

Railtalk Magazine

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LoadHaul lives!

From The Editor

Front cover

Continuing to "Fly the Flag" for obsolete Loadhaul livery is Class 60 059 seen approaching Wellingborough with the SO 6M34 Crawley to Peak Forest Stone Empties on the 13th Sept.

Steve Madden



Submissions

Pictures and news can be entered through the forum, or by email to: entries@railtalk.net

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When is it published

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

Welcome to issue 25 of Railtalk Magazine. Another month has passed and whilst we haven't really had any summer, the RHTT season is upon us. The Class 20s Class 37s and Class 57s belonging to DRS have had the dust wiped off them and are ready for the off. So c'mon get those pics of the RHTT stuff sent in. Major downturn on the charter scene this month. With the loss of some major companies there has been a noticeable decline in the amount of photo's sent in of charters. Overall though please keep the photo's coming, and we apologize now if your pic isn't in this month, but we can't publish them all (although it would be nice to try.)

If you want to meet us, tell us what you think of the mag, or just say hello, then we'll be on Spitfires Class 87 tour to Glasgow, and if you haven't booked on it yet, there is still time. Many of the editorial team along with some of the regular contributors will be on the tour, just look out for the Railtalk Magazine jackets.

Thanks especially this month for some excellent articles especially Andrew Flusk, who has pulled out all the stops with his Railtour Review.

Once again we couldn't produce this magazine without your contributions and many thanks this month go to the following:

Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Peter Cheshire, David Mead, Liam, Brian Battersby, Steve Madden, Steve Andrews, Gary S. Smith, Mike Sargent, John Coleman, David Hollowood, Nigel Chalk, Yorkie, Miles Williams, Mark Wallace, George McFarlane, Alan Usher, Mike Parsons, Andrew Flusk.

Thanks to you all.....

Andy Patten



Apologies.....

Shortly after publication of last month's issue, we received this from Mark Honey, Commercial Director of Cargo D., regarding the photo on the left.

"Your latest issue showed a movement of 3 Mk II vehicles to Inverness, originating from Kineton. The suggestion was that these vehicles would be overhauled for use on the forthcoming 'Fife Circle' workings due to commence in December 2008. These vehicles are actually heading to Inverness to act as spare donors for the Caledonian Sleeper fleet. A number of the fleet includes Mk II vehicles. Closer inspection will reveal they are some of the earliest Mk IIe IC liveried vehicles to be stood down from the VXC operation back in 2002/3. Hence their selection as donor vehicles.

The Fife Circle operation was put out to tender as a completely outsourced package, a number of industry players being asked to tender. The package will include locomotives, crews, stock and maintenance."

Sorry for that and thanks for letting us know.

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Charter Scene

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This month's round up of the British charter scene

Welcome to the October edition of Charter Scene, from Railtalk Magazine!

The aim of Charter Scene is to detail the monthly British Charter Scene, whether it be in the medium of pictures, reviews of railtours or of future notice of tours that are scheduled to take place. To contact us, please use the usual address to submit your railtour reviews, pictures and information of future tours. When submitting photos it would be appreciated if you could provide the location of the photos, the working and any relevant information regarding the charter in question. To submit, please email the following address. When submitting images, please send in full size originals taken from the camera.

charter.scene@railtalkmagazine.co.uk

With the absence of the Blue Pullman and DRS/Stobart from the charter scene, it's been a quiet month. Just one tour stood out from all the rest, a pair of Class 59's to Chester and Crewe.



Above: Class 59 005 and 59 104 work the 1Z59 Cranmore - Crewe passed Rowton on the 13th September.

Carl Grocott



Above: Class 59 005 and 59 104 working 1Z59 Cranmore - Crewe passed Ruabon

Carl Grocott



Above: The return journey had Class 59 104 leading.

Dave Harris



Above: Pathfinder took Class 40 145 to Kingswear in September. In this shot Class 40 145 working 1Z40 Tame Brdge - Kingswear passes Hereford on the 20th September. [Carl Grocott](#)



Above: 46115 passes Wigan North Western on the 6th Sept whilst working "The Lune Habitat". *Richard Hargreaves*



Above: 70013 is seen at Exeter on 14th September after working a railtour fom London. *Steve Andrews*



Above: 70013 'Oliver Cromwell' working 'The Norfolkman' railtour from Liverpool St. to Norwich passes Stratford on 20th September.

Steve Madden



Above: 46115 "Scots Guardsman" made a scheduled water stop at Cherry Tree in pouring rain on the morning of September 6th, en route for Chester with 1246 "The Lune Habitat". *David Hollowood*



Above: 34067 passes Newton Abbot on its way to Paignton on the 7th September. *Steve Andrews*



Above: Posing as 76001, 76079 is seen at Fort William 15th September. *David Hollowood*



Above: 76079 is seen passing Whistlefield viaduct near Garelochhead station while working the 03.03 5Z80 Castleton Heywood - Fort William Junction Yard move on the 5th Sept. *Jonathan McGurk*



Above: Class 55 022 taking the freight only line at Parkside Jct with Retro Railtours 1755 Huddersfield - Carlisle/Edinburgh circular tour on Aug 31st 2008.

Dave Harris



Above: From a rather dull WCML, Class 67 027 "Rising Star" heads through Winwick Jct with the 1244 Northern Belle tour from Edinburgh to Chester.

Dave Harris



Above: Seen from the footbridge on Doncaster station on the 27th Sept., 60019 "Bittern" waits for the return charter from Scarborough to London Kings Cross, which it will take over at Doncaster. [Richard Hargreaves](#)



Above: 1243 Scarborough to London return charter is seen entering Doncaster from where Class 57 601 will be removed and Bittern will take over. [Class47](#)

Left: UK Railtours, Class 67 021 (with 67 020 out of sight on the rear) is seen passing Doncaster with the 1267 London Kings Cross to Carlisle charter on the 27th September. [Class47](#)





Above: 1Z56 was supposed to be Spitfire Railtours Class 56 railtour to Edinburgh, these pair aint no Grid, and I've checked my spotters recognition book.

But if there is no Grid available then what better way to travel than a pair of West Coast Class 37s. Class 37 248 and 37 712 are seen at Doncaster on the 27th September with the tour.

Class47



Class 47 851 'Traction Magazine' draws a poorly Class 37 712 and stock out of the loop with 5Z72 Sutton Bridge Junction - Carnforth on 22nd September. *David Dawson*



Class 67 003 powers the return Northern Belle charter across Frodsham Viaduct on 6th September *David Dawson*



Class 67027 pulls away from Helsby with the Edinburgh - Chester 'Historic Chester' tour on 6th Sept.

David Dawson

London Bridge fares rip-off

A couple was heading from Headcorn to London on a weekday morning, wishing to arrive for around 10am – the arrival time that most out-boundary off peak day travelcards become valid. However, on close inspection, the 10am rule applies to the time that the train is scheduled to arrive at “London Terminals” – normally this is very straightforward.

But in the case of through trains calling at London Bridge, these call at two or three London terminals – so which one does the 10am rule apply to? We put this to the test and according to The trainline, the 0859 from Headcorn to London Bridge (arr 0957) gave a price for a peak travelcard of £32.30, while specifying London Charing Cross (arr 1007) gave a price of an off-peak travelcard at only £18.50!

As the couple were heading to a suburb of London, they had been advised to change at London Bridge, therefore quoted the higher fare. When they asked at stations and by telephone, they were given differing answers, and even told they would “have to check when they got there”! This is unacceptable and confusing for passengers. As one of them remarked, “I thought they said on the news they were making tickets simpler? No one seems to understand them, including the railway!”

In reality they purchased the cheaper fare and encountered no problems. I wonder if RPIs ask passengers if they are alighting at London Bridge in order to determine validity? If passengers say they are continuing to Charing Cross, then RPIs will have to accept the tickets. I wonder how many unsuspecting people are caught out by over-zealous RPIs on trains through London Bridge?

Train companies make a simple journey very complicated

A resident of Royston contacted us recently about a journey to have a weekend in Manchester, out on Friday and returning on Sunday. He searched for a through ticket – as surely, this should be the simplest option – from Royston to

Manchester, however the return journey on Sunday gave him this ridiculous itinerary:

Station Arr Dep Service Provider
 MANCHESTER PICCADILLY 16:07 Train NORTHERN RAIL
 SHEFFIELD 17:32 18:02 Train NORTHERN RAIL
 RETFORD 18:43 19:37 Train HULL TRAINS
 GRANTHAM 19:56 20:58 Train NAT EX EAST COAST
 PETERBOROUGH 21:19 21:45 Train FIRST CAPITAL CONNECT
 HITCHIN 22:28 22:47 Train FIRST CAPITAL CONNECT
 ROYSTON 23:04

Previously, he has been able to take the quickest, and simplest, route changing trains at Stevenage and Doncaster. However, this option is no longer being offered. On further investigation we discovered that the reason for this is that this route is no longer a permitted route according to ATOC’s routeing guide. The reason is that NXEC have re-named their expensive ‘Business Saver’ tickets as ‘Off Peak’ tickets, while former ‘Saver’ tickets are now ‘Super Off Peak’. Other TOCs operating along similar routes price their tickets rather differently, and therefore their ‘Saver’ tickets became ‘Off Peak’. Other TOCs operating along similar routes price their tickets rather differently, and therefore their Saver tickets became Off Peak.

So, the ‘fares check’ rule that determines valid routes no longer allows travel via Stevenage as the fare from Stevenage is no longer a like-for-like comparison with the fare from Royston and is therefore artificially higher than it should be. The reasons for this ticket becoming more restrictive than previously are complex, and well beyond the comprehension of a regular passenger, but the end result is simply unacceptable and ATOC are, ultimately, to blame for allowing each TOC to do it’s own thing with no regard for passengers using services using their trains but on tickets priced by other operators.

Ultimately, our friend from Royston was able to get a far better deal by splitting tickets at Doncaster. This gave him an excellent TPE advance fare between Manchester and Doncaster, and NXEC advance fares from Doncaster to Royston, via Stevenage. Departing Manchester over an hour later, at 17:15, he actually passes Retford non-stop at around 19:25 – certainly beating waiting at Retford from 1843 to 1937 seeing this train fly past – and finally arrives at Royston at 2042, a mere 2 hours 22 minutes earlier than The trainline

wanted him to arrive.

