*
Below: Class 47 375 complete with Tinsley rose depot plaque is seen working 1E46 Wansford to Peterborough Nene Valley past Sutton Cross on October 2nd. *Wayne Radford*





Above: Class 20 096 and 33 108 heads 1E48 Wansford to Peterborough Nene Valley, past Sutton Cross on October 2nd. *Wayne Radford*
Below: Another visitor from the Severn Valley Railway was Class 37 906.
The super slug is seen here approaching Wansford on October 2nd. *Richard Hargreaves*



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

LAST HURRAH OF THE GALA SEASON!

November steam gala up brings three locomotives together at the GCR November 20th and 21st 2010

Who says Steam Galas have to be in the season?

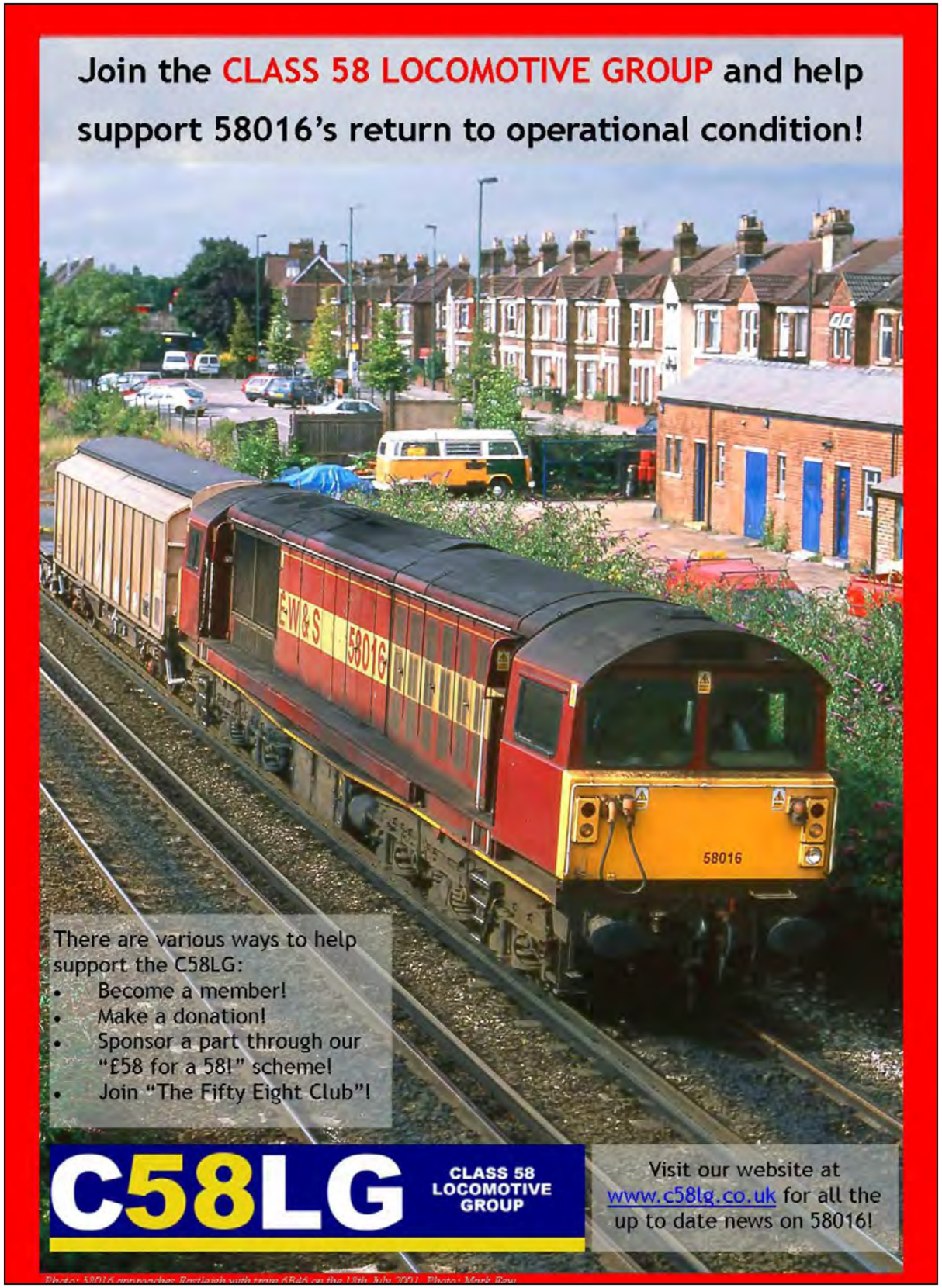
In November the GCR will stage an event featuring an exciting combination of three locomotives and a goods train. Enthusiasts will be able to see LNER K4 No. 61994 "The Great Marquess", SR King Arthur class No. 30777 "Sir Lamiel" and LMS 3F No 47406 in action. It will be Sir Lamiel's first passenger trains at the GCR following its planned return to the line in November. The K4 will work a mixed freight train during the day.

