

Railtalk is brought to you monthly with all the Latest News and Pictures



Grand Central's
new DMU

With a different
View

Hello Fred's,
goodbye 57's

Stolen, please
help

Front cover

Blackpool in the sunshine, everyone's favourite resort.

Tram 724 on a Fleetwood Service.



About the magazine

Railtalk is the monthly magazine from Railtalk forums. Featuring news and articles from members and guests.

Contents

Pg 3 - Welcome
Pg 4 - Rail Operator News
Pg 9 - Pictures
Pg 14 - Grumbles
Pg 15 - Preserved Railways
Pg 20 - Blackpool Trams

Site/Forum

For more information on our website or joining our forum, please contact the editor at admin@railtalk.net

Submissions

Pictures and news can be entered through the forum, or by email us at entries@railtalk.net. Please give a brief description, your name and the date.

Railtalk magazine team

Andy - Editor
Robert K - Head of news
James P - Head of freight news

We are sorry for the delay to this issue.

This was because of a Microsoft operating system problem that occurred yesterday. Apple Mac's rule!!!

When is it published

Railtalk magazine is published, the Sunday closest to the end of each month.

Railtalk magazine is published by Railtalk forums.

© Railtalk

The month's review

Well I started last month by saying that we had never seen so many excellent gala's in one month and I'm pleased to say that its only got better, after a few dodgy years for one reason or another the North Yorks Moors gala was fabulous and this year featured through running to Whitby. Many of the galas this month also had good weather which has also helped bring out the crowds.

With the nice weather arriving, the number of charters, both has also dramatically increased, and whilst most of these are class 47 or 67 hauled, it does give the photographer something else to go out for on a weekend. Sadly for steam fans, there doesn't seem any hope of Steamy Affairs running any mainline steam charters in the near future, all that are advertised are running to preserved lines for steam trips onwards.

By the middle of May, our sister website and forum at www.preserved-steam.co.uk should be up and running, so if you're a steam fan give us a look.

We have no definite date for it's launch, but keep an eye on our own forum at <http://forums.railtalk.net>, for more information.

You can get to the new preserved steam forum by visiting <http://forums.preserved-steam.co.uk>

Please keep those pic's coming, it looks like a fabulous summer ahead.

There is only 24!

When the class 442 fleet finally bowed out of service early this year, there was much speculation that they would shortly return to service with Gatwick Express, and indeed some of the fleet showed evidence of this in their recent paint job.

It would now seem, a few months in and the fleet are still in limbo, however yet more rumours have arisen.

From looking on the forum I can see that many of these rumours are becoming more and more likely to occur.

Rumour 1: I only found out a short while ago about the "plan" that it would be possible to wire one up for push pull operation with a class 67 and a DVT on Hull Trains.

Rumour 2: Also recently discovered, the units may run Brighton Belle services from London Victoria to Brighton.

Rumour 3: The trains would return to South West Trains to strengthen services on the Weymouth Line for the next timetable change.

Rumour 4: The trains would entirely replace the Gatwick Express class 460 fleet which would send them to Wimbledon for them to work the London Waterloo to Windsor service with their sisters (Class 458 fleet).

All the rumours above are ones I have just heard from various sources, however none at this point have been confirmed or denied by appropriate staffing as far as I know.

From the mere speculative nature of this article, one should be able to infer that these are purely suggestions based on what others have said and what has been passed down from in some cases "supposedly" "The Top!".



Railtalk forums offer a monthly picture competition. This is the winner of last months competition.

If you think you can do any better join the forum and enter.

Picture: **Liam Yates**

Welcome

Welcome to issue 8 of Railtalk Magazine, if there is anything you want to say or write for the next edition please let us know.

Many thanks to all who have contributed this month. Remember any news, articles can be sent to the address on page 2.

You can send us your email address so that we can email you as soon as a new issue is out. This means that you will never miss another issue ever again. Just contact an administrator or see the website for more information.

Remember we are always looking for a wide range of pictures. Your pictures do not have to be digital, if you want to send us slides, just contact us for details.

If you missed issue 7, just click in the magazine to the right.

Andy Patten, Editor

GNER may still make a comeback....