So the lesson here is that the TOCs do not care about you if you are using a route that it not directly served by them, and it can be cheaper and quicker to split tickets at one or more stations en-route.

NXEC guard wrong, says ATOC

On Saturday, I was travelling on the 16:10 National Express HST service out of Edinburgh. The Dundee to London Kings Cross service was, for this weekend, diverted via Carlisle due to engineering works between Edinburgh and Newcastle. Eventually, I noticed that the guard was taking an extremely long time checking tickets, and only got to us (in Coach E) approaching Gretna. I was about to find out why his checks take so long....

On showing him the tickets, routed “Carlisle”, he astonished me by stating that “We do not accept tickets routed via Carlisle”, the fact that the train went via Carlisle was ignored. He further shocked me by stating “This is a Cross-Country ticket”, I showed him a reservation for the 17:55 NXEC service. “We don’t have a 17:55, that must be a CrossCountry service. You should really be on that train. But, as you are on an Off Peak ticket, you can use an earlier train, but it must be operated by CrossCountry” I could hardly believe what I was hearing! He finally agreed to “let [us] off”, with a warning not to do it again. I most certainly will be doing it again.

For the record, the “Route Carlisle” tickets, are most certainly not TOC-specific, and indeed cannot be used on CrossCountry between Carlisle and Edinburgh as CrossCountry have not operated via Carlisle for many months now!

ATOC were contacted about this issue, and confirmed that these tickets are valid on NXEC. Not only that, but they also confirmed that Preston to Edinburgh “Route Carlisle” tickets are valid via York, Newcastle and Carlisle – although only on direct services between Newcastle and Edinburgh that run via Carlisle. The reason is that Preston to York is permitted via Newcastle. A “Route Carlisle” is valid for permitted routes that travel through Carlisle, which these trains do during engineering works. I should point out that the vast majority of NXEC guards are sound, and accept Carlisle tickets as they should, without question. It is only a small minority who treat their paying customers like dirt.

The Deltic Retro Scot

Leading up to the tour

Out of the huge selection of 'Deltic' tours to do this year, we (Me & my Dad) decided that we'd do this one. We booked via Guy Middleton to ensure we were in the front coach behind the Deltic, and because of the circular route the train was booked to take, we should be at the front all day!

So a simple Huddersfield – Edinburgh out via the West Coast Mainline and back via the East Coast Mainline and back to Preston, with new railtour operator Retro Railtours. What could possibly go wrong...

The morning of the tour

After being woken up at just gone 0500 we had some breakfast and set off in the car to Manchester at 0540, I hate getting up early! After a quiet drive along the motorway we parked the car up near Manchester Piccadilly Station and walked over to Victoria. There were a number of 'cranks' waiting for the tour when we arrived at 06:55. Before long we could see 55 022 coming down Miles Platting Bank, with 57 601 on the rear, and into the platform.

We settled down into our seats, Coach A right behind the engine, nice! After leaving at 0713, 1 minute late, we made a smoky departure and headed towards Eccles. We passed alongside the M602, I wonder what the people in the cars thought of our train as we passed by???

We passed Eccles 5 late and before long we were approaching the rare curve at Parkside Junction. The last Deltic, on a service train, to pass over the curve was 55 015 'Tuyler' whilst working 1E99 1240 Liverpool – York via Wigan on 14th June 1981, although I'm willing to be corrected.

After passing over the curve we were soon passing EWS's CDRC site at Wigan and were slowing down for Wigan North Western. We arrived bang on time at 0749, after a six minute stop the guard blew the whistle. There seemed to be some problems getting going at Wigan, after stopping and starting

for a bit we were off. After a stagger up the bank to Boar's Head we passed Euxton Balshaw Lane 3 minutes late. After a quick bit of spirited running we were pulling into Leyland. A brief stop was had here before moving on into Preston.

We arrived here at 0821, and with us not being booked to depart until 0833, just enough time for a quick photo stop. So after getting a few photos we were on our way again 1 minute early at 0832. After quite a sedate departure we ran alongside the M6 for a while. It was now that we were beginning to notice that all was not well with '022, for we were going quite slowly. At 0859 we came to a stop in the centre road at Lancaster, which seem to cause a lot of interest by the people on the station. It was now that we knew that 55 022 was only running on one engine to an oil leak in one of the engines. That should make Shap interesting then...

After letting 390 040 overtake us on the 0703 Birmingham New Street – Glasgow Central, we were away. Once again we were off to a slow start and we passed Carnforth at 0922 6 minutes late. Before long we were beginning to Shap at Milnthorpe, but would we make it? We began to gradually lose speed, and we passed Oxenholme 10 late with its single Napier engine howling.

At Grayrigg where the line began to drop a bit we were nigh on walking pace. So after gaining a bit of speed we began the 1 in 75 climb up to Shap at Tebay. Once again we began to lose speed and before long we were down to walking pace. We looked back to see if 'Ronnie' was powering, no it wasn't. So with its Napier engine howling around the Cumbrian Fells it was up to 55 022 to pull its load 12 and dead 57 to the top of this gruelling climb, DREADFUL! But somehow she managed it, we reached the top at walking speed. We flew down the other side, but we had a brief stop at Penrith for some reason, but we were soon on our way again.

We pulled into Carlisle around 20 minutes late, where we were held for a couple of minutes. At 1035, 23 minutes down, we set off. Before long we were passing Kingmoor Yard, firstly the DRS yard and then the EWS yard. We stepped into Scotland, at Gretna Junction, 22 minutes late. We were travelling at a fair rate of knots, despite being on one engine, but would we make it to the top of Beattock Summit???

We passed Lockerbie at 1058, 16 late, before long we would be starting the climb up Beattock. But just before we were about to start climb, the brakes came on and we were put into the loop at the foot on the Summit. We waited for about 10 minutes before 390 040 passed us on the 0803 Birmingham NS – Edinburgh. Once that had gone we started the 10 mile 1 in 75 climb to Beattock Summit, at a standing start!

Once again '22s Napier engine was being thrashed to the limit as it took its heavy load steadily up the incline. We were once again down to walking speed as we approached the top. No doubt we could be heard for miles around. But before long it was over, and we passed the summit and began the descent to Carstairs. After a quick descent we were rounding the curve avoiding Carstairs and headed towards Edinburgh. After a quick period of spirited running we were soon approaching Edinburgh.

We glided past Haymarket at 1220 and past through the tunnels on the final approach to Edinburgh. We finally pulled into Platform 7 at Edinburgh at 1224, 15 minutes late. It was difficult to get some photos as the platform was very narrow. But none the less I managed to get some amongst the crowds. Before long the train departed for Craighentilly. I took a few pictures of 67 020 & 90 026 and headed out of the station and into the city to kill the 4 hours break.

Edinburgh

Now, for those of you who know me, will know that I'm too young to enjoy the delights of Edinburgh's pubs. So we decided we'd take a walk up Arthurs Seat. Arthurs Seat offered great views of Edinburgh, and I'd recommend it for anybody looking for an alternative day in Edinburgh. After that we headed back into town and had a look around the shops. We started to feel peckish, so we decided to buy a baked potato from the infamous baked potato shop, quoted to be the best baked potatoes around so I'm told. We took them back to the station, but whilst walking back I had a very embarrassing moment when the plastic bag with the stuff we'd bought (not the potatoes thankfully!) broke! Doh!

We sat down at the station and had our 'tatties', and very delicious they were too! After that we went to Marks & Spencers to get some 'provisions' for the return journey. It was now 1530 and we saw a 43290 & 43316 waiting with a service to Glasgow, very unusual. Before long 55 022 pulled in with our train, but with 57 601 tucked inside...

Once again it was difficult to get photos because of it being on platform 7 again. But once again we managed to get some. It also looked as if WCRC had hired a new driver for the return journey, in the shape of a teddy bear from the Forgot me not trust that Retro Railtours were sponsoring.

The return journey

We sat in our seats ready for the return journey with 55 022 (on one engine) & 57 601 working in multi.

We left at 1622, 3 minutes late, and made a quick departure. We passed Craigentenny and before long we were out of Edinburgh. The power of 57601 (and partial Deltic) was showing as we passed Drem 10 early and Dunbar 11 early.

57 601 was quite quiet at high speeds so you could just about hear the deltic. But after a fast run down the ECML we were looped at Grantshouse (booked) at 1704, 14 minutes early. We weren't booked to depart until 1740 so a long wait was to be had before we could go.

It was now that we found out that 10 tour participants, including the locos owner Sam Walker, and the Royal Scots Grey sales stand, were about to overtake us on a 225 set after getting stuck in a lift at Edinburgh and missing the tour! The 225 set carrying them flew past us followed by a XC voyager.

At 1738 we were allowed out of the loop and headed down towards Berwick. We were soon back up to speed and flew past Berwick-upon-Tweed 5 early at 1752. We flew over the infamous Royal Border Bridge. We flew along the Northumbrian Coast line, a very nice line in my opinion. We flew past Alnmouth 2 early and still we were heading along at a good rate of knots.

But before long we were slowing down for the sharp curve at Morpeth. We crawled through Morpeth 1 early at 1936. After passing round the bend we accelerated back up to speed quickly.

After another quick run we were soon approaching Newcastle. We passed Heaton at 1854, 2 minutes early, were an GC HST was seen awaiting its next duty. We were held outside Newcastle for a few minutes, before being let in. We stopped just short of the roof at Newcastle, to allow the 10 tour participants that missed the tour at Edinburgh to join. They boarded the train to a round of applause. We left at 1903, 3 minutes late and headed over the King Edward Bridge. We quickly gained speed and passed Low Fell Mail terminal and EWS's Tyne Yard, before slowing down for Durham where we were booked to be looped. During the brief stop just outside Durham station another 225 flew past us. We crawled through Durham station at 1925 4 minutes late before accelerating back up to speed. We were soon flying past Tursdale Junction where the line to Newcastle via Leamside used to go, and Ferryhill. Another quick blast was had before slowing down for Darlington. We stopped just outside the station, presumably to let the 225 that had passed us at Durham, to go on ahead of us. After a brief wait we got going and avoided the station, now 12 minutes late.