"It's the first time this line up of locomotives has come together - a last treat for enthusiasts before we get into our Santa Special trains!" says event organiser Steven Chapple. "It's good value as well, because we'll keep our normal fares. You'll be able to clock up tens of miles behind steam with our special intensive passenger service."

Trains will depart to a forty five minute timetable on both days of the event, with normal fares applying, (£14 adult all day runabout) including discounts for Friends of the Great Central Main Line (£5 adult all day runabout). There are more event details on the GCR website www.gcrailway.co.uk



Visiting Wansford from Appleby Frodingham at Scunthorpe is Hunslet No. 22. An Austerity 0-6-0T from 1956. ***Richard Hargreaves***



Severn Valley Railway



Severn Valley's Railcar Reunion Gala October 8th - 9th.

Chiltern Railways Bubble Car Class 121 020 (55020) was just one of the visitors for this three day event, seen here at Bewdley on October 8th. ***Richard Hargreaves***

Another shot of the Chiltern Bubble, this time at Arley station. *Richard Hargreaves*

Below: Class 122 DMU No. 55006 is seen in the autumn sunshine at Bridgnorth. *Richard Hargreaves*
Bottom: Visiting from the Wirksworth line was the oldest production Diesel Multiple Unit No. 79900 "Iris" seen here at Highley. *Richard Hargreaves*





Doesn't seem that long ago since this unit was entering traffic, now considered a heritage unit and requested to be saved for preservation by the NRM. Class 150 001 could be a regular visitor at the Severn Valley in future years. *Richard Hargreaves*

National Railway Museum

NRM Class 37s 50th Anniversary

Looking resplendent in BR Green, D6700 was the star of the celebrations at the NRM for the classes 50th birthday. ***Class47***



Above: Another visitor to the NRM celebrations was Class 37 275 from Barrow Hill. *Class47*
Below: On its way home to the East Lancs, Class 37 906 also stopped off for a visit to the NRM. *Class47*





Above: Visiting, but not used during the weekend, Class 37 685 would have looked even better in Inter-City livery, rather than drab maroon. *Class47*
Below: Scottish Class 37 025 came from Bo'ness to complete the line up. *Andy*



