

Railtalk Magazine

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Merry Christmas to all our readers

Railtalk Magazine

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Submissions

If you have every wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email: entries@railtalk.net

When do we publish

Railtalk Magazine is published on the last Sunday of each month.

More information can be found by visiting Railtalk forums.
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From the editor...

Welcome to Issue 27 of Railtalk Magazine. Another month when the weather has not favoured the photographers amongst us. Still we have had some snow, and as I write this more is forecast. Maybe the weather is here to set a challenge, to see if we are talented enough to still achieve good results.

As the year draws to a close and with 2009 just round the corner, that can only mean one thing, a new Railtalk calender is available to download. If you are interested in obtaining one, just look at the back page and download, this year its in pdf format, we would love to do a printed version but we're not sure of the numbers required, and we'd hate to run out!! But if enough of you want a printed one, let us know and we'll see what we can do.

November has been another brilliant month for RHTT services across the UK with a wide mixture of traction at the helm. Once the season has finished, it will be a quiet time for many, but it will only be a few months before the plans are finalized for next years season and the wagons are being serviced and prepared.

Hopefully if you enjoy reading the magazine as well as looking at the pictures then you will enjoy reading an article from our latest contributor. We wanted to have a view from an outsider, someone who is not an enthusiast, but can see trains for what they really are, a method of transportation. Have a read anyway, see what you think, and let us know your comments. <http://forums.railtalk.net>

I shall finish my ramblings this month wishing you a very Merry Christmas from not only myself, but from all the Railtalk team, and a happy new year. Lets hope for some long sunny days in 2009.

As always thanks to everyone that has contributed to the magazine this month, in whatever way big or small. A big thank you to you!

Once again many thanks this month to:

Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Peter Cheshire, David Mead, Brian Battersby, Steve Madden, Andrew Flusk, Steve Andrews, Gary S. Smith, John Coleman, David Hollowood, Yorkie, Julian Churchill, Craig Stretten, Martin Hart, James Stoker, Alan Usher, Paolo3 and a big thanks to the Rail UK team for assisting in proof reading.

Andy Patten

Right: This month's creativity corner comes from the editor.

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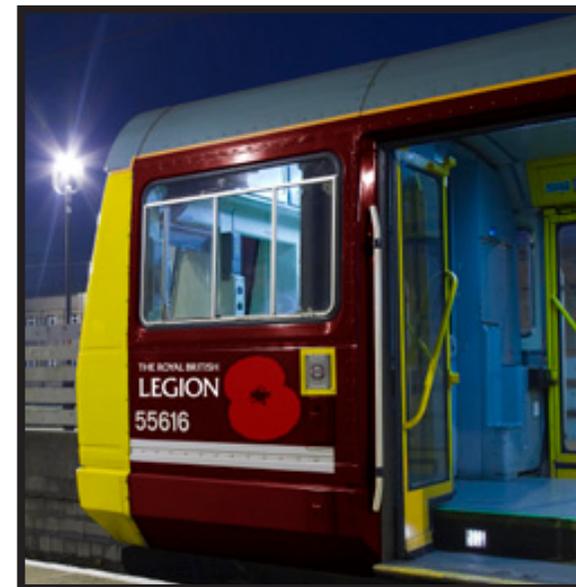
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If you want to receive Railtalk Magazine as soon as it is published, you can subscribe to our mailing list, all you have to do is visit the contact us page on the website, and enter your email address.



Front Cover: Winter, Czech Republic style!
 Class 943 007-5 and 843 008-4 are working
 Smržovka dolní nádraží - Tanvald zastávka
 on the 22nd November.

Paolo3



Charter Scene

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This month's round up of the British charter scene

Welcome to the November 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.

charter.scene@railtalkmagazine.co.uk

What a fantastic month it has been for charters, with Class 37's, 40, 86 and 87 in action plus quite a bit of steam on the main line. As usual the regular Class 47's have also been out as well as Class 67's on the Northern Belle and other tours. So enjoy the best of last month....



Above: On the 15th November Spitfire's "The Capital Whistler" ran from Preston - London King's Cross with Class 40 145. This picture was taken at Huddersfield on the return leg. [Andy](#)



Above: Early on the morning of the 15th November Class 40 145 pauses at Huddesfield whilst working Spitfire's "Capital Whistler" tour from Preston to London Kings Cross. [Class47](#)

Below: Northern Belle shopping trip from York - Kensington Olympia produced a pair of Class 67's on the 8th November. This is 67 025 on arrival at York. [Class47](#)



Above: Further down the East Coast main line Class 40 145 'East Lancashire Railway' passes Marholm, near Peterborough working 1Z55 Preston to Kings Cross on 15th November. [John Coleman](#)





Above: Pathfinders "The Industrious Trader" on the 15th November ran from Reading - Round Oak via various branch lines.
This is shot of Class 37 401 leading 37 417 passed Marston Green