We were once again fly along, no doubt trying to make up for lost time, and were soon passing Northallerton where the 4 track racetrack to York begins. Thankfully we were on the fast lines so we should make up some time. It was starting to get dark now and the lights weren't working in our carriage.

But Retro Railtours had come up with a cunning plan. A box of stick on LED lights had been bought in Edinburgh, and they were stuck to the ceiling of the carriage. They weren't very bright so it gave a kind of 'disco' style lighting in the carriage. We flew along the ECML where you could still hear the deltic thrashing away. We passed Skelton Junction at 2023, 9 late, when the brakes started to come on for York.

We passed the NRM and pulled into platform 10, where we were held for a few minutes before leaving at 2028, 12 minutes late. We were soon back up to speed and passing Colton Junction, 6 late. We were soon passing Neville Hill depot and then into Leeds.

We slowed down until we were just under the roof, when 55 022 erupted into life and stormed through. After negotiating the point work to the west of the station, we passed Morley at 2108, 2 minutes late. After another blast through the dark we were soon pulling into Huddersfield, 4 early, where we were held to time to let an all station stopper to Manchester go ahead of us! We left at 2136, on time, where 55022 blasted through the tunnels before 'ronnie' powered up.

We staggered behind the unit all the way to Marsden, where we were looped to let a Class 185 past. After a quick blast through Marsden and Standege Tunnel we were pulling into Stalybridge, and after a brief stop we were soon underway and headed towards the traditional Manchester station for Trans-Pennine services, Manchester Victoria. So after a spirited run it was all over, for me anyway, and we were back at Manchester Victoria where we arrived at 2232, 4 minutes late, at the end of a superb day. We watched '22 leave and we walked back to Piccadilly to drive home.

Conclusion

The problem with 55 022 was dealt well by WCRC in my opinion, with the deltic being used to depart from stations and 57601 only kicking in once we'd left the stations, top marks to WCRC there!

Retro Railtours ran the tour very well with friendly staff and regular rubbish collections. The only fault I can think of is the lack of Hot Food from the buffet, but I believe this problem has been raised already.

Thanks go to Retro Railtours, WCRC, Beaver Sports and anybody else who helped to make this tour a success!

James Palmer, Retro Railtours manager, seems to be very ambitious with his plans for the company in the future, especially seeing as he's only 18! But I wish him and the team all the best for the future, and rest assured I'll be on more in the future!

Part Two...

Continuing my report on Yoker Depot.

My first trip to the Yoker depot this year was on Wednesday 2nd January 2008. Class 314s and Class 322s were the rare visitors at the time and were being stabled at Yoker depot because of the engineering works that was taking place at Shields Road Junction next to Shields Road T.M.D.

All sixteen Class 314 and five Class 322 EMU 3 / 4 car sets all made a visit to Yoker Depot over the three weeks the engineering works took place.



Originally the engineering works were only meant to take place for two weeks but Network Rail were experiencing some technical difficulties while testing the new signals they had installed between Glasgow Central High Level and Paisley Gilmour Street. This area was one of many around the country that caused Network Rail to pay a large fine because of the amount of delays caused over the festive period when remodelling and signalling works were taking place.

While I was at Yoker Depot on the 2nd I took some photographs of inside the main building and of trains which were being stabled under the canopies in the cleaning siding roads. I was able to grab a shot of Class 322 485 which was stabled in the middle of the yard.

My second visit to the depot was on Sunday 11th May 2008. I went to find out information and take photographs of the evidence still there about and of the old Rothesay docks branch line which can still be seen in the middle of the yard at the depot. I also went to the depot to take down notes of information about the depot's history and present time as well taking photographs of the train stabled in the East and West End Yards.



My third visit was on Sunday 25th May 2008. My purpose for my trip was the same as my second trip except going that wee bit more in – depth. Also I took photographs and found out information about / of the two train wash facilities within the depot yard. I also took photographs of a few trains going through the train wash and of a few trains being shunted from one end of the yard to the other.



On Saturday 6th June 2008 I went to Yoker Depot for the 4th time to gather final bits of information and take a few more photographs for personal use and to illustrate this report. I took photographs of trains sitting inside the West End Yard. For those of you who are 'spotters' or interested to hear what was in the yard at the time I went for a visit, Class 334 020, 022 and 024 and Class 320 307 and 308 were stabled at the time.

Yoker Depot is making room to stable some of the new Siemens Class 380 EMU Desiro sets they will be getting when they come over from Germany in 2010. These 38 new trains, 22 four – car and 16 three – car formations, are the new trains currently being built for the G.A.R.L. (Glasgow Airport Rail Link) project which is due to be completed in 2011 which will give the Class 380s a year for major testing along this route and other routes it is going to cover.



The 22 four – car sets are going to be getting used on the Glasgow Central High Level – Glasgow Airport, Ayr and Inverclyde services to Wemyss Bay and Gourock. Some of the 16 three – car sets may cover the Inverclyde services as well as the Argyle and North Clyde Electric Lines services but this has yet to be discussed. We shall all see what happens when the year 2010 comes!!!!

If there is any other information you would like to find out regarding the derailment or Yoker Depot itself then feel free to get in touch with me via e – mail,

jonathan_1990@hotmail.co.uk.

I hope you enjoyed the report and I shall try my best to write for the magazine on a regular basis if and when I have time.





Above: This is the 6K73 at Winwick Jct. on the 9th Sept with Class 20 312 sporting the new DRS Compass livery. Coupled to it is sister loco 20 302.

Dave Harris

Top Right: DRS Class 66 411 "Eddie the Engine", in Stobart livery, strolls away from Bushbury Junction, Wolverhampton, on the 3rd September with the 4S43 Daventry - Grangemouth 'Tesco Express' (conveying containers used by the Tesco stores) which had been diverted via the Grand Junction because of engineering works on the Trent Valley Railway. *Gary S. Smith*

Bottom Right: Freightliner's Class 90 049 and 90 041 with the 4M87 Felixstowe - Trafford Park, passes the gutted remains of the Tamworth Low Level signal box on Friday 19th September. The box was demolished the following day.

Gary S. Smith



Right: Network Rail's New Measurement Train passes through Sutton Park early on the morning of Wednesday 10th September whilst forming the 1Q22 Derby RTC -Cheltenham. *Gary S Smith*

Below: Veteran Class 37 401 works 6W90 Bescot - Dovey Jct. passed Madeley Jct. on the 20th Sept. *Carl Grocott*



Railtalk
Magazine



SPITFIRE RAILTOURS PRESENTS



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Class 37s, still plenty of them about.....

Top Left: This is Tyne Yard, and Mainline liveried Class 37 293, stands with another two of the class in this picture. The loco's have been here since the end of the French hire contract several years ago, and one wonders what will happen to many of them.

Class47

Bottom Left: Another line of Class 37s at Tyne Yard is headed by 37 891, and on the left of the loco's are redundant RES mail vans also stored here. Even the yard is in decline as can be seen in this shot, it used to go right into the distance many years ago.

Class47

Above: Class 37 609 leads 37 059 on the Serco Test Train 1Q14 Selhurst to Derby RTC, here at Irchester on 16th September.

Steve Madden



Above: Grand Central HSTs, Class 43 084 and 43 068 are seen inside London Kings Cross station having just worked the 17.30 Sunderland - London Kings Cross service on the 9th September. [Jonathan McGurk](#)



Top Right: On the 5th September the 6S73 Bescot - Mossend with Class 92 016 "Brahms" included Class 37 401 and 37 422 moving to Scotland in preparation for their tour to Oban on the following Saturday. [Dave Harris](#)



Bottom Right: On the 31st August one of the last surviving EWS Class 37 417 looks rather weather beaten as it stands outside the shed at Warrington. [Dave Harris](#)



Top Left: Class 66 722 'Sir Edward Watkin', 66 732 and 66 725 'Sunderland' are seen at Nest Fields, Wellingborough with 6M11 Whitemoor - Wellingborough U.S. on the 19th Sept. The 3 locos are being moved to Wellingborough Up Sidings to work Engineers trains to the London Underground Lines over the weekend.

Steve Madden

Bottom Left: Cross Country's 43285 and 43321 on the 9S53 Plymouth - Aberdeen pass Water Orton on 19th Sept.

Carl Grocott

Below: Class 66 553 works 6E98 Daw Mill - Drax through Water Orton on the 17th Sept.

Derek Elston





Double WSMR!!.... On Sunday 21st September, the WSMR service was diverted from Marylebone to Paddington, as well as via the Shrewsbury - Crewe line. The 1P50 started from Ruabon and was formed as usual with two Class 67s - 67 013 and 67 025 - but also had 67 026 plus empty stock and 67 019 as far as Crewe.

Class 67 019 is seen leading the formation passing through Ditherington after reversing at Shrewsbury. 67 026 and 67 019 would later return, still empty, to Shrewsbury as the 5P54 only to be sent back empty to Crewe straight away with the same headcode! [Gary S. Smith](#)



Top Left:
A side view of Class 313 063 sitting at the single platform Moorgate station with the First Capital Connect livery and logo branded on the unit. Class 313 063 is getting prepared to work the 11.02 Moorgate - Welwyn Garden City First Capital Connect service on the 9th Sept.
Jonathan McGurk

Above:
Class 456 002 Southern livery is seen sitting stabled on Platform 10 at London Victoria station on the 9th Sept.
Jonathan McGurk

Bottom Left:
Class 60 087 "Barry Needham" works the 6E79 Wolverhampton Steel Terminal - Scunthorpe through Water Orton on the 17th Sept.
Derek Elston



Above: Class 60 071 works the 6K05 Carlisle - Crewe passed Acton Bridge on the 19th Sept. *Carl Grocott*



Top Right: Class 334 004 is seen approaching Partick station from the Glasgow Harbour area while working the 14.16 2C51 Motherwell - Dalmuir service on the 4th Sept. *Jonathan McGurk*



Bottom Right: Class 332 011 In Heathrow Express livery is seen at Platform 6, London Paddington station getting prepared to work the 10.25 London Paddington - London Heathrow Airport on the 9th Sept. *Jonathan McGurk*



Above: Class 66 301 on 4G90 04:44 Ratcliffe - Avonmouth Coal passes Highworth Junction east of Swindon with its first run on 20th Sept.