Wensleydale Railway

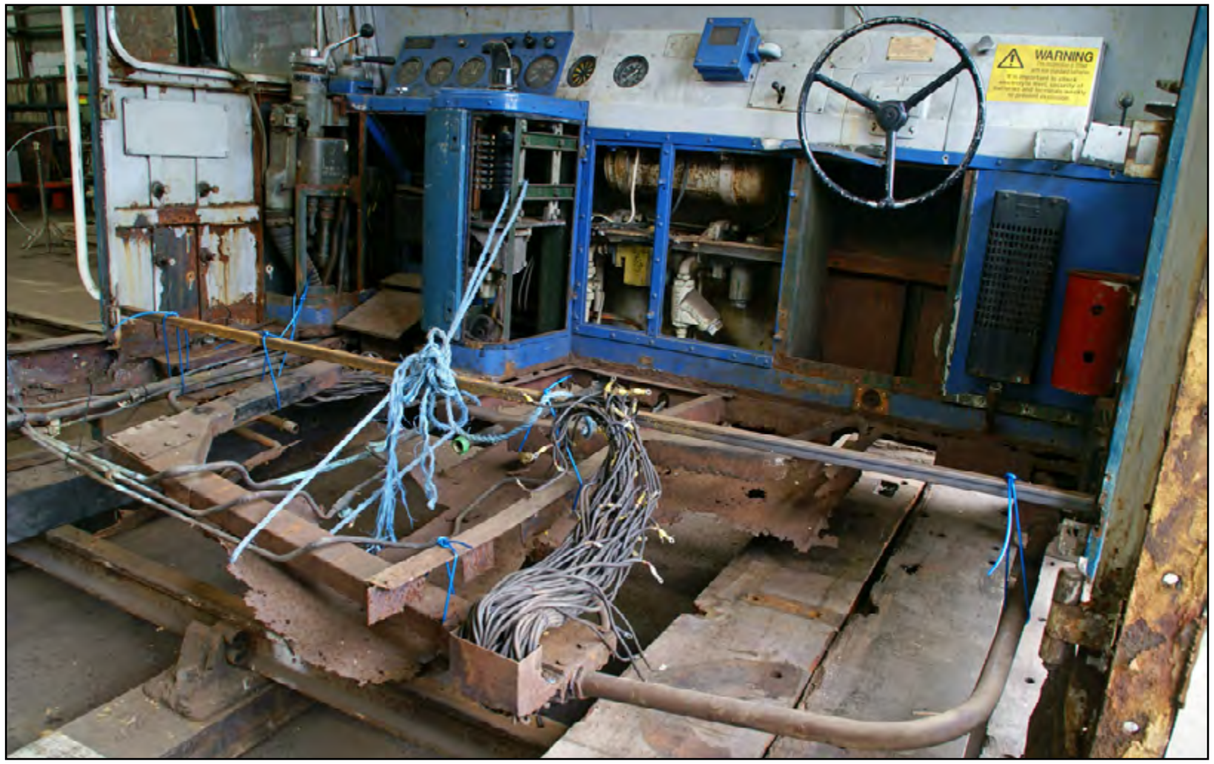


Class 25 313 restoration

The line's Class 25 is undergoing repairs on its bodywork, and one of the cabs has been sent to Rail Restoration North East at Shildon for attention. ***Alan Usher***



Above: The Class 25 is seen minus cab at Leeming Bar. ***Alan Usher***
Below: The rot is evident in this shot showing the interior of the cab. ***Alan Usher***



North Yorks Moors

BR 9F No. 92214 is seen pulling into Pickering station on September 25th with a service from Whitby. *Barry Beeston*

Birkenhead Trams

Merseyside Tramway Society's 50th Anniversary

On October 3rd, the MTS celebrated its 50th anniversary with a running day for several of their fleet. This is Birkenhead No. 69 passing Pacific Road, heading for the terminus at Woodside Ferry.
Brian Battersby



Above: Lisbon No. 730. This 1930 tramcar was acquired by the MTPS and fully restored within a two year period.
Below: Ex Blackpool tram No. 626 is seen inside the depot at Pacific Road. *Both: Brian Battersby*



Built as late as 1920 by Brush, No, 78 was considered old-fashioned in design, having open upper deck balconies similar to Liverpool's Bellamy cars, No. 78 was also the very last tram built for Wallasey.
Brian Battersby



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

BRAND NEW PULLMAN TRAIN READY FOR DEPARTURE

£240,000 project completed on time.

The Great Central Railway's brand new Pullman train welcomed its first official passengers on Friday October 22nd.

The massive £240,000 project has been completed on time, despite being hugely complex - and growing in size since it was originally envisaged! Creating the train has involved the complete renovation of six carriages dating back to the 1950s/60s. It can seat eighty four people in two luxurious dining cars, serve them multi course meals from a bespoke kitchen on wheels and can entertain them before dinner in two spacious bar cars.

The first train is fully sold out with passengers arriving for their nostalgic trip in Pullman luxury at 6.30pm at Loughborough Central station. They will be greeted by a band and can look forward to a seven course meal. The train will be officially launched by VIP guest and prominent politician, Lord Faulkner of Worcester.

Bill Ford, the President of the Great Central Railway said, "This is an enormous step forward for our famous on train catering. It has taken an awful lot of work by a few people to successfully deliver the new Pullman train on time and I'm very proud of them for the fantastic result they have created. I'd really like to thank our generous sponsor who paid for the work for supporting the railway in this way. I'm looking forward to welcoming Lord Faulkner for the first official run of the GCR Pullman."