Carl Gocott



Above: On a wet Saturday afternoon, on 15th November, Class 37 401 prepares to take the 1274 Round Oak - Reading off the stub of the old Wellington line at Stafford. 37417 was now at the other end of the train. [Gary S. Smith](#)
Below: Now with 401 on the rear Class 37 417 is pictured passing Tilehill. [Carl Grocott](#)



The other major Class 37 tour this month was Spitfire's festive "Christmas Cracker" from Poole - Blackpool North on the 29th November.
Above: On arrival at foggy Blackpool, West Coast's Class 37 248 and 37 676 await the signal to reverse the stock out of the station. [Richard Hargreaves](#)



Below: Seen on arrival back at Manchester Victoria, now with Class 37 676 leading, the pair are ready to depart back to Poole. [Class47](#)



Above: Class 67 023 leads the last Folkestone Harbour VSOE of 2008 down the 1 in 30 bank that links Folkestone Harbour with Folkestone East Sidings and the mainline. [Craig Stretten](#)



Above: On 22nd November a London Shopping special from Morpeth - London King's Cross produced Cotswold pair Class 47 828 and 47 810 on an assortment of coaches. The pair of duffs are seen here departing York.

Class47



Above: West Coast's Class 47 787 is seen on to the rear of an ECS bound for Chester. This loco and stock would then work the return "The Cheshireman" from Chester to Scarborough. Class 47 854 was on the front.

Class47



Above: Compass Tours "The Festive Shakesperian" ran on the 29th November from Liverpool South Parkway - Stratford-upon-Avon with Riveria's Class 47 805 and 47 815. This is Class 47 815 on the outward journey at Stockport. [Class47](#)



Above: Class 47 805 is seen on the rear of Compass Tours "The Festive Shakesperian" on the 29th November. [Class47](#)

Left: "The Cheshireman" from Scarborough - Chester on the 8th November featured 60007 from Scarborough to Crewe. In this shot the A4 is seen crossing the viaduct at Stockport. [Class47](#)





Left: Seen at York with the return of the GBRF staff excursion to Edinburgh on the 22nd November is Class 86 101.

Andy

Right: On the 22nd November a private charter for GBRF staff ran from Doncaster to Edinburgh. It was formed of the West Coast Railway Companies owned Manchester Pullman set and topped and tailed by Class 87 002 and 86 101, both in BR Blue livery. Class 87 002 is seen arriving at York. *Class47*





Above: On 22nd November Vintage Trains ran the "Rood Ashton Hall Farewell" railtour ran from Tyseley Warwick Rd - Chester and featured 4965.

David Dawson



Above: "Great Western Echoes" ran on the 8th November from Solihull - Didcot and featured 4965 and 5043.

This was the inaugural working of 5043 following overhaul.

David Dawson

Cross London ticket woes

A reader wanted to travel from Leeds to Croydon, departing on the 07:40 service from Leeds. On searching for a ticket to Croydon Stations he was presented with only expensive 'Anytime' fares being available for that journey, with a connection into a Victoria to East Croydon service. Yet the NXEC train had plenty of availability for Advance Purchase (AP) fares to London - so why were AP fares not available to East Croydon? It has long been the case that journeys south of the Thames are not reservable, and therefore there are no quota restrictions on AP tickets. In other words, the only train that could sell out was the long distance service. But has that changed?

A search for Leeds to West Croydon yielded a £35 Advance fare – a saving of around £72! A search for Croydon Stations only provides results to East Croydon, as those journeys are always faster than West Croydon, in some cases AP fares are not immediately obvious. Is this a breach of impartial retailing rules? No, because the 1,000+ page Ticketing Settlement Agreement that all retailers are bound by, does not appear to cover cases like this amongst all its waffle.

But we've only scratched the surface. Why is West Croydon cheaper? There are, for some journeys, AP tickets available to East Croydon so it's not the case that West Croydon is a cheaper destination. Besides, tickets are issued to 'Croydon Stations' irrespective of the destination chosen. So it has to be down to something else.

Another reader travelling between Croydon and Nottingham had no problems with a northbound booking, being routed into St Pancras via FCC, yet had problems booking a southbound ticket with no AP fares available from East Croydon. It was routing him via Victoria. Changing the destination to West Croydon gave an £18 fare. Another method to get the AP fares to appear would be to change the 'via' station to London Bridge, but it makes no difference which method is used. The solution appears to be to avoid certain fast services out of London Victoria.

A third reader, based in the South who regularly resorts to split ticketing due to the lack of AP through fares, informs us that is cheaper to split AP ticket combined with Oyster to cross London. He is right. Our railway is so fragmented that it is so often cheaper to split tickets and go to considerable lengths to get the best deals. It shouldn't be this way.

We investigated the matter and discovered that the cause of the problems was the recent introduction by Southern of AP fares for off-peak services between Victoria and selected south coast destinations.