Nigel Chalk

Right: Class 66 303 works 4G95 Ratcliffe - Daw Mill empties travelling towards Washwood Heath. *Derek Elston*

Below: Class 321 431 in Silverlink livery is seen stabled at London Euston station on the 9th Sept. *Jonathan McGurk*





Above: East Midlands Trains Class 158 810 running 20 late with a service to Norwich passes 158 882 at Chesterfield with a service to Sheffield. *Mike Parsons*

Left: With the gasometers down, a Cross Country trains service passes Class 60 047 on the Westerleigh - Lindsey tanks at Washwood Heath on 16th Sept. *Derek Elston*

Below: A Class 144 leaves Sheffield on the 26th August with a service to Leeds. *Miles Williams*





Left: Tuesday September 2nd saw Class 66 508 working 4S41 Hunslet to Chalmerston empty coal.

Seen here at 11.20 shattering the relative rural quiet of Pleasington as the train heads towards the WCML

David Hollowood

Above: Class 156 505 and 156 506 rest side by side at Glasgow Central on Friday 5th September 2008.

Both units look as though a little TLC wouldn't go amiss.

David Hollowood

Below: An unusual daily visitor recently to the Midland Main Line has been Class 67 029 'Royal Diamond', route training for EWS, seen here at Sheffield. *Miles Williams*





Above: Class 86 604 and 86 621 work the 4M74 Coatbridge - Crewe passed Acton Bridge on the 19th Sept. [Carl Grocott](#)





Above:
An Arriva Class 158 passes Stokesay with a
Cardiff bound service
Peter Cheshire



Top Right: Class 66 717 "Good Old Boy" shunts
Wellingborough Yard as it prepares trains for the
weekends engineering duties on Friday 19th Sept.
Derek Elston



Bottom Right: Docklands set 043 are seen calling at
West India Quay station. Canary Wharf station can
just be seen in the background.
Jonathan McGurk



London Marylebone.

Top Left: Class 168 107 in Chiltern Railways livery is seen at Platform 2.

Top Right: Class 165 022 in Chiltern Railways livery is seen at Platform 6.

Bottom Left: Looking into London Marylebone station at night from the main entrance

Bottom Right: A photograph of London Marylebone station at night with commuters looking up at the board to find out when and where their train service is within the station

All: Jonathan McGurk







Top Left: On the 20th September at Clapham Junction, Class 60 031 'ARP Connect' is seen working 6M34 Crawley New Yard to Peak Forest.

Steve Madden

Bottom Left: This was supposed to be Class 37 401's last working in the North West before storage. However events have overcome this and it is at time of writing this still in traffic. 401 is seen here working the Folly Lany to Arpley trip working on the 26th September.

Peter Cheshire

Above: The new build for London Overground of Class 378 units has commenced, with deliveries from Derby. Class 66 731 hauls a new Class 378 past Kettering on 24th September. 378 001 is on its way from Derby Litchurch Lane to Shoeburyness.

John Coleman

Doncaster Station



Doncaster Station has always been a favourite with rail enthusiasts, and when you think about it you know why. Doncaster has 5 Passenger TOC's passing through the station everyday, along with another 5 Freight operators passing through the station.

Doncaster is famous, in the eyes of many rail enthusiasts, for Doncaster Works, where Locomotives such as Mallard and the Flying Scotsman were born. The works are used to the extent that you can see absolutely anything moving about from South West Trains Class 158's to TFL's London Underground stock.

Along with the amount of traffic that is seen in Doncaster it is also a very good station for photography. There are not many places where OHLE gets in the way of photos. Also the layout of the station is such that if you stand in almost any place then you don't miss anything that is passing through this great location.

Left: One of Northern's class 142 sits in the Platform 5 bay at Doncaster. This bay is used for local services to Sheffield and local services to Lincoln.

Below: Platform 8 is used as one of the main platforms at Doncaster for services to the north, with a few exceptions of terminating services from Sheffield. Pictured in its new East Midland Trains Livery, power car No. 43048, is pictured here bringing up the rear of a HST service to Leeds.





Above: Doncaster sidings are normally home to a wide range of traction from, the regular sighting of a Class 67, on Thunderbird duties, to anything waiting its turn in the works or indeed having been repaired and awaiting collection. Pictured above is no exception, Class 57 601 is seen in the sidings waiting to work a return charter.

Below: Doncaster is one of the busiest places in the North-East for regular freight seen throughout the day, with a large railfreight terminal to the south of the station. Class 66 002 is seen here approaching Doncaster with a intermodal service.



On Location



Left: Another view of the south end of Doncaster, this time pictured is a Grand Central service working its way back to Sunderland from London.

All Pictures: Andy Patten

If you have any locations that you think should feature in this section of the magazine please contact the editorial team and they will be happy to help.

As we say, its your magazine and we love your input.

For more information on anything to do with the magazine, please join our online forum. <http://forums.railtalk.net>

The Nosh Report[®]

Steve Roberts

Welcome to the another “Nosh Report”, remember that this is your chance to let everyone know where to go for something to eat or drink, (ie cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This months report is on train operator National Express East Anglia.

I travelled on a midday service from Norwich to London Liverpool Street, and decided to test the ‘cafe bar’ on board.

3 set menus are in place for different times of the day Breakfast,Lunch and Dinner.

My train left Norwich at 11:00 so the lunch menu was available to both First and Standard Class ticket holders. Sampled was the Sausage and Mash, a favourite with many people, and cooked by the attentive National Express catering staff using fresh ingredients, (I could even see the Potatoes being washed and prepared.)

A couple minor problems could be the cost, but you do get a good meal for the price you pay and to be honest the quality is a lot better than some other longer distance operators.

There is also the queues of people waiting to use the restaurant car, even on a midday service, they can be rather lengthy due to the popularity.

What great way eat on your train journey though.

More information on National Express East Anglia Catering can be found here:

http://www.nationalexpresseastanglia.com/leisure_offers/cafe_bar

One further report this month has to be from the Severn Valley Railway’s Steam Gala, where several of the Railtalk team spent time “checking out” various Ciders and Refreshments.

The quality of Cider from the Station bar at Kidderminster was excellent and good value for money, as was the Breakfast in the Refreshment rooms at Kidderminster Station.

The Engine House at Highley, further up the line also provides hot meals during the day and although not sampled personally, they did look excellent value for money.



Until the next time, and don’t forget if you have any reports or thoughts for this column, email me at :

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

WYMONDHAM STATION WINS NATIONAL AWARD

National Express East Anglia's Wymondham station has won a prestigious national award. At the 2008 Community Rail Awards Wymondham station won the 'Best Station Retail Outlet' Award.

The award reflects the work of National Express East Anglia in introducing a new ticket office and part-time staff at the station in recent years and that of David Turner in the development of his Brief Encounter café. Mr Turner has developed a sustainable business at the station, offering an excellent range of food and drink with great service, in an atmosphere that is truly nostalgic and comfortable. The judges were also impressed with the other improvements at the station including information provision and station presentation. The high standards of station presentation at Wymondham are also reflected in the fact that Wymondham was awarded a gold medal and the 'Best Station' award at the recent 'Anglia in Bloom' awards.

Commenting on the Award, Andrew Goodrum Business Director National Express East Anglia said:

'Wymondham station is a jewel in the crown of our network. I am delighted that David Turner and the team have received this recognition. The award reflects our deep-seated commitment to investing in stations and to creating sustainable local train services. The success of Wymondham station shows that rural stations can be vibrant, flourishing places at the heart of the communities they serve.'



ECO TRAIN FOR 3MG

10th September saw the launch of the new Mersey Multimodal Gateway (3MG) train (Class 66 593) at the Widnes based warehousing and logistics site. At a naming ceremony at the Ditton rail and road terminal, Freightliner Ltd unveiled the low emission locomotive with the 3MG nameplate.

Freightliner presented the 3MG plaque in recognition of the sites aim to maximise the use of transport by rail to reduce congestion and pollution in the region.

Peter Maybury, managing director at Freightliner said: "Freightliner recognises the rail freight terminal operated by Stobart Port's as a key location for its customer base, moving from four to five trains a day will increase the number of containers to around 87,000 a year, close to 10% of Freightliner's total carryings".

Tony McDermott, Leader of Halton Borough Council said "The Mersey Multimodal Gateway is committed to providing sustainable logistics solutions and can offer bespoke solutions to companies wishing to invest here. It's great that we'll have a train carrying the 3MG name and brand across the UK and continuing to build awareness of this location."

Steve O'Connor, managing director of Stobart Ports said: "We are delighted to be working with Freightliner and pleased that they have identified the 3MG site as an integral element of their supply chain from deep sea ports to the North West of England".

3MG originally comprised of 750,000 sq. ft. of warehousing and is currently undergoing the first phases of a multi-million pound expansion which will provide 3.5 million sq. ft. of new warehousing and create approximately 5,000 new jobs.

FLEXIBLE TRAIN AND BUS TICKET INTRODUCED BETWEEN MACHYNLLETH & ABERYSTWYTH

Arriva have launched an innovative new scheme to significantly improve journey opportunities for people traveling between Machynlleth, Borth and Aberystwyth.

The '2 4 1' initiative, launched as part of European Car Free Day on Monday the 22nd of September at Aberystwyth University's Fresher's Fair, affords people the opportunity to travel by bus one way and train in the other, or vice versa, between Machynlleth, Borth and Aberystwyth.

A new timetable has been produced to show and promote all the journey opportunities available and will be distributed widely across the local area.

Gerwyn Jones, on behalf of the Cambrian Railways Partnership, who has been involved with coordinating the scheme commented, "Today there is much talk about integrating transport and improving people's opportunities to travel by means other than the car – we see this new initiative as being an important development in making travel by public transport easier and more attractive for people".