GNER may still make a comeback, on the East Coast Mainline. This is because they have made a deal with Virgin and Stagecoach.

GNER will only have 10% ownership of the ECML but Virgin and Stagecoach have said that if they win the joint bid for the ECML, all the stock will stay in the old GNER livery and the branding will also be retained.



Making a welcome return to the main line is 47851 which has been under repair since last autumn. Seen here on one of its first outings at Crewe.



Grand Central have announced that they are to bring out a brand new Diesel Multiple Units. Codename Polaris.

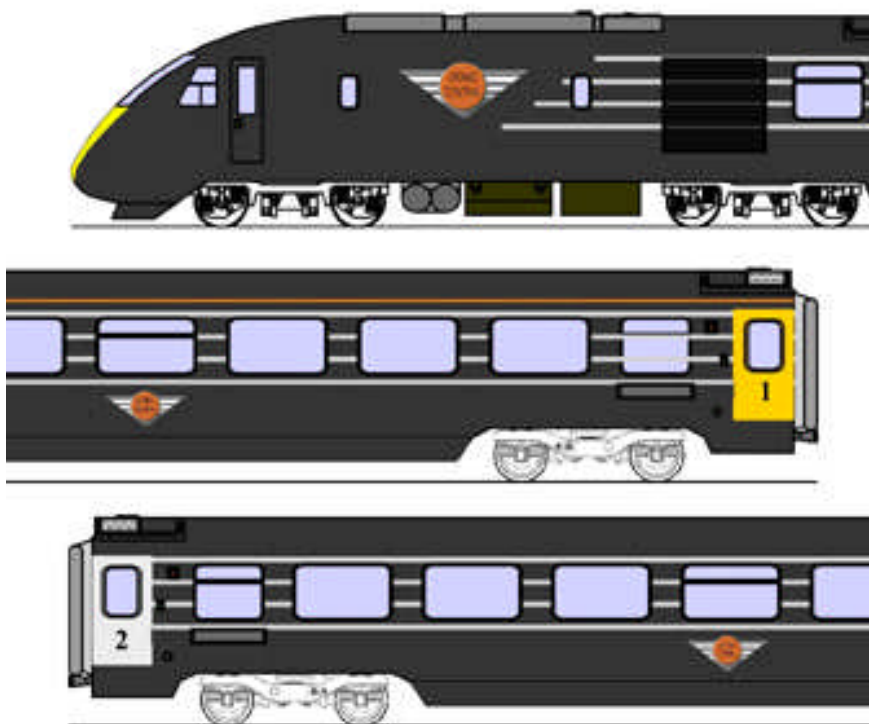
The new diesel multiple units will be able to travel at speeds of 140mph. According to Grand Central this is so the units will be able to keep up with the line speed if it is ever increased on the ECML.

Grand Central had only just been given the go ahead to run the Sunderland to London Services, when they announce the new units. They said that they will be still having the rebuild HSTs as the China built units are not available until 2010.

The next step on for the company will be to get the go ahead to run the London to Bradford via Halifax services.

Picture: [Grand Central](#)

Grand Central's new DMU



News in brief

- On the 11th April Hull trains celebrated its 2,222,222nd passenger this was done to honour the class 222 pioneer unit.

- DRS are said to be starting to gear up for this autumn's leaf fall season already. York wagon works will be the base for a fleet of class 20's again this year, the exact dates to be confirmed. It is likely that other classes of DRS traction will appear, depending on reliability of these stalwarts. Timings and routes are said to be similar to last years and we hope to feature them in later edition.

DRS are also said to be bringing the 86's back for the "icebreaker" runs in the winter, operated on behalf of Network Rail.



One of the famous parts of the rail network as it stands today, not much different from several years ago, only the traction's changed. Where else but Dawlish. [Liam Yates](#)

News in brief

The curse of Allied Steel and Wire

No this is not a new film title!, but merely the fact that such is the demanding schedule for this company, and that the Class 08's EWS have serviceable is getting fewer and fewer.

Most of the Class 08's now need major repairs or thoroughly overhauling, but such is the need to repair them as fast as possible, this is not happening. Things have not gone particularly well since the loss of Cardiff Canton, whose expertise in this field was legendary.