These trains are not fully reservable – there are no seats allocated, and no reservation labels provided - yet they do have a quota for AP fares. The quotas are in limited supply and NXEC AP tickets are not available on these quotas, although we were able to book Virgin AP tickets from Manchester on these trains.

When you select a journey such as Leeds to Croydon, the time your train arrives into London will determine the service that the system suggests for onward travel, and it's down to pure luck whether or not it puts you on one of the quota-restricted trains. If no AP fares are available, you can get around this by specifying a 'via' point of London Bridge as the problem applies only to certain fast services from Victoria. Being allocated on an unreservable train means you do not get a compulsory reservation so you are free to use any train, and your ticket will be accepted, and work the barriers, equally via Victoria or London Bridge.

Interestingly, services at peak times to/from Victoria do not have a quota for AP tickets and are completely unreservable. This is to prevent AP tickets being available for journeys wholly on Southern by commuters, yet it opens up those services to those travelling beyond London, such as the Leeds example above.

Looking in the National Rail Timetable (NRT), only the off-peak Brighton fasts are shown with the diamond symbol indicating that reservations are available. The Portsmouth and Littlehampton services also have AP fares available yet they do not have the symbol. There is no logic in this whatsoever, as in both cases seats cannot be reserved.

Good value on Southern

Although the AP quotas are causing problems for long distance passengers, these problems are easy to get round, and it is a positive move that Southern have introduced them as they do offer excellent value, with journeys such as Portsmouth or Brighton to London from only £3 single (£6 return). The problems described above are due to the poor implementation of this system, and Southern probably don't even realise they are causing problems for long distance passengers.

Even better value than the AP fares is the DaySave, at £10 off peak this is tremendous value for unlimited travel on all Southern trains for a day. A group ticket, at £20 is even better at only £5 per person for a group of 4! Bookings can be made on the Southern website at least a week in advance.

Completing the Southern theme this month is the news that, with the extension of Gatwick Express to principal stations along the Brighton line, many 'Route: Not Gatwick Express' fares have been re-routed 'Route: Any Permitted' and the formerly expensive Any Permitted fares have been withdrawn. About time, too!

South Eastern rip-off

In contrast, passengers on South Eastern Trains (SET) are experiencing huge price rises in January to pay for their high speed services, whether passengers use them or not. For example, the yearly season for Gillingham to London increased by over 9% on January 2008 and have again increased by over 9% in January 2009, the overall increase equating to £524 in the space of 366 days (See Table 1)! Can you imagine the Government imposing such increases on fuel excise duty? I think not!

Gillingham being relatively close to London, thus having minimal journey time reduction, it is difficult to see how a commuter who works in the centre of London - where Charing Cross and London Bridge are ideally located - will benefit. Indeed they may be worse off as many of these trains are set to be withdrawn to cater for the St Pancras services. That's not to say that high-speed services are not a good thing, and for many the journey to St Pancras will increase interchange options and reduce journey times, but passengers for the traditional termini who get a worse service should not have to pay more. If anything, they should pay less!

It gets worse. The 2009 fares on SET have been re-routed from "Any Permitted" to "Not Valid on HS1" where applicable, meaning that the cost of travel on high speed services to St Pancras are going to be even higher than the massively overpriced fares listed here. And all this, despite inflation falling, yet the Government acts as if inflation is increasing where railways are concerned. Of course, it's a different matter on the roads....

Table 1

Gillingham to London Annual Season
Price from 02-Jan-07 to 01-Jan-08 £2,496
Price from 02-Jan-08 to 01-Jan-09 £2,740
Price from 02-Jan-09 to 01-Jan-10 £3,020

Table 2

Canterbury to London Annual Season
Price from 02-Jan-07 to 01-Jan-08 £3,132
Price from 02-Jan-08 to 01-Jan-09 £3,480
Price from 02-Jan-09 to 01-Jan-10 £3,780

Rail Blue Charters Class 50s To Minehead Tour Review

Leading up to the tour

2008, the 40th Anniversary of the Class 50s, despite this milestone this year hasn't been very good for 50 tours. 50 049 visited Weymouth top and tailing with 47 773 on 10th May on a Vintage Trains charter. A few tours have been announced to use 50s but have failed to materialised.

So when this tour on the 18th October to Minehead, with the fairly new Rail Blue Charters, was announced, there was quite a lot of uncertainty of whether the 50s would produce.



It was about a month before the tour, and it was still looking good that the 50s would haul the train. So we booked via the Rail Blue Charters website and a week before the tour, D444 was about to complete its certification for mainline running so it was looking good.