A Welsh Assembly Government Spokesperson commented: "The Assembly Government has made a commitment to encourage staff working in the new office, which is due to open in summer 2009, to use more sustainable modes of transport for commuting and business purposes. This new initiative will really support our aim and will benefit our staff, the community and the environment. Any scheme that makes traveling by public transport easier, cheaper and more accessible will hopefully encourage the use of public transport".

NORTHERN RAIL TRAIN NAMED 'BARBARA CASTLE' IN HIGH-PROFILE CEREMONY

TRANSPORT Secretary Ruth Kelly joined the family of Barbara Castle to help name a Northern Rail train after the late Labour MP and first woman Transport Minister. Sonya Hinton, niece of Barbara Castle, and other family members were the guests of honour among an audience of more than 100 people at the ceremony at Manchester Oxford Road station.

Ruth Kelly paid tribute to the only other woman to lead the Department for Transport, saying Barbara Castle was a very hard act to follow and her achievements were still making an impact today. The day started with Sonya Hinton unveiling the Barbara Castle name on the side of the Northern Rail train at Blackburn station, where Barbara Castle was MP for many years.

The train then carried 50 guests from Blackburn to Manchester Oxford Road for the second part of the ceremony.

The events, which took place on Sunday 21 September, were organised by the Passenger Transport Executive Group to pay tribute to Barbara Castle's many achievements in public life, and in particular they marked the fortieth anniversary of her groundbreaking 1968 Transport Act. Among other things the Act created strategic transport authorities for Britain's largest city regions. These Passenger Transport Authorities and Executives have since invested billions in improving public transport.

BILLERICAY STATION TAKES PRIDE AS PARTNERS CLEAN-UP!

National Express East Anglia's Billericay station has been given a spruce up thanks to the efforts of National Express East Anglia staff, industry partners such as Network Rail and Railscape and volunteers from the local community.

On Friday 12 September, staff and volunteers gave up their free time and worked together to help give the station a little extra TLC. Throughout the day a broad range of work was undertaken including clearing, cleaning and painting. The shelter, booking hall, fencing, seating, lift, stairs, poster frames and Perspex, car park and cycle rack area all received special attention.

The work undertaken has given the station a fresh, brighter look, making it a more welcoming environment for all who will visit it. It has given staff and visitors a new pride in the station area.

Clive Morris, National Express East Anglia Route Director commented:

'Providing a welcoming environment at our stations is extremely important and by working together we achieved a great deal on the day. The station has been refreshed; it is now cleaner and tidier and reflects all of the efforts put in by the volunteers and staff.'

Directors and additional staff from National Express East Anglia's HQ joined the local management team to help undertake the work. The full list of industry partners who took part in the volunteer day were: Network Rail, Railscape, National Car Parks (NCP), Ultimate Industrial Cleaning (UIC), UK Fire Consultants Ltd, MH Security and Aviserv. UK Fire Consultants Ltd also kindly provided refreshments and lunch for all of the volunteers.



Special train raises more than £7000 for children's charity

At the end of July East Midlands Trains ran a special train to Scarborough to celebrate the last of the 'Paxman Valenta' high speed train engines in use on its route. Proceeds from the day are to be donated to The Railway Children Charity. Money was raised not just through tickets sales but also by the company auctioning a ride in the driver's cab, selling the 'headboard' from the service on eBay and by donations received from passengers and staff on the day. The final total can now be revealed as £7630.93.

Darren Ward, Head of Operations Strategy & Implementation for East Midlands Trains, who was instrumental in making this charity event happen said "What started as a service to Scarborough to mark the end of an era for our company has turned into an event that has raised a huge amount of money for a very worthy cause close to all our hearts in the rail industry. We couldn't be happier about that."

International standard awarded to 'green' train company

First TransPennine Express has been recognised for its commitment to the environment. First TransPennine Express (FTPE) has achieved certification to ISO 14001, an international standard which is awarded to companies who demonstrate they care about the environment and act on it.

FTPE is the first train operating company outside of London to achieve this certification for all sections of the business.

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

A plan to meet the increasing demand for rail in the Yorkshire and Humber region has been unveiled as Network Rail launched its consultation on a far-reaching strategy to boost services for passengers and freight users throughout the region. Covering routes such as Leeds to Bradford, York and Hull to Leeds and Manchester, and Sheffield to Manchester as well as important freight routes to the ports, the Yorkshire and Humber route utilisation strategy (RUS): draft for consultation outlines how Network Rail proposes to deliver a network capable of coping with the predicted growth in rail use over the next ten years.

Under the proposed strategy rail users could expect additional services, longer trains with more seats, as well as quicker journey times and better connections. The plan also includes options to carry out station upgrades such as building new platforms, and improving track layouts to increase capacity and reduce delays. Freight routes in the region will also benefit through gauge enhancement schemes to allow bigger containers to be carried, providing a boost to the ports and terminals they serve.

Demand for rail commuting into important economic centres such as Leeds, Sheffield and Manchester, and freight services has grown considerably in recent years. The plan identifies what schemes and options need to be developed to help ease the pinch-points and improve rail services for passengers and freight users.

David Pape, route director for Network Rail said: "The growth in demand for rail throughout the Yorkshire and Humber region is excellent news for the industry, but this success brings us more challenges as we work to deliver a rail service passengers and freight users expect and demand.

"The publication of this draft strategy to meet these challenges marks the start of our consultation. The feedback we get will play an important role in shaping the future of the railway throughout the region."

The consultation will last 12 weeks and, following consideration of any comments, the final document will be published in spring next year.

The options to address capacity and capability requirements being considered as part of the consultation include:

2009 – 2014

- Trains will be lengthened and additional shuttle services will be provided at peak times on key commuter routes to relieve overcrowding
- Additional turnback facilities at a number of locations
- Journey time improvements between Leeds and Manchester
- Platform lengthening schemes on a number of lines
- New southern entrance for Leeds station and additional platforms
- Gauge enhancement schemes for freight services on some key arteries

2014-2019

- Continued train lengthening to manage ongoing peak time demand increases
- Leeds – Manchester journey time to be cut down to 43 minutes on the quickest services
- A 'standard hour' service of three trains per-hour between Sheffield and Manchester
- Improved journey times between Leeds and Sheffield via Barnsley
- Capacity enhancements between Leeds – Manchester (via Diggle), Gilberdyke - Hull, Wrawby Junction – Brocklesby and Sheffield - Manchester for additional passenger and freight trains
- New generation of trains to replace the existing Pacer and Sprinter fleet across the region, supplementing the new intercity fleet serving the East Coast main line to London, York, Leeds and Scotland.
- Improved track layout at Sheffield, and Doncaster to increase capacity and reduce delays
- Gauge enhancement schemes on further key freight arteries



Scotrail launches new Saltire livery

By Jonathan McGurk



Today, 22nd September 2008 was the official launch of the new Transport Scotland blue and white Saltire livery. The first unit to see the new colours which was the unit at the launch at Glasgow Queen Street High Level station was Class 170 434 Turbostar. The set came into platform 5 at Glasgow Queen Street High Level station at around 09.45 E.C.S. (Empty Coaching Stock) from Shields T.M.D. where the vinyls to the set were applied. The repaint took place a week or so before today at Haymarket depot. There was a lot of publicity at the station during the launch and a male bagpiper providing good sounds of the Scottish bagpipes. I was running late and did not arrive until the back of 10 O'Clock when crowds to see the launch died down a little. Class 170 434 made the 10.45 Glasgow Queen Street High Level - Edinburgh Waverley service out of Glasgow Queen Street High Level station and ran as a normal passenger



train from then on. I got a few photographs of the set from when I arrived at the station in the morning and later on when the set came back into the station to tie up to another unit to make the 15.45 Glasgow Queen Street High Level - Edinburgh Waverley evening rush hour service. Eventually the whole entire Scottish train fleet will be painted into the new Transport Scotland blue and white Saltire livery as well as all of the train stations within the Scottish railway network. The purpose and reason for the repaint of both the trains and the train stations is to save public confusion to passengers as to who is running the Scottish railway network and the Government think this is a good way of letting members of the public know.



Photos are of Class 170 434 at Glasgow Queen Street High Level station looking quite smart in the new Transport Scotland blue and white Saltire livery. The unit was working between Glasgow Queen Street High Level and Edinburgh Waverley.



£250k INVESTMENT IMPROVING CUSTOMER SERVICE AT BUSY LONDON LIVERPOOL STREET

National Express East Anglia is making improvements to the ticket office at London Liverpool Street station as part of a £250k investment programme. Work has begun to enhance the environment for customers through the provision of a series of improvements including:

New open-style ticket counters with new displays making it easier for customers to see which desk to use, the new design will include an adjustable height-counter for those using wheelchairs or disability scooters.

Hearing induction loops will be installed at every ticket desk.

A new heating system, new lighting and flooring is being installed .

The entire area will also be redecorated to create a more welcoming environment for visitors.

Work has already been completed on the first three new-style ticket desks and feedback from customers has been positive with the changes warmly welcomed by employees at the ticket office.

Paul Barnfield, National Express East Anglia's London Terminals Manager commented:

'The refurbished ticket office area at London Liverpool Street station will result in significant improvements to the service we can provide for our customers, as well as a better working environment for our staff who handle thousands of enquiries and ticket transactions each day at one of the busiest stations in Europe. It will be a brighter, more inviting area with an improved level of customer service.'

This is the latest in a series of improvements which have been made at London Liverpool Street station in recent months. Earlier this summer National Express East Anglia introduced a new team of 'Welcome Hosts' to greet passengers and provide additional help and information.

'Welcome to the Team' information boards are on display to inform customers who does what at the station, making it easier for passengers to direct enquiries and comments to the appropriate person.



First GBRf names Class 66 locomotive 'Chinook'

Rail freight's biggest British-owned haulier and Royal Air Force squadrons from RAF Odiham came together on Tuesday 2 September to officially name a First GBRf Class 66 locomotive 'Chinook'.

Station Commander at RAF Odiham, Group Captain Andy Turner OBE, and the rest of his crew flew a Chinook into the depot to begin the proceedings. As the aircraft approached the landing site the crowd were treated to a short demonstration of the helicopter's capability.