One Could Say 'one' Are Doing Well...

But are they? I took a day on the network to try and find out for myself exactly what passengers do experience now we are some way in to this 'revolutionary' franchise.

My class 360 Clacton bound train after the morning peak I was surprised to find it odour free, a miracle aboard some of these units. I also found it in a fairly well looked after condition with no vandalism as has become the norm on some of these units and therefore I was pleasantly surprised. This was my first experience of the day, a good start on 'one's behalf!

I got off my train at Stratford and spent a while here. Metro services to and from London Liverpool Street and Shenfield appeared to be running to time and seemed fairly fluent. ECS moves from after the peak were inevitable however they did not hold up other traffic. The sight depicted above was what began my worries. Two of the older un-refurbished class 315 trains. It seemed that after this arrival almost 80% of traffic I saw on these lines over the next half hour was made up of un-refurbished stock... surely a negative?

I then ventured back in to the terminus of Liverpool Street onboard a class 321, conveniently one which had been updated so I could actually read the destination board. I later discovered pretty much 90% of the fleet had been given this upgrade... well done 'one'!

On arrival back at London Liverpool Street I was pleasantly met with unit 317502 in service (one recently suspected to be too damaged in an arson attack to return to service). Admittedly using the trailer previously owned by 317511 (as denoted on the inner end of the unit, but had been updated as necessary on the driving end.) Another well done 'one'.

To conclude, I think 'one' have done extremely well with this franchise, and once the refurbishment schemes are finished the benefits as already will be amazing for passengers.

Robert k



A rare sight nowadays, DRS 37611+37605 on the Serco with 4Z10 from Old Oak Common. [Juliang](#)



The oldest train on the tube!

Shortly, London will experience a complete revolution as the stock on all the sub-surface lines and the Victoria lines are renewed.

The 'state of the art' 1996 Tube Stock is going to become outdated and will be beaten almost immediately by the 2009 stock on the Victoria Line.

The Sub Surface Lines will then experience new trains and therefore a much better travel experience for all in London.

However, whilst all this is occurring, let us not forget the Bakerloo Line. Humbly operating 1972 stock over the line between Harrow and Wealdstone and Elephant and Castle. These will be the oldest trains on the Network after the replacement of the 1973 Stock from the Piccadilly line, however there are no plans to replace these trains as yet!

After the eventual replacement of these trains, the 1992 stock trains of the Central and Waterloo and City lines will be the oldest trains on the network! Ironically this will be a bit of a landmark because these were the first trains to be built and put straight in to the London Underground Livery (minus the ones on the Waterloo and City Line).
for me with the 1996 stock.



66518 struggles up the bank towards Bramwith Road Lc. [John Day](#)

Virgin Voyager Woes

On the 13th April, 221110 was working the 1S96 between Wolverhampton and Stafford when it struck part of the stanchion metalwork and overhead cables whilst it was doing over 100mph.

Damage was confined to the front of the train with 3 impact points on the windscreen, multiple score marks above the screen and scorch marks around the top of the cab.

However, not to be outdone in the DIY Voyager destruction stakes, on the 16th April, 220003 hit an animal near Derby, the unit was observed covered in mud and blood with the front end damaged and the coupler being attended to.

Summer crisis for Virgin and Hull Trains

It has been suggested that owing to the GNER HST refurb program being underway, that GNER might not have a spare HST set to loan for this year's summer diagram. GNER will need all available sets for the new Leeds to London high frequency service that starts, in addition, it is also thought that Hull Trains are looking to hire a HST from someone for the ongoing pioneer crisis.



Fast and reliable, but who rates the Class 323's. 323232 departs Crewe with a Manchester service.

News in brief

Hello Fred's, goodbye 57's

With the arrival of 66587–66594 at Newport, then Freightliner has decided to “retire” 57007–12.

However these locos are being returned fully serviceable and it is thought that there are several interested parties already after them.

Barriers on Midland Mainline

Most of the Midland Mainline stations that are shared with Central trains now have barriers for entry/exit to platforms.

However, we have noticed that most of the time the barriers are faulty, or the customer cannot operate them, resulting in having members of staff on duty at all times.

Why cannot the staff simply check the tickets themselves?, or is this too obvious.