The refurbishment work was mainly undertaken in house at the Great Central's carriage shed at Rothley since January. The kitchen car was sent to a contractor based in the Midlands. Each vehicle needed to be stripped, carefully overhauled, upgraded with a wealth of new fittings and finally repainted in a smart umber and cream livery.

The new Pullman train will operate in addition to the Great Central Railway's existing first class dining service. There are plans to operate the new train for corporate entertainment. After Friday evening's launch event, the next chance to travel on the Pullman train will be a Christmas "Murder Mystery Special" on Wednesday 15th of December

Photo: The 'Duke' and Cromwell Pullman on October 13th. ***© Mike Spencer***

Great Central North

GCR North's Autumn Diesel Gala

Below: Class 46 010 heads out of the sidings at Ruddington. ***Richard Hargreaves***
Bottom: Large Logo Class 47 292 works from Loughborough to Ruddington on October 24th. ***Carl Grocott***







Above: Still carrying its Res livery, Class 47 765 waits for the next working at East Leake. ***Richard Hargreaves***
Below: Coal sector liveried Class 56 097 heads out of the sidings at East Leake on October 23rd. ***Richard Hargreaves***



The Sunday was certainly the better day for the weather. Class 56 097 and 66 730 top and tail a service from Ruddington to Loughborough. *Carl Grocott*

On Saturday October 23rd, GBRf Class 66 730, which was visiting the line for the gala, worked a freight from East Leake to Lough, seen here at Standford. *Carl Grocott*

Earlier in the month, on October 9th, Class 20 154 and 46 010 are seen stabled in the yard at Ruddington. *Steve Madden*

Peak Rail



Above: Pioneer Class 03 No. D2000 is seen at Peak Rail on October 24th. *Carl Grocott*
Below: Andrew Barclay Class 01 No. D2953 is seen giving brake van rides at Rowsley on October 24th. *Carl Grocott*



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

GREAT CENTRAL RAILWAY PLC, GREAT CENTRAL RAILWAY NOTTINGHAM, and GREAT CENTRAL DEVELOPMENT LTD.

Great Central Railway's £15m 'reunification' plan can "unlock significant economic and transport benefits" for Loughborough and the East Midlands, says Loughborough MP Nicky Morgan.
A new special-purpose company has been jointly-established by the Great Central Railway PLC and Great Central Railway (Nottingham) to drive forward the long-held mutual ambition of reuniting their two railways to create a 17-mile, independently owned East Midlands main line.

The bold scheme has won the enthusiastic support of Loughborough MP Nicky Morgan, who said the GCR reunification project could "unlock significant economic and transport benefits" for Loughborough and the East Midlands. Reinstatement of the 500-metre 'missing link' at Loughborough, at a cost of up to £15m, will create a unique, privately-owned main line, connected to Network Rail and linking Nottingham with Leicester.

A reunited GCR could carry heavy main line freight throughout, as well as creating a greatly-enhanced heritage railway as a major tourist attraction for the East Midlands. GCR(N) already carries highly-valued regular heavy freight to the British Gypsum plasterboard plant at East Leake. The reunited GCR would be connected to Network Rail's London & Continental Main Line at Loughborough, using GCRN's existing junction. The enhanced GCR would be available to Britain's rail industry for testing, trials and training.

In 2009, the 30-year ambition to 'bridge the gap' was the subject of a detailed £235,000 engineering feasibility and economic impact study, by internationally renowned consultants Atkins, jointly-funded by the East Midlands Development Agency and the Great Central Railway plc. The Atkins findings were published earlier this year.

Atkins not only firmly recommended reconnecting the two railways as the most important potential development for the GCR rail corridor (closed by British Railways as a through route in 1969) but also confirmed that it is both technically feasible and has a healthy Benefit-to-Cost ratio (BCR) of 2.8. This comfortably exceeds the minimum strict BCR of 2.0 normally demanded by the Treasury for national infrastructure projects pursued by Government. This requires that £2 in value is delivered for every £1 spent on a project.
GCR reunification is actively supported by a wide range of local authorities and regional tourism/economic development agencies.