The morning of the tour

After getting up at 'silly 'o' clock' we arrived at Crewe, and sure enough at 0648 D444 & 50 049 rolled into platform 5 with the tour and we settled down into our seats in Coach C. The train comprised of Cargo-D's MK2 & MK3s and, bar one TSO, it was the same set used on the 87 tour a few days previous. We left at 0651, 1 minute late, and passed the DRS Depot at Gresty Lane where, unusually, there was nothing to be seen. At our seats there was an information sheet, telling you about the train and what to do in Minehead, along with a menu for the buffet. With 5,400 hp at the front we quickly gained speed. We flew through Nantwich at 0700 and made are way down towards Shrewsbury.

Somewhere between Nantwich and Whitchurch 47815 and 47839 passed us on a Codsall – Glasgow Compass Tour. It was possible to do a part fare on this between Codsall – Shrewsbury and back which connected into and out of our tour.

We pulled into Shrewsbury slightly late at 0728, leaving at 0729, 2 late, and passed the imposing structure of Severn Bridge Junction Signal Box. I started to get a bit peckish here so I wandered down to the buffet to see what was on sale. I came back with a Bacon Bap, £2.50, which was very nice, but for the price it was quite small (compared to the fabled Wrexham & Shropshire variant). Or maybe I'm just greedy???

The sun was rising as we headed down the Marches towards Hereford. It was a beautiful run that was over all to soon when we pulled into Hereford stopping for a minute, and leaving at 0825, 4 minutes late, and headed down towards Newport. After an uneventful journey, we rounded the curve at Maindee Junction where 57 601 was sighted on the rear.

Here we passed a XC HST set heading into Newport on the diverted 0625 Plymouth – Manchester XC train, before powering away towards Severn Tunnel Junction. Along the way to STJ we went over the Bishton Flyover (rare track) before coming to a halt just before STJ Station. We waited for a few minutes before slowly rolling through the station, 2 minutes late. But we came to a halt again after going onto the Severn Tunnel line.

We waited for around 10 minutes before setting off through Severn Tunnel. We later found out that this was where D444 shut down.

As we pulled into Bristol at 1008, 8 late. 47 828 was sitting in one of the bays to the north of the station, and 67 002 & 67 008 were sat under the 'roof' at Bristol station on the RHTT train. It was possible to join the train here with a reduced fare, £20, for the run to Minehead, and judging by the amount of people on the platform, this seemed quite popular.

We left at 1012, 7 minutes late, and headed towards Taunton. Despite only '049 working, we had a quick blast down to Taunton flying through Bridgwater 1 minute late and Cogload Junction 4 minutes early. We pulled into Taunton at 1048, 5 minutes early, and waited for a FGW HST to pass before taking the Relief line to Norton Fitzwarren. 73133, 66613 and 66617 were seen on Taunton Fairwater yard as we passed. After the short, but slow pootle along the relief line we passed over the main line and onto the West Somerset Railway. A number of 'photters' were seen on the bridge.

We were now on the preserved West Somerset Railway, passing the new triangle at Norton Fitzwarren, which will be used to turn steam engines when completed. Soon after we were approaching Bishops Lydeard. Recently repainted 33 048 was sat in the siding by the water tower. We waited here for around 15 minutes whilst 57 601 was detached. Along the line we passed a steam engine at Crowcombe, and D1010, D832 and D1661 in the sidings at Williton. At Watchet you could just about see Port Talbot Steel Works on the other side of the Bristol Channel.

Before long we arrived at Minehead. Another steam engine was waiting to leave with a service to Bishops Lydeard as we arrived. West Somerset Railway staff had joined the train at Bristol selling half price rover tickets, £6.80, if you wanted to play trains.

We declined that offer. Instead we took some pictures, albeit not very good, of the 50s on the blocks. Indeed 'Exeter' was still silent whilst we took the pictures. Hopefully they would get it fixed before the return journey.....

Rail Blue Charters Class 50s To Minehead Tour Review Continued

As we wandered into town D7523 'John F Kennedy' backed onto the stock to assist with the shunting.

Minehead

It was now about 1245, and the return was due to leave at 1700. We didn't do much in Minehead, we had a wander around and returned to the station to see what was going on.

The stock was in the platform and the 50s were in the sidings. As we got there D7523 was fired up and shunted towards the shed. Once that moved, the 50s came out of the sidings and backed onto the train.

Luckily D444 had been fixed, so no Ronnie on the way back then...! We got a few shots, and then we walked out of the station. It was now about 1515, so we sat on a wall over looking the beach and the sea for half an hour, before wandering back into town for some tea.

Now you're at the seaside, so what should you traditionally have for tea? Fish and Chips of course. We sat down in a lovely fish and chip shop called Jaws. The food was lovely, highly recommended! After we'd finished, we walked back to the station for some more photos, and then back onto the train.

The return journey

We left on time and headed back down the line to Bishops Ldyard. We passed a steam hauled service at Blue Anchor, apart from that there wasn't much to report along the line.

At Bishops Ldyard 57 601 was waiting to be reattached to the train. After 'Ronnie' was attached we made our way down to Norton Fitzwarren and on to the main line.