Following the arrival of the aircraft, Group Captain Turner and John Smith, Managing Director of First GBRf, unveiled the name plaque on loco 66 723 at the ceremony at Wellingborough depot in Northamptonshire.



John Smith said: "It's a real pleasure for me to be able to perform this naming ceremony. We owe a huge debt of gratitude to the brave service men and women who serve in areas of conflict like Afghanistan and at First GBRf we wanted to demonstrate our respect for their outstanding commitment and professionalism by naming a loco in their honour."

Station Commander, Group Captain Andy Turner said: "We are delighted that First GBRf have decided to name their loco 'Chinook'. It is an appropriate name as the aircraft is synonymous with heavy lifting and freight movement and it is fantastic to be recognised for what we do in Afghanistan." Also in attendance at the event were aircrew from No 7,18 and 27 Squadrons of the RAF, who are responsible for flying Chinook helicopters, as well as First GBRf employees.

The naming ceremony cements an ongoing partnership between the two very British organisations. In June First GBRf invited 30 families of officers currently serving at RAF Odiham onboard a restored Class 201 Hastings Diesel Unit, which travelled from Sussex for a specially organised day trip at the seaside in Bournemouth.

The freight haulier has also offered its support to the airbase in Hampshire by becoming the station's official sports sponsor. In a few weeks time all of Odiham's training kits will be emblazoned with the distinctive First GBRf logo, including football, hockey, rugby, swimming clay pigeon shooting and netball. As well as operating duties in Afghanistan RAF Odiham perform a number of other duties using the Chinook helicopter.

Locomotive 66 723 was one of five new Class 66s locomotives which arrived in April to help First GBRf's expand its position as the biggest British owned rail freight haulier in operation. Photos: © GBRf



First GBRf on the move again: New contract to shift Class 321s for Wabtec

First GBRf has won a three-year contract with Wabtec Rail for the provision of drivers to transport railway vehicles to and from Doncaster for refurbishment.

Under the terms of the new deal First GBRf will be responsible for the movement of 114 class 321 units, currently operated by London Midland and National Express East Anglia. The new contract will run from October 2008 to June 2011, and follows a successful initial move in July.

The units, which are leased from HSBC Rail, will be moved from depots in Ilford and Northampton to Wabtec's Doncaster Works where they will undergo time base overhaul and repaint plus refresh work to be finalized in due course.

During the contract period it is expected that some of the units will be transferred to First Capital Connect meaning the possibility of additional movements to and from their depot at Hornsey.

Phil Amos, Business Development Manager, First GBRf said: "We are delighted to have won such a large scale movements contract that demonstrates again First GBRf's reputation to deliver a flexible and reliable service tailored to the requirements of the Rail Services market."

Barry Horton, Project Manager Wabtec Rail commented: "Wabtec Rail are delighted to award this contract to First GBRf, it is the largest contract of this type we have ever placed. It is testimony to First GBRf that we were confident of their abilities to deliver this demanding project on time and within budget. We look forward to working with First GBRf on similar projects in the future"

The first of its kind: Freightliner Group Ltd and GE Transportation have launched images of the new 'PowerHaul™' locomotive

Freightliner Group Ltd and GE Transportation have launched images of the new 'PowerHaul™' locomotive being developed for the UK market at the InnoTrans show in Berlin. 30 of these locomotives were ordered by Freightliner last year and the first are due to be delivered in late 2009. GE unveiled a PowerHaul™ engine and model of the locomotive at the show.

"The project is on track to deliver increased hauling capacity and a significant improvement in fuel economy and we are extremely pleased with the development to date of these locomotives," commented Tim Shakerley, Engineering Director, Freightliner Group Ltd.

Freightliner is the launch customer and has helped to shape the specification of features for the new locomotive in partnership with GE. The design is configured to minimise carbon emissions per tonne moved through the application of new technology engines and control systems, as well as meeting the latest, and future standards for structural design and protection in the event of a crash.

Added Shakerley: "The new locomotive will enable us to haul greater payloads and increase our fuel efficiencies, improving our carbon footprint and service offering to our customers.

"Packaging all of the new technology including AC traction, dynamic brake, air conditioned cabs, into a locomotive that is compliant to UK clearance gauge and axle weight has been a challenge, but the design team has been uncompromising in delivering these objectives with a delivery date towards the end of 2009.

"Freightliner is committed to increasing the amount of freight by rail, currently removing up 70 lorries of the UK roads with each Intermodal service we operate. The introduction of these locomotives will enable us to remove even more vehicles from the UK's already congested roads. This is the largest order of locomotives that Freightliner has made to date, which demonstrates its ongoing commitment to investment within the rail freight industry. Locomotives are a 30 year asset and development of new technology is essential to continue to support the increasing demand for Freightliner's efficient, reliable and innovative rail freight services, whilst at the same time improving the environmental impact of freight transport."

The GE locos will complement Freightliner's existing fleet of more than 160 locos and 3000 wagons. They have not been assigned to a particular Freightliner business at this time, but will be used to increase tonnages hauled on specific routes where there are capacity constraints.



AWARD FOR OUTSTANDING LONDON MIDLAND FLEET IMPROVEMENT

The engineering team behind massive improvements to the performance of London Midland's Class 323 fleet has been recognised with an award. Fleet performance has improved by 66% since August 2005 and the team leader, depot manager Rob Watts, was honoured for 'outstanding leadership' at a Gold Awards ceremony for London Midland staff.

Steve Banaghan, managing director of London Midland said: "Rob has led a small but dedicated team from the front, regularly attending the depot at nights and outside of working hours to ensure that everything remain on course.

"He also ensures that the trains are cleaned to the highest standards and that the service is provided safely. Current levels of reliability are well beyond any level that was considered feasible even a year ago."

Bombardier Receives Order from DSB in Denmark for the Delivery of 10 Three-car Contessa Trains

The new trains are based on proven Bombardier design for high-level reliability and comfort. Bombardier Transportation has received an order from the Danish State Railways (DSB) for the delivery of 10 three-car Contessa trains, valued at approximately 82 million euros (\$118 million US), with a foreseeable option of 30 additional trains.

The trains, which can reach a maximum speed of 180 km/h, are capable of crossing the bridge between Denmark and Sweden despite the different rail infrastructures used in both countries. The trains automatically shift signalling and power systems when crossing the border thanks to a sophisticated dual system integrated into the vehicles. Other features of the inter-regional train include a middle-car design with low floors, and entrances giving access to disabled passengers and passengers carrying heavy luggage, for example.

Since the start of operation in July 2000, the Contessa trains, crossing the bridge between Sweden and Denmark, have become a vital part of the everyday life for thousands of commuters and are one of the key factors behind the successful integration of the prosperous Öresund region. It also links the entire southern part of Sweden to Denmark and the rest of Europe.

"I am very happy that our subsidiary, DSBFirst, will now be able to offer our many daily customers an even better service with the purchase of more Öresund trains. Previously, we have been the victims of our own success, so to speak. The massive growth in passenger numbers across the Öresund has occasionally led to an insufficient number of seats during peak hour. Consequently, some of our customers have had to remain standing on their way to or from work. With these additional 10 train sets, we aim to increase the satisfaction of our customers in the future", said DSB's Chief Executive Officer, Søren Eriksen.

The trains will be leased by the National Rail Authority, which will, in turn, make the trains available for DSBFirst, when the company takes over the Öresund services as of 11 January 2009.



Siemens and Bombardier to Deliver 121 Double-deck Intermediate Coaches to Swiss Federal Railways (SBB)

The consortium, Siemens Transportation Systems and Bombardier Transportation has received an order from the Swiss Federal Railways (Schweizerische Bundesbahnen SBB) for the supply of 121 low-floor intermediate double-deck coaches, of which 113 will be delivered to the SBB and 8 to the Sihltal Zürich Uetliberg Bahn (SZU). The contract is valued at approximately 189 million euros (\$277 million US), with a foreseeable option of 40 additional coaches. Siemens' share amounts to up to 122 million euros (\$179 million US) and Bombardier's share amounts to up to 67 million euros (\$98 million US). Deliveries are scheduled between mid October 2010 and March 2016.

The carbody will be manufactured by Siemens in Vienna, Austria while Bombardier's site in Villeneuve (VD) will be responsible for the final assembly and commissioning, which will be carried out with support from the Bombardier site in Zurich-Oerlikon.

The double-deck coaches have been designed to meet the challenging requirements of offering maximum capacity and optimized arrangements for the handicapped, while maintaining the highest level of passenger comfort for commuter and regional traffic. Easy access is made possible by the low-floor entries, while the vestibules and corridors are designed to optimize passenger flow. The coaches are also equipped with the latest handicapped toilets.

Additional features include a cantilever seating system (unattached to the floor) that creates both additional floor-space for increased comfort and safety and also facilitates cleaning and maintenance. The coaches will feature state-of-the-art air-conditioning and a modern passenger information system.

Oyster pay as you go now accepted at all First Great Western stations in London

Thousands of passengers using First Great Western services within London are now able to enjoy the greater convenience and speed of Oyster pay as you go at stations from West Drayton and Greenford into Paddington.

Zonal fares the equivalent of those on the Tube will apply for journeys from these stations.

This follows the announcement in May by Mayor of London, Boris Johnson, of the deal between Transport for London and First Great Western to extend Oyster pay as you go to all its London stations.

This means that Oyster pay as you go is now accepted on First Great Western services into Paddington from West Drayton, Hayes & Harlington, Southall, Hanwell, West Ealing, Acton Main Line, South Greenford, Castle Bar Park and Drayton Green.

BIGGEST EVER STATION ADVERT SIGNALS SUPPORT FOR CHARITY

Network Rail has unveiled the largest advertising billboard ever installed at its managed stations - free of charge. The advertisement for the company's charity of choice, NSPCC, is six-times bigger than a regular 48-sheet billboard. It is also as wide as the length of two London buses, a train carriage or a cricket wicket. The advertisement will be in place on the main concourse at London Bridge station for at least one month.

The record breaking advertisement is around 19m long and almost 6m tall. It spells out the word 'happiness' with pictures of life-size children sitting on each letter, which are up to 2m tall.