Manchester Metrolink 08's

If you are going to Manchester this summer be aware, Metrolink are planning large areas of line closures to facilitate track renewals. The main section being the Bury line, but there is also a section to Altrincham. This will affect travel to and from this year's ELR Diesel Gala in early July. Full details are here

http://www.gmpte.com/pdf/met_upgrade_100407.pdf.

However the plus side is that there are likely to be class 08's working on the metro-link system this summer as EWS have prepared 08993/4/5 for use.

Stolen please help

37905 and 37906 have been crippled this month after valuable control cards, were stolen from these locos. This is the email that we received:

Gents, we need your help to find out who the person or persons are who have stolen both sets of GEC Control Cards from 37905 & 37906.

37905 Cards were last seen some two weeks ago, 37906 was last used on the 10th April and noticed on Saturday 14th April.

So the question is who would want these Cards as they are of no use to any other class 37 unless it is 37796-37803 37905-906,

We would like the Cards returned ASAP as our locos are of no use without them, to replace them would cost us in the excess of £50k? so would you all put the word around that these Cards have been stolen from the Severn Valley Railway and at Meldon Quarry.

A reward of £3000 is on offer for information leading to names of the people who have stolen them and the safe return of the Cards.

IF YOU ARE THE PERSON WHO HAS STOLEN THEM, PLEASE RETURN THEM ASAP.

The POLICE have been informed and they are taking the theft seriously.

If you have any information that may help in the return of the Cards you can contact me at the following email, d444.middleton@btinternet.com or my phone 07900132128 text or voice message.

We at Railtalk think this is very sad news when this happens and we hope that they are returned quickly.

No new carriages, not enough old ones to go round??

Angel trains owner, Royal Bank of Scotland have announced that they are unwilling to fund any new build of coaches. “Angel Trains said it could not guarantee new leasing deals after the Competition Commission was asked to investigate the carriage and locomotive hire market” This comes at a time when new stock is needed but Angel Trains are concerned about getting a decent return on their investment.

“The uncertainty over a competition inquiry is taking its toll on Virgin Trains, which is unable to secure an order for 106 new Pendolino carriages on the west coast route because Angel wants government reassurances that leasing rates will not be affected.” The lack of cooperation with leasing companies has led to Grand Central purchasing trains from China and TfL also looking elsewhere for its replacement overground stock.

“According to industry speculation, two bidders for the lucrative east Midlands and west Midlands franchises have been told by the transport department to redraw their rolling stock plans, because there are not enough carriages to share between bidders.”



Above: A pair of 73's pass through Clapham Junction on an engineers train. [Juliang](#)

Freightliner heavy haul 66603 hauls, 6M54
Thorney Mills - Bardon Hill pictured here,
passing EWS 59204 at Acton Yard.

[Juliang](#)





Above: The line up at Healey Mills has certainly changed over the last few months, and one wonders how long for these 37's now. [John Day.](#)

Below: One thing that hasn't changed in quite a few years is this classic shot of the Dawlish coastline. [Liam](#)





Above: 66518 struggles up the bank towards Bramwith Road Lc. [John Day](#)
Below: A Yeoman class 59 comes off the Berks and Hants at Westbury. [Liam Yates](#)





Above: 60034 powers through Loughborough bound for Toton on the 28th April. **Below:** 67026 and 67005 top and tail the VSOE from Liverpool on 14th.





Above:

60082 on the rear of the afternoon convoy from Warrington to Crewe 7th April. This usually runs via the independent lines avoiding the station.

[Andy P.](#)

Left: From the archives, a Class 310 EMU waits to depart London Fenchurch St. with a service to Shoeburyness, the year is surprisingly not that long ago, but nowadays all you will see here is Class 357's, and it's changed from being the LTS to C2C.



Bottom Left: Mid 1990's and everything had just started to turn red, 73128, fresh out of the paint shops, is parked with several classmates. In these days, sheds were able to get round without too much problem, just a donation to their charity was enough. No one even considered that this was a 3rd-rail depot!

Bottom Right: At a time when there was an abundance of different liveries, 73101 stands at Higher Green, probably stabled for the weekend as the Pullman trains were, at this time, a weekdays only thing.