These include:
Charnwood Borough Council, Leicestershire County Council, East Midlands Development Agency, Prospect Leicestershire, Leicester Shire Promotions

Loughborough MP Nicky Morgan said: "GCR reunification is so much more than an enhancement to a heritage railway – that's why this project is so important and deserves support. GCR reunification will create an independent, reconnected Great Central main line, linking two very important regional cities.
This could unlock significant economic and transport benefits not only for Loughborough and the East Midands, but also for the wider UK plc, via the Network Rail connection. Along with the planned associated centre of engineering skills excellence, there will be major benefits for training, apprenticeships and employment. I am fully in support of GCR reunification. I will be doing what I can to help."
Directors of GCR Development Ltd are drawn from the boards of the two currently operational railways north and south of the 500-metre gap currently separating them. This 'missing link' is just south of Loughborough Midland station on Network Rail's London & Continental Main Line, to St Pancras International. Chairman of the new Great Central Railway Development Ltd is national railway journalist and 38-year heritage railway veteran Nigel Harris. His new board's task is to make the vision of a renewed 17-mile GCR main line railway between Nottingham and Leicester, which is also connected to the national network, a reality.
Nigel said "We're using talent from the boards of both existing railways in our new reunification company, supported by a hand-picked Advisory Group of rail industry, engineering, planning, legal, infrastructure and heritage experts.
This is a major joint enterprise and will require the input of a whole range of stakeholders in partnership with the two GCR companies.

"We are already pursuing a range of partnering, fund-raising and other support initiatives. After more than 30 years of very hard and successful work by our volunteers in creating two eight-mile operating railways, we believe the time has now come to reunite them, as our founders always intended. The Atkins economic impact and engineering feasibility study independently validates our long-held belief – that the 17-mile reunited GCR can bring major economic benefits to Loughborough, the wider East Midlands and indeed the national economy.
"To be asked to chair GCRD is a great honour and privilege. The sharper focus of our new, dedicated, single-purpose company paves the way for us to drive forward, whilst the two north and south GCR companies continue to develop the two successful existing railways, and prepare for reconnection.

"A great deal of hard work has been put in to getting things to this stage and there is a plenty more graft ahead, but we've got our sleeves rolled up and we're ready to crack on, as a team. Any individual or company wishing to join that team will be most welcome!" GCR reunification involves reconstructing 500 metres of infrastructure including a new bridge over Network Rail's four-track main line at Loughborough. Limited preliminary work by an earlier GCR Link company, which investigated, safeguarded and drafted initial proposals, is now complete and has been dissolved.
The Atkins study also examined a number of other options for further development of the former GCR main line between Nottingham and Leicester. These include the relocation of the locomotive sheds currently at Loughborough and future extension of the line north of Ruddington, to meet the proposed southern extension of the NET tramway, to Clifton.

East Lancashire Railway



East Lancashire Railway Autumn Diesel Gala

Above: On October 16th Class 121 “Bubble” car passes Ramsbottom. *Colin Irwin*
Below: A change from main line duties as Class 55 022 ambles into Ramsbottom on October 16th. *Colin Irwin*





East Lancashire Railway Autumn Steam Gala

Above: A1 No. 60163 “TORNADO” leads Britannia No. 71000 “DUKE OF GLOUCESTER” out of Summerseat with 14:10 Heywood to Rawtenstall service on 23rd October. *Pete Cheshire*
Bottom: LMS Jubilee No. 45690 “LEANDER” is seen passing Burrs with 13:20 Heywood to Rawtenstall service, on October 23rd. *Pete Cheshire*



Keighley and Worth Valley



Keighley and Worth Valley's Autumn Steam Gala

Above: Ivatt 2-6-0T No. 41241 is seen on the shed at Haworth on October 10th. ***Colin Irwin***
Below: BR Standard 4 2-6-4T No. 80002 enjoys the sunshine, typically it didn't last all day. ***Colin Irwin***



Below: On October 8th, BR Standard class 5MT 4-6-0 No. 73129 was having a spot of bother, seen here being battered back to health on the shed at Haworth. ***Colin Irwin***
Bottom: Splendid night time shot of the engine shed at Haworth. ***Colin Irwin***







On October 10th in pretty dismal weather, BR Standard 4 2-6-4T No. 80002 heads a Keighley to Oxenhope service. *Colin Irwin*