After the slow saunter down the relief line, a necessary movement for traffic heading on and off the West Somerset Railway, we arrived into Taunton at 1834, 8 minutes late.

We were soon underway again and quickly gained speed. After a storming run we arrived into Bristol, once again under the roof, at 1918, 3 minutes late. We left at 1921 and once again another storming performance was put in.

We headed through the Severn Tunnel on time at 1933, before coming to a stop at Severn Tunnel Junction. After a brief stop we got going again and had another spirited run to Maindee Curve, which we passed at 2003, 10 minutes early.



Things were getting a bit boring now as it was dark and we were at the back of the train so we couldn't hear the 50s. We had a brief stop at Hereford 2055 - 2058, 4 minutes early, before getting underway again.

Unfortunately tiredness got the better of me now so I dozed off somewhere north of Hereford.

I woke up as we were slowing down for Crewe. We walked towards the front of the train in preparation to get off. We came to a stop outside the DRS depot were 37069 & 37609 were seen top and tailing a RHTT train.



After a few minutes wait 67019 passed us on the return leg of the Compass Glasgow – Codsall train. It turns out that one the 'Duffs' had failed at Carstairs on the outward, so 67019 worked the return leg.

We rolled into platform 5 at Crewe at 2243, 5 minutes late. After viewing the train leave we got a taxi home, crawling into bed at 2300.

Conclusion

All in all an enjoyable day with newcomers to the railtour market, Rail Blue Charters. The tour ran to time throughout, and apart from a little mishap with 50 044, everything seemed to run fault free.

The stock was clean and comfortable, and the staff were helpful and polite. So thanks go to WCRC, Fifty Fund, Cargo-D, Rail Blue Charters and anybody else who helped to run this tour!



Above: Class 334 029 is seen sitting on number 11 road inside the maintenance shed at Shields, going through a few tests and exams. As you can see the unit has partly completed a C4 overhaul. The unit is one of three to have had the C4 overhaul done at the same time as another two Junipers (Class 334s numbers 031 and 036). The reason for this is because parts for the couplers have not arrived from Germany and Shields are just getting the C4 work that they are able to do for now complete on the Junipers done and getting it out the way and will come back to fitting the spare parts they are waiting for when they arrive.

Below: One wheelset from Class 156 453 is seen being turned using the wheel lathe turning facility at Shields.



Above: Another shot of Class 156 476 (52476 end) seen inside the wheel lathe shed at Shields having its wheels turned.

Below: Class 334 029 and Class 334 036 are both seen sitting inside the maintenance shed at Shields T.M.D. both of which are in the middle of going the C4 overhaul programme. As you can see the bogies and couplers have been fitted to both units.



Above: A photograph of the sun setting in the yard at Shields and of one side of B end (coach 65131) of Class 334 031 that was attacked with spray paint by young vandals during my visit to the depot. The train is seen sitting inside number 5 road in the yard in Shields T.M.D



Above: Class 320 322 is seen on number 8 road inside the maintenance shed at Shields, going through some exams and tests.



Above: Class 314 207 and Class 314 216 are both seen sitting outside in the yard at Shields.



Above: Class 334 031 is seen sitting outside in the yard at Shields T.M.D. awaiting to go through the final tests and exams a C4 overhaul the set received inside the maintenance shed in October. The set was inside the maintenance shed for two weeks in order to complete the C4 overhaul (apart from the tests and exams). A C4 overhaul consists of a set having new bogies, new couplers and a renew of everything underneath the train. Class 334 031 got released from the shed and out into the yard on Friday 31st October and should

go back out in traffic on Monday 10th November if the set passes the final tests and exams which will be getting carried out during the night on Sunday 9th November 2008



Above: A view of the right handside of the drivers cab controls in the B end drivers cab of Class 334 031 (65131). As you can see, the old C.S.R. (Cab Secure Radio) which was installed and had always been on the right handside of the cab above the klaxon stick is no longer located here. In its place is the new G.S.M.R. - radio. The old C.S.R. has been moved to the top of the DVMs (Drivers Viewing Monitors - the monitors that the drivers use to look at to see who is boarding and alighting the train at stations). Eventually all of the Class 334 EMU fleet will have the new G.S.M.R. - radios. As all forty sets go into Shields T.M.D. to receive the C4 overhaul then they will be fitted with the G.S.M.R. - radio at the same time the C4 overhaul is taking place on each unit.

Below: Class 318 254 is seen sitting in number 6 road outside in the yard at Shields T.M.D. This was the unit that was involved in the derailment in the tunnel in the Anderston area of Glasgow during the morning rush hour on 3rd September 2007. The train was badly damaged and went down to Derby for repairs as well as Glasgow Works, Springburn. It will be sitting in the yard until crucial parts that need to be fitted to the unit arrive and then after somewhat over a year the train will be back out in passenger service.



Above: Class 314 212 is seen sitting inside the maintenance shed at Shields.