Jerry Swift, head of corporate social responsibility for Network Rail commented on how this project got the green light: "We are always looking at new ways in which we can support our charity of choice. We identified that with London Bridge under redevelopment, that there were opportunities to use a great advertising space that wasn't being used commercially. And rather than just do a normal ad, we thought we'd go one better and create the biggest advertising hoarding we've ever done at our stations. That way we can shout louder than we ever have about our support for NSPCC, which does fantastic work to help children and their families all over the UK. We're really proud to be able to support NSPCC in getting its message out to the millions of people who travel through London Bridge station each day." John Grounds, NSPCC director of communications, says: "Thanks to Network Rail, this is a unique opportunity for us to tell millions of passengers that the NSPCC's work changes children's lives for the better, every day. Our hope is that this 'happiness' message will inspire people to take a moment out of their journey, and support us to end cruelty for even more children."



Virgin Trains boards the Stagecoach

Virgin Trains has enlisted the help of Stagecoach to enable it to brief its staff on the changes being made as part of the new West Coast timetable in December.

Stagecoach has provided one of its express coaches from its West Scotland business to enable Virgin Trains to reach staff at all its locations. The coach will visit all Virgin Trains stations and depots during September and October, travelling the length of the West Coast Main Line between London and Glasgow/Edinburgh. The coach has had some of its seats taken out to create an exhibition and informal seating area. Virgin Trains project manager for the scheme Steven Knight said: "We want to reach all our staff at both major depots and intermediate stations along our route. The coach allows us to get to all locations and also acts as a focal point. Our Directors and senior managers will be in attendance and the Roadshows will give our people an ideal opportunity to ask whatever questions they want and address any concerns they have around the changes that will be taking place when the timetable changes in December. "We are grateful to Stagecoach, a shareholder in Virgin Trains, for making a vehicle available to us." Les Warneford, Managing Director, Stagecoach UK Bus, said: "We are delighted to work to support Virgin Trains on this project. We know how important the new West Coast timetable is to Virgin Trains and its passengers, and we hope the vehicle will help ensure they reach as many of their people across their rail franchise as possible."

Great Day Out at Heaton

Over 1800 people took the opportunity to see what goes on behind the gates at Heaton Depot at its recent Community Open Day, and raised £3500 for charity in the process.

Heaton, Newcastle upon Tyne is one of three main depots for the UK's largest train operator.

Northern has a fleet of over 250 trains, which operate 2,500 services every weekday.

The Lord Mayor of Newcastle officially opened the event where visitors had the opportunity to tour the depot to find out just what it takes to maintain such a diverse fleet of trains.

There was something to keep everyone entertained with a display of trains which have featured at Heaton Depot since 1938 including A4 Pacifics 'Sir

Nigel Gresley' and 'Union of South Africa'; Deltics 'Royal Highland Fusilier and 'Royal Scots Grey' and modern day examples from Northern Rail, National Express East Coast and Grand Central. Netherlands Railways Roaring Railroad Orchestra and Chillingham Road Community Band provided live music. Children were entertained with face painting and martial arts displays. There was a wide range of stalls from railway memorabilia to local scouts and Stepney Bank stables. A Class 08 shunting engine was named Lybert Dickinson, after a former employee of the depot.

Gary Tremble, District Maintenance Manager North, Northern Rail said: "Our depot has been an important part of the local community over the last century. We're delighted so many of our neighbours and friends from further afield have taken the opportunity to come and see what happens here. With their help we have raised £3500 for Railway Children and local charities."

Photo: Roger Barker with the Lord Mayor of Newcastle on Sir Nigel_Gresley



THOUSANDS SHARE THE VISION FOR READING RAILWAY

More than a thousand people saw the future of the railway at Reading as they joined Network Rail at its roadshow, which unveiled plans to provide a better station and more trains for passengers. Visitors learnt about the scheme's benefits and shared their thoughts directly with Network Rail's managers who lead the scheme. Network Rail is now reviewing the response from the exhibitions, which have been overwhelmingly positive and encourage those who have not yet commented to do so.

Rupert Walker, project director, Network Rail says, "We really appreciate the public for coming along to share their thoughts. This roadshow has been a huge success. Our next big task is to review the feedback you have given us and use it to fine-tune our plans and get on with the job."

Developing the project will be a joint effort between Network Rail, First Great Western and Reading Borough Council. They will be working closely to deliver a cohesive plan that will bring benefits to passengers and people in Reading over the next eight years and beyond.

By 2010: - More reliable services with modernised signalling control at Thames Valley signalling centre

By 2012: - Five new platforms and three platform extensions to improve capacity at station
- A new northern entrance to the station, linking Reading town centre and river Thames

By 2014: - Fewer delays and more trains with more tracks and an elevated railway
- Wider Cow Lane Bridges with two carriageways with a new cycle way and pavement for cyclists and pedestrians.



Gröna Tåget Pushes the Swedish Speed Record to New Heights in Very High Speed, Reaching 303 km/h

On the 14th September, a new Swedish speed record was set at 303 km/h by the Gröna Tåget (Green Train), a BOMBARDIER REGINA train. This is a major milestone for the REGINA platform, which, during regular traffic in Sweden, currently operates at a maximum speed of 200 km/h. The tests conducted, confirm that the REGINA vehicles, with more than 1200 cars sold to Sweden and China, are, in fact, capable of speeds up to 303 km/h on regular tracks.

This speed record was set on the line between Töreboda and Skövde, in the southern part of Sweden, with train drivers from SJ AB, one of the partners in the Swedish rail sector development project, Green Train. The project is aimed at promoting the attractiveness of rail transportation and central to this, is increasing top speeds on Swedish rail tracks.

Special attention was given to the bogies, which are "track-friendly" (unique passive self-steering). The benefits of these track-friendly bogies are increased running stability, lower track forces and less wheel-rail wear on curved tracks. The train is equipped with active lateral suspension for better passenger comfort and wider carriages to enable more passenger seating if required. The speed record further reinforces Bombardier's capabilities in the very high speed sector, in conjunction with the additional benefits to train performance delivered by the BOMBARDIER ECO4 concept, optimizing Energy, Efficiency, Economy and Ecology.

There are two ECO4 products operating on the Green Train:

The BOMBARDIER MITRAC Permanent Magnet Motor, is a second generation PM motor for selected applications. Designed for improved overall vehicle optimization, increased energy efficiency and reduced volume and weight, the technology enables enhanced total efficiency, resulting in fewer environmental impacts, lower operating costs and higher speeds.

The BOMBARDIER EBI Drive 50 Driver Assistance System can save up to 15 per cent of traction energy by assisting the driver with information on speed and traction force.

The Green Train has been constructed to operate under the often harsh climatic conditions in the Nordic countries. It has been remodelled, achieving improved performance in terms of running at higher speeds with heightened safety and low track impact.



Pictures with a Different View





Top Left: A long exposure photograph of Class 43 084 (leading) and Class 43 068 (at the rear) departing London Kings Cross station while working the 21.25 London Kings Cross - Ferme Park Grand Central E.C.S. move on the 9th September.

Jonathan McGurk

Bottom Left: A close up photograph of the many luggage trolleys next to the Eurostar terminal at London St. Pancras station.

Jonathan McGurk

Below: A night shot of a 1st Class compartment on the Severn Valley Railway.

Andy



Preserved Railways



The Autumn Steam Gala at the Severn Valley Railway is always a crowd puller, especially for its "All Night" running. In the daylight, this is 3440 passing the Engine House at Highley on the 20th Sept. [Richard Hargreaves](#)



More from the Severn Valley Steam Gala

Top Left: 7812 wearing the "Cambrian Coast Express" headboard leaves Bewdley with a service for Kidderminster.

Bottom Left: 9017 arrives at Bewdley with the local train to Kidderminster.

Above: In the early hours of Sunday morning, 5526 waits between turns.

Below: 9017 and 3440 are seen on Bridgenorth Shed prior to working the morning trains.

All: Richard Hargreaves





Left: Here is a shot taken at the recent Rushden Historical Transport Society Model Weekend on September 13th. Class 31 206 was used to give brake van rides during the day.
Steve Madden

cfps
class 40 preservation society

On Saturday January 3rd 2009, Class 40 145, with the backing of The East Lancashire Railway Management is now scheduled to haul a Charter Train off The ELR to EDINBURGH.

Starting at Rawtenstall at approx 06.00 hrs, The train will pick up at Ramsbottom, Bury and Heywood stations on The ELR. The intention is then to pick up at Rochdale, Oldham and Manchester Victoria Stations on The Main Line Rail Network.

The train named "The East Lancs Ambassador" will then run via The West Coast Main Line direct to Edinburgh for what is planned to be a minimum of 3 hours break. The train will return via the same route as the outward journey. NO Cumbrian Coast or S & C meander on route, JUST a STRAIGHT BLAST up SHAP and BEATTOCK !!!.....and WERNETH Incline on the RETURN ! Train will be 12 coaches which will include a genny van. IT IS ALSO INTENDED that this will be DOUBLE HEADED Class 40s FROM Rawtenstall to HEYWOOD. We hope to get Class 50 015 to haul the ecs from Bury to Rawtenstall, partly to pre heat the train and partly to enable the 40s to be on the rear up to Rawtenstall. SEAT PRICES WILL BE :-

FIRST CLASS: ADULT £ 83.00..... CHILD £ 55.00....

STANDARD CLASS: ADULT £ 57.00CHILD £ 38.00

PLEASE NOTE WE WILL BE OFFERING A 5 % DISCOUNT FOR BOOKINGS RECEIVED BY OCTOBER 31st.

PLEASE ALSO NOTE, WE WILL BE CHARGING A 10% MARK UP FOR ON THE DAY BOOKINGS IN THE UNLIKELY EVENT OF ANY SEATS BEING AVAILABLE.

WE ARE MISSING OUT ON A CHRISTMAS CRACKER BUT PLEASE GET YOUR BOOKINGS IN PROMPT TO ENSURE WE CAN ALL LOOK FORWARD TO A NEW YEAR PARTY INSTEAD on JANUARY 3rd 2009.