Two views from a different angle.

Normally most people would reject taking a picture of a unit or a voyager, but here top photographer and good friend of Railtalk, Liam, illustrates that by thinking of your surroundings and incorporating them into the shot, superb results can be achieved.

Well done Liam, fantastic shots.-Ed



Grumbles

The Class 502 EMU, restored to immaculate condition and based at Steamport for many years, apparently now does not fit the plans for the national collection. The NRM in a classic move, has had the unit stored in the open at MoD Kineton until it is in a poor condition, only now that it has reached this condition do they want to dispose of it. Typical NRM!. Our only hope is that it is saved by a decent group, who will restore it to its former glory. Speaking of glory-ous, it's going to East London for a training school, whilst we're on the subject of the NRM, what's happening to the royal class 47 at Carnforth, and if they are so short of space at York and Shildon, then why do we keep Japanese Bullet trains part of the national collection?.

I have an NRM related question now: If you lent Flying Scotsman out to a group, and it came back without it's boiler, would there be an outcry?. If the answer is yes, then why when the NRM lent out 55002 did it come back missing so many parts, and has there not been more of a fuss made. Yes it may look ok from the outside, but have a look inside!

As the clock ticks slowly away for GNER, we seem to be seeing more regular staff shortages and lack of catering facilities, will it get worse before the red peril arrives? And the GNER staff in some stations really do need a lesson in politeness.

Have we another Fraggon in the making?. I don't wish to hint at this prospect, I used to be one of Fragonset's biggest fans, and what they did for the Spot-Hire market was fantastic, but there does seem some similarities with Cotswold Rail. What with the constant buying and selling of locos, the usage of the non-standard peak for main line work, and the farce with firstly the HST charter set and now the Steamy Affairs (the clue as to what your doing is in the name) main line steam charters, one does wonder. I wish them well for the future, and they are doing well with the Blue Pullman, just like Fraggon did, but they must get a grip on what the ordinary charter market wants.

Praises

One such company, that still keeps doing well, is Victa Westlink. Formed after the demise of Fragonset they continue to offer good quality charters at a reasonable price. Not to be impartial here, as both West Coast and Rivera Trains also do a really good job.

Praise has to go to both owning groups of 37905 and 906, who are doing everything they can to either replace or recover the stolen control cards for their locos. We hope that they are soon operational again.

Finally a big thank you to all the preserved railways we've visited this month with their various galas as all have been excellent, even the alien seemed to enjoy himself!



66518 struggles up the bank
towards Bramwith Road Lc.
[John Day](#)

Preserved Railways



Above: The NRM's Class 37, D6700 was put through it's paces at the N.Y.M.R.'s diesel gala, it's first outing since major repairs.

Below: Class 27 and Class 25 pair up for the star turn at the Great Central's diesel gala



What a fantastic setting Quorn and Woodhouse station is. D1705 arrives with a Loughborough bound service. In the background is HST power car 43160, just arrived from Brush.



Early morning mist starts to clear as 50027 plus 31108 work into Levisham



It may be Diesel Gala day, but the N.Y.M.R. like most preserved lines makes good income from its dining trains. Here 80135 waits to depart Grosmont.



Class 25 D7628 departs Goathland with the dining service on the Sunday of the N.Y.M.R. diesel gala.

With a bit of digital trickery, this Class 25 Really stands out as it approaches Quorn at the Great Central diesel gala, 28th April





Left:

6430 gets filled up with water at Llangollen steam gala 21st April.

Middle:

Were there more than two Class 40's at the N.Y.M.R.'s diesel gala, yes there were. Beaver Sports Class 40 trade stand was also in attendance, which was perfectly positioned to take this shot.

Bottom:

Whilst others are keen to preserve the climate, these fantastic beasts aren't.. Producing more fumes than an alien can enjoy, 55019 runs round at Grosmont.



Blackpool trams



You can always tell when summer is approaching as the boat cars come out of store. Both these pictures show the boat cars in service.
14/04/06 [Andy Patten](#)



Blackpool tram car no. 709, pictured here in Blackpool sea life centre livery. Heads towards the tower on the 14/04/06.
[Andy Patten](#)