Many thanks to all those who made this visit possible. A fantastic peek at one of the busiest depots on Scotland.





Above: After waiting in the goods loop near Elford, north of Tamworth, and enclosing the adjacent countryside in clag on 25th November, Class 56 312 leads a smokey 56 311 with the 6Z57 Immingham - Washwood Heath loaded steel train run by Colas.

Gary S. Smith



Left: Stored Class 56s from Wembley have started to appear at Crewe for further storage. International traveller 56 031, still in its Fertis livery, is seen with others at Crewe on the 8th November.

Class47



Above: Class 60 011 on one of its first workings after being in store at Toton for a number of months. It is seen approaching Kettering with 6F93 St Pancras to Ketton empty cement tanks.

Taken on 13th November.

John Coleman

Top Right: Loadhaul liveried Class 60 007, which now has the EWS sticker removed on one side, pauses outside Skipton on the 31st October.

Alan Usher

Bottom Right: Class 60 100 passes through Barnetby on 22nd November.

Class47





Above: Class 60 044 leads a convoy of locos bound for Doncaster on the 22nd November.

Class47

Top Right: Class 60 No 60 027 hauling the 7F82 Liverpool Bulk Terminal - Fiddlers Ferry power station MGR works thurgh Winwick Jct on the 25th November.

Dave Harris

Bottom Right: 60091 passes Steel Heath as it approaches Whitchurch, Shropshire, with the 6P10 Shrewsbury Abbey Foregate - Crewe Basford Hall engineer's train on 16th November.

Gary S. Smith







Above: Class 31 233 is at the rear of the Serco Test train working 1Q07 Kentish Town to Derby RTC passed Kettering South on 9th November. Class 31 602 was leading the train.

Steve Madden

Top Right: Still working hard for East Midlands Trains are the hired in SWT Class 158's. Here we see 158 881 and 158 882 both at Crewe on the 15th November working Crewe - Derby services.

Richard Hargreaves

Bottom Right: In the murky gloom of Hull Paragon station on the 5th November is Northern liveried Class 158 844.

Andy





Left: Class 31 285 and DBSO 9701 are seen departing Glasgow Central High Level in strong sunshine light while working the 09.15 Mossend - Mossend via Glasgow Central High Level and the Hamilton Circle G.S.M.R. - Radio test train. The train is seen departing Glasgow Central High Level for its second time of the day at 13.10 en - route to Motherwell then Mossend back to Glasgow Central High Level station for its final visit of the day on the 18th November.

Jonathan McGurk

Above: November 5th saw Class 180 108 working 5Z80 Old Oak Common to Newton Heath seen running through Manchester Victoria in gloomy weather conditions, some 26 mins late. This is the third 180 unit that Northern have secured from FGW.

David Hollowood



Above: The South West has been a regular sight for the Colas operated RHTT in recent weeks. In this shot we see Class 47 749 and 47 727 working the 3S11 Par - Par via Paignton at Lostwithiel on 16th November. [Julian Churchill](#)



Top Right: Regular to the Yorkshire RHTT circuit is Class 20 304, seen here with Class 37 194 at York on the 23rd November. [Class47](#)



Bottom Right: EWS Class 66 147 passes through Doncaster on the 22nd November with the South Yorkshire RHTT. [Class47](#)



Above: Class 37 609 works 3J96 Holyhead - Crewe through Crewe on the 5th November.

Carl Grocott

Top Left: Class 37 059 and 37 069 working the 3S71 Crewe - Mach pause at Shrewsbury on the 3rd November.

Carl Grocott

Bottom Left: Class 37 261 is seen at the RHTT depot in York on the snowy morning of 23rd November.

Andy



Top Left: The not so clean silver skip and DVT are seen passing High Bridge, Oakley with 3J92 Toton - Cricklewood on 12th November. 82146 is leading Class 67 029 'Royal Diamond' which is normally on the south end of this train, but the train was turned on Wigston loop earlier in the day. [Steve Madden](#)



Top Right: Class 67029 with DVT 82146 Working 3J92 Toton to Cricklewood RHTT at Finedon Station. This was taken on 19th November and was one of the last workings of this train by this pair because there were required for an EWS Managers special the following week. [John Coleman](#)

Right: Class 37 510 and 37 229 are seen passing Stockton on 3S10 Carlisle - Carlisle on the 20th November.





Top Left: Class 67 008 leading 67 001 at Finedon Station with 3J92 Toton - Cricklewood RHTT. These two locos took over this working from 67 029 and a DVT on 25th November. This shot was taken on 27th November. [John Coleman](#)

Bottom Left: Class 37 417 passes Abermule on 9th November with a Cambrian ballast working.
[Peter Cheshire](#)

Below: Class 37 676 "Loch Rannoch" makes its return with a test run from Carnforth to Hellifield on 12th November for West Coast Railways.
[Ian Furness](#)





Top Left:
Class 37 417 works 6F67 Dowlow - Warrington Arpley
passed Acton Bridge on 4th November.