On Sunday 14th Sept the Metropolitan line ran a Special Heritage service.
Top Left: 12 "Sarah Siddons" leads the 11.09 Harrow on the Hill - Amersham vintage train working approaching Moor Park.
Bottom Left: 12 "Sarah Siddons" on the rear of the 11.58 Amersham - Harrow on the Hill at Chorleywood.
Above: Train 747 formed of the 1938 heritage set works the 10.24 Harrow on the Hill - Watford at Moor Park.
Below: Another shot of Train 747 at Moor Park. *All: Derek Elston*





At the STATFOLD BARN Narrow Gauge railway on the 20th September were these delightful engines.

Top Left: A green diesel shunter, waits its next turn.

Bottom Left:
JERRY.M + STATFOLD

Top Right:
SRAGI No1

Bottom Right:
PAKIS BARU No1

All: Peter Cheshire





The Battlefield Autumn Diesel Gala was held on the 13th/14th September.

Top Left: Visitor to the line was Class 20 166 "River Fowey".
Bottom Left: Slug CLASS 37 905 did what it does best at the gala, failed!
Above: Class 31 130 hides behind the bushes at Shackerstone.

All: Class47



More excellent galas in September.

Above: Class 47 635 arrived at Peak Rail from Swanage and is seen here passing Darley Dale on the 21st Sept.

Right: Class 37 314 passes Woodthorpe on the Great Central Railway 14th Sept.

Both: Ian Furness





C58LG
CLASS 58
LOCOMOTIVE
GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving at least one of these fine machines. As this day draws ever nearer, we invite YOU to join us. Membership costs just £10 per year and in return, you will receive quarterly copies of our in-house magazine *Red Diamond* as well as invitations to Group activities. Thank you for your support!

For more information on the Class 58 Locomotive Group, please write to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW, e-mail c58lg@c58lg.co.uk or visit our website at www.c58lg.co.uk where an online membership application form can be found.

The Wensleydale Railway also held a diesel gala in September and an attraction for the Class 47 follower was the chance to ride behind two ex Fragonset beasts.
Top Left: Class 47 703 is seen at Leyburn on the 20th Sept.
Above: Class 47 715 is seen at Harmby on the same day.
Both: Ian Furness



Your opportunity to share new steam locomotive 60163 Tornado's "Mile a Minute" moment

The A1 Steam Locomotive Trust, the registered charity that has built the first new main line steam locomotive in Britain for almost 50 years, has announced a unique opportunity to join in the celebration of 60163 Tornado's progression from a dream to a fully-fledged main line engine. The Trust is offering the unique opportunity to be part of the sponsorship of the moment when Tornado achieves the iconic speed of 60 miles per hour - a "Mile a Minute". With a donation of £25 you can have your name - or the name of a loved one or friend - on a certificate that will record the moment when Tornado first travelled at a "Mile a Minute".

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

"Thanks to the vision and determination of our supporters, Tornado is complete and has already hauled test trains on the Great Central Railway (GCR). All that now remains between Tornado and main line operations is the successful completion of her test and trials programme, first on the GCR and then on Network Rail. A critical part of that programme is the first time that Tornado reaches 60mph or a Mile a Minute on the GCR."

The project to build a new Peppercorn class A1 was launched in 1990 and after 18 years of planning, construction and fundraising 60163 Tornado made her first public moves in steam on Friday 1st August in front of the world's press. Following the successful completion of her initial test runs at Darlington, Tornado is now undergoing further tests and trials on the GCR in Loughborough, Britain's only double track, main line heritage railway, where she will be tested at speeds of up to 60mph in preparation for her Network Rail debut in the autumn.

Tornado will spend the next two months based on the GCR. On 21st September Tornado will pull her first passenger trains, initially for our supporters who have helped to finance her construction. Thereafter trains will be open for everyone, for three weekends until the middle of October.

Mark Allatt concluded:

"We are all absolutely delighted with Tornado's faultless performance to-date. It is down to our more than 2,000 regular monthly and other donors, our sponsors lead by William Cook Cast Products Limited and the hard work of our volunteers and contractors that we have got this far. In order to get Tornado onto the main line as the Trust still needs to raise a further £66,000 on top of its existing pledges. We are now looking to railway enthusiasts throughout the country to help us through making a donation, sponsoring a component or the "Mile a Minute" moment, taking part in our covenant scheme and/or our bond issue. It's time to get on board!"

NELSON MAKES IT FOUR BIG NAMES FOR STEAM RAILWAY GALA



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

The NRM engine is now staying at GCR into October, SR 'LN' Class no.850 "Lord Nelson" has been added to the impressive locomotive roster at the Great Central Railway's Steam Railway gala. (10th, 11th and 12th of October) The addition comes after the NRM confirmed to the GCR the engine could stay in Leicestershire for another few weeks. It is already at the line for testing and trials. It lines up alongside LMS Jubilee class, no. 5690, "Leander" will join BR standard 7, Britannia class no 70013, "Oliver Cromwell" and Britain's brand new main line locomotive, Peppercorn A1, no 60163 "Tornado".

Bill Ford, president of the Great Central Railway said, "This is a truly one off, extraordinary line up of motive power. We've never presented a show like this before. It's taken months of quiet negotiation to bring these four big names together and we are very grateful to all the locomotive owners, and particularly now the National Railway Museum for helping to make it possible. Fingers crossed for an exciting and successful event."



During September, Locomotion at Shildon held a steam gala.

Above: The huge size of 71000 "Duke of Gloucester" is seen in this splendid evening shot.

Left: Furness Number 20 seen on the Friday "Night Shoot".

Right: Bellerophon is seen on the 21st Sept at the gala.

All: Alan Usher





Left: On Saturday 27th, Class 73 210 had its first passenger runs on the Mid Norfolk Railway, having arrived there for its new permanent home. Still looking great in its InterCity livery, 73 210 (with 73136) is seen leaving the Wymondham abbey run round loop on 1J06 (14.00 Wymondham Abbey to Dereham).

Mark Wallace

Bottom Left:
At the Boness and Kinneil gala on Saturday 27th Sept was visiting Virgin Trains Class 57 311.

George McFarlane

Bottom Right:
Looking excellent at Boness the same day following a bit of a spruce up was Class 37 175.

George McFarlane





Above: Kreigslok 528177-9 pausing at Potsdam with a raitour from Berlin to Aschersleben.
Nathan Rodgers



Top Right: SNCF veteran electric loco 16667 is seen at Selestat on the 19th August.
Brian Battersby



Bottom Right: SNCF 16499 arrives at Strasbourg on 19th August.
Brian Battersby

The Septemvri - Dobrinište Narrow Gauge Railway, Bulgaria.

This 760mm gauge railway runs from Septemvri, a station on the main Sofia-Plovdiv-Istanbul railway, through the Rhodope mountains to Dobrinište, 124kms away to the south west. It dates from the 1920's and is now the only public narrow gauge railway in the country.

The only Depot on the line is at Septemvri. There is fueling point and a large maintenance shed where the locos are overhauled. There are numerous locos stored on the Depot and I was told that they are in the process of cutting a number of them up for scrap.

There is only one Platform at Septemvri, and on arriving at the buffer stops the resident Class 81 Loco releases the Loco, so that it can run to the Depot for re-fueling. The Platform is accessed by an underpass, but having used it, It would be much safer to walk across the tracks from the main line station instead.

After departure from Septemvri the train is almost immediately into open countryside and runs alongside the main road. The line then enters the gorge of the Cepina river, a highly scenic stretch, and the climbing starts in earnest. The line twists and turns through the gorge for some miles. The line crosses the river, makes a 180 degree turn and heads off along a side valley, eventually reaching the large spa town of Velingrad. The Railway climbs through the Mountain and soon heads away from the main road for some distance.

Until the line reaches a summit at Avramovo station, 1267 metres above sea level and the highest station in Bulgaria. The climb here and the descent beyond involve spirals and numerous tunnels. The line passes Razlog, the site of a large paper factory which used to provide the railway with much freight traffic and Bansko, now a rapidly developing tourist resort, before reaching the terminus at Dobrinište.

There are four daily passenger trains covering the whole route and an additional train as far as Velingrad. Most trains are worked either by the Class 75 Bo-Bo diesel hydraulics, ten of which were built by Henschel for the line in 1965 or by the Class 77, mechanically similar but with a less stylish bodies, built by Faur at the 23rd August works in Romania in 1988. Originally there were ten 77's but five were sold to the RFIRT line at Rio Gallegos in Argentina in 1996 to replace the Mitsubishi 2-8-2's there. There are also a few of the Class 76, generally similar to the 77's and built in 1977 for the Cerven Brjag - Oriahovo railway, another 760mm gauge line which closed in 2002, the 81 class, Russian TY-7 class locos are used for shunting..

There is currently no freight traffic although there are numerous wagons stabled along the whole line. It was obviously a busy route in its heyday.

The line is pretty run down in places with the stations outside the main towns being no more than halts with poor quality shelters.



Railtalk Contributor Steve Madden has been busy in Bulgaria this month. Some excellent shots here, we thought we'd show you a larger selection than normal, and some very colourful liveries.

There appears to be a couple of old favourites lurking in there as well.

Steve Madden





Above: A pair of Class 56s stand on Crewe Diesel Depot on the 7th July 2001.

Class47

Below: On 8th August 1965, I was visiting the Isle of Wight. Railway closure of the Ryde to Cowes line had been announced and therefore, a rather sad, neglected O2 - W29 ALVERSTONE arrives at Cowes. The line from Ryde (Smallbrook Junction) was opened to Cowes on 1st June 1862 and closed to all passenger traffic as from 21st February 1966. In spite of local objections, the government of that period were unwilling to spend money on any upgrading of the line and the Class 02 locomotives were running on "borrowed time".

David Mead





Above: Research liveried Class 31, 97 204 arrives in to Crewe on the 9th January 1989.
Below: West Midlands Class 312 204 departs Crewe with a Birmingham bound service on 22nd Dec 1987.

Top Right: Class 56 100 stabled at Bescot on 29th December 1987.
Bottom Right: Royal Mail unit 55991 is seen at Leeds on 20th October 1988.

All: Peter Cheshire





Class 60 012 is pictured working the 6M11 Washwood Heath - Tunstead passed a sunny Water Orton on the 19th September. [Carl Grocott](#)