During a sunny interval, Lancashire and Yorkshire 0-6-0 No. 957 leads
War Department 8F 2-8-0 No. 90733 with a service to Oxenhope on October 10th.
Colin Irwin

Great Central Railway



Great Central Railway's "Steam Railway" Gala

Above: D49 No. 246 "Morayshire" takes on water at Loughborough. ***Class47***
Below: Gresley 2-6-0 K4 No. 61994 "The Great Marquess" waits to take out the TPO. ***Richard Hargreaves***





Above: Recently overhauled Class J72 No. 69023 "JOEM" is seen at Loughborough on October 9th. ***Richard Hargreaves***
Below: Why is this shot included? Well at the recent diesel gala at the Great Central quite a few prople were disappointed at the no show of Class 37 198, in fact it wasn't even available for a shot. Few weeks later, at a steam gala, the loco is in position for this photo. Good Eh? ***Class47***



Romney Hythe & Dymchurch

The Romney, Hythe & Dymchurch Railway's 1931-built Canadian-outline Pacific No. 10 'Doctor Syn' departs Dungeness, working a VIP Special on October 19th, following the locos return from the biggest overhaul it has ever recieved.
Craig Stretten

East Kent Railway

Class 416 2-EPB EMU No. 5759 is seen at Shepherdswell, on the East Kent Railway near Dover, during an EMU Weekend on September 18th. *Craig Stretten*

Spa Valley Railway

Class 37 254 “Driver Robin Prince M.B.E.” approaches Pokehill Crossing, between Groombridge and High Rocks, whilst working a service to Tunbridge Wells West during the Spa Valley Railway’s Diesel Running Day on October 16th. *Craig Stretten*

Bluebell Railway

Bluebell Railway Giants of Steam Gala

N15 'King Arthur' class No. 30777 "Sir Lamiel" departs Horsted Keynes working the 16:30 Sheffield Park - Kingscote service, during the Bluebell Railway's Giants of Steam Gala on October 23rd. ***Craig Stretten***

A1X Terrier Class No. 55 “Stepney” enters Horsted Keynes station on the Bluebell Railway, whilst working a brake van trip up the Ardingly Spur on October 22rd. *Craig Stretten*

From the Archives





Top Left: An unidetified pair of Class 31s prepare to depart Wellingborough yard with a Redland working on June 22nd 1983. ***Derek Elston***

Bottom Left: Class 37 048 waits the road at Shirebrook on August 15th 1985. ***Derek Hopkins***

Below: Following on from last months shot of Class 47 526, just by coincidence we have another shot of the loco this month. This time it is at Carlisle and the date is February 9th 1988.
Pete Cheshire





Above: Class 31 219 undergoes repairs at Doncaster Works on June 3rd 1979. *Derek Elston*
Below: Class 37 104 is also seen under repair at Doncaster Works on June 3rd 1979. *Derek Elston*



Below: Class 313 003 on display at Stratford Depot Open Day, July 14th 1979. *Derek Elston*
Bottom: Wizzo 1041 minus name and number plates stands outside Swindon Works, June 16th 1979. *Derek Elston*







Above: Class 47 574 with an unidentified partner are seen at London Liverpool Street on July 9th 1983. *Derek Elston*
Below: Class 55 016 and 55 015 await their fate at Doncaster Works on July 31st 1983. *Derek Elston*





Above: Class 20 179 & 20 191 head F&W's "White Rose Rambler" into Doncaster on July 31st 1983. *Derek Elston*
Below: Class 50 014 is seen under heavy repair at Doncaster Works on July 31st 1983. *Derek Elston*





Above: Class 56 027 is parked with the breakdown train at Tinsley on August 15th 1985. *Derek Hopkins*
Below: Class 26 021 stabled on Inverness Depot, May 28th 1987. *Derek Hopkins*



Below: Class 501 160 arrives into London Euston with a local service from Watford in 1985. *Derek Elston*
Bottom: Sarah Siddons stikes an arc just south of Wembley Park whilst hauling a railtour in 1982. *Derek Elston*





The Back Page

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



Class 66 128 returns light engine to Liverpool Docks travelling under Warrington Bank Quay station on October 5th. *Colin Irwin*