Carl Grocott

Above:
Class 37 417 heads the return 6F31 Stoke Marcroft -
Warrington Arpley through Acton Bridge,
with an unusual consist on 7th November.

David Dawson

Bottom Left:
Bottom Right: Class 90 042 with 90 044
"Dead in Tow" in the consist of
4L75 Ditton - Felixtowe
passes Northampton on 21st November.

Derek Elston



Top Left: Class 67 005 "Queens Messenger" with 67 006 "Royal Sovereign" both in immaculate condition, wait the road at Northampton, working 0Z44 Bescot - Wembley on 21st November.

Derek Elston

Top Right: Cass 66 729 passes Eggborough power station with a loaded coal train for Drax on the 25th November. *Class47*

Left: New 'uns Class 66 432, 66 431 66 433, 66 434 and 66 428 work 0Z52 Newport ADJ - Carlisle through Crewe on the 7th November.

Carl Grocott

Right: Class 66 433 heads south light engine through Winwick Jct on 25th November. *Dave Harris*





Top Left: The impressive and rather significant Sankey Viaduct or as its locally known the Nine Arches at Earlestown on the Liverpool - Manchester line with a diverted Class 185 heading towards Liverpool. [Dave Harris](#)



Top Right: Class 37 259 and 37 606 pass Cooden Beach station, on the Hastings - Eastbourne line, while working 1Q14 Brighton Lovers Walk-Hither Green SERCO test train on 13th November. [Craig Stretten](#)

Bottom Right: A Grand Central HST passes Little Heck at full speed heading for London, late in the afternoon of 19th November. [David Hollowood](#)







Above: DVT 82305 is seen at the rear of the 11:10 Wrexham General to London Marlebone as it departs Banbury under very threatening skies. 27th November. [John Coleman](#)

Top Left: Passing Marholm on 15th November is Hull Trains Class 180 111 working a Hull to Kings Cross service. [John Coleman](#)

Bottom Left: Class 317 343 is stabled in Cricklewood Carriage Sidings on 14th November. Class 317's will no longer be seen on this route after March 2009, because of the closure of the Moorgate branch. [Steve Madden](#)



Top Left: Class 185 129 heads past Astley Green level crossing approaching Chat Moss with diverted Scarborough - Liverpool Lime St on 23rd November.

Dave Harris

Top Right: Class 334 040 is seen at Helensburgh Central station having just worked the 15.38 2H13 Drumgelloch - Helensburgh Central service on 18th November. *Jonathan McGurk*

Bottom Left: Class 222 007 seen stabled at Cricklewood Depot on 14th November.

Steve Madden

Bottom Right: In old Alphaline livery, Class 158 869 is seen at Glasgow Queen Street High Level station on 11th November.

Jonathan McGurk





Above: A shot of 3 HST sets stabled at Cricklewood Carriage Sidings on 14th November. These sets are stabled here all day and are used for evening peak services out of St Pancras International. [Steve Madden](#)



Top Left: Could this have been one of the last working for Class 57 315 for Virgin Trains. Seen here at Crewe on the 8th November, it has since left the Virgin fleet and is now an Arriva Trains Wales loco. Currently being reliveried and prepared for the commencement of the new Holyhead to Cardiff service. [Class47](#)

Top Right: Class 57 316 stands at Chester with a service to Holyhead on the 15th November. [Andy](#)

Bottom Left: One Class 57 that we hope is not discarded by Virgin is 57 307 "Lady Penelope", this shot of the loco was taken at Crewe on 15th November whilst working a drag from Liverpool to Crewe. [Richard Hargreaves](#)



James Stoker has recently made a visit to AV Dawson's Middlesbrough yard and sent us some excellent shots...

Above: Class 08 774 is seen in Middlesbrough Goods after dropping off one set of empty steel wagons.

Top Right: Class 08 912 is being used for spares. It is seen here without any bogies at the main site of A V Dawson.

Bottom Right: The site's other serviceable shunter is Drewry "Elenor Dawson" . *All: James Stoker*



Top Left: Don't think that this will work again, looking a right mess is Class 08 807 seen here at A V Dawsons main site, being used for spares.

James Stoker

Top Right: Class 319 432 is seen stabled at Moorgate Station on 31st October. Moorgate will close to Thameslink services in March 2009 as part of the platform lengthening work at Farringdon.

John Coleman

Bottom Left: Uniquely liveried Class 357 010 is seen at Barking working the 14:30 Fenchrch St. to Southend Central.

John Coleman



Top Left: Class 73 208 and 73 206 pass Crowhurst working 8Z99 Tonbridge West Yard - St Leonards Depot Snowplough move on 30th October.

Craig Stretten

Top Right: Extremely rare for Blackburn is a GBRf loco. Class 66 725 is seen here on 18th November at Cherry Tree on route learning duties between Blackburn and Preston in readiness for the start of the 6C77 flow from Fiddlers Ferry to Kirby Thore.

David Hollowood

Bottom Left: Class 73 136 leads 73 141 and 66 703 into St Leonards Depot forming a Tonbridge West Yard - St Leonards Depot light engine movement on 4th November.

Craig Stretten



Spitfire Railtours

From all of us at Spitfire Railtours we would like to wish all our customers, old and new, a very Merry Christmas and a Happy New Year.

We hope to see you all on one of our tours in the very near future.



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

From the volunteers and staff of the Great Central Railway.

“The Great Central Railway would like to thank everyone who has supported our exciting “Year of the Express Engines” and wishes you a Merry Christmas and a Happy New Year. We look forward to welcoming you again soon to our heritage railway.”



RETRO RAILTOURS

James and the team at Retro Railtours would like to wish everyone a very Merry Christmas and a Happy New Year.

We would like to thank you for your support in 2008 and we hope to see you all in 2009.



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 highly recommended place is:

The Town Crier, Chester
Address: City Rd, Chester, Cheshire, CH1 3AE

Tel: 0871 917 0007



The Town Crier Chester is a large pub/resturant situated opposite Chester Station. It is an ideal location to stop at on a visit to North Wales/Chester.

View from the Outside

This is a new feature to the magazine, and as it says on the tin. View from the Outside. These are comments from Megan Thomason (the editor’s girlfriend), and her thoughts on the magazine and today’s Railway.

“To start things off I thought I would comment on the picture on the front cover, it first caught my eye when Andy had it up on his computer, I must admit, I usually think trains are a bit (you might shoot me for this)...boring! Don’t get your gun out just yet though, as seeing this picture made me think of trains



Fanastic two meal deals are on offer. With the excellent all-day breakfast available in the mornings. All meals are cooked to order and there is no need to worry about the kids as there is a family seating area with a lovely view of the newly restored station front. Great prices(compared to the facilities provided on the station) and Good Food with ample seating.

Whilst on the North Wales coast another recommendation is:

The Old Station Hotel
Conway Road
Llandudno Junction
Conwy
Gwynedd
LL31 9NE
Tel: 01492 581259



in a whole new light! I thought the snow was simply beautiful, and usually when I see Andy’s pictures of trains I make wise-cracks about how the picture would be great if it wasn’t for the train....ok you might want to actually pull the trigger on me for that one, since I know that many of you Railtalk reader’s take some of these wonderful pictures for the magazine. Anyway, I guess what I am trying to say after all of my insults to the trains is that I can now see why you all like them. This picture got me imagining the excitement of the people that must have been on that train, the views they will have seen, their destination and the fact that they were on, well...a train! I remember when I was young and I would get so

This recommendation comes from David Mead, who writes:

I had a meal there and it was very popular and very good nosh at the end of a hard days gricing! The building is old and surrounding the bars are various old pictures of the area at the turn on the 19th / 20th Centuries and also there are numerous railway pictures to study. The hotel - over a 100 years old was built as a resting place for railway travellers - also does accommodation and prices are based on room only - so its cheaper to share and food is then extra. The location is opposite the station.

Thanks to David for that one and please keep them coming. All that remains is for me to wish you all a very Merry Christmas, and a Happy New ear. Thanks for all the reports that have been sent this year and I look forward to hearing from you all in 2009.

Remember you can email me at :

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

Megan Thomason

excited when I went on a train, it was just so long!

I think this picture really represents the idea of the possibilities that trains hold for us all, you can see the world by going on trains, and have the excitement of being on such a long contraption. Even now I still get the excitement building up inside me of being able to pick whichever seat I want (unless they are reserved, which usually most of them are) there are just so many to choose from. Now, on this positive note I will leave you all by saying one last thing, trains are much better than cars! This picture proves it.”

THREE MOTORISTS A WEEK DICING WITH DEATH AT LEVEL CROSSINGS

Motorists are risking their lives and those of others according to new figures revealed by Network Rail. Hundreds of drivers are dicing with death by ignoring warning signs and lights or weaving round barriers at level crossings. There have already been 13 collisions between road vehicles and trains this year. Shockingly, Britain is on course for a four-year high total unless motorists stop running the risk.

The warning comes as Network Rail launches a new hard-hitting TV and radio advertising campaign that illustrates in graphic detail the tragic consequences of misusing level crossings by both motorists and pedestrians.

Network Rail chief executive Iain Coucher commented: "Level crossings are safe, but tragically it is unsafe driver behaviour that causes accidents and deaths. Every week three motorists risk their lives and those of others by abusing level crossings. We have a simple message to all: don't run the risk."

Between January and September this year there were 2,636 incidents of misuse at Britain's level crossings. But these were the only ones recorded, the true figure is much higher. There were nearly 900 incidents involving a vehicle, 128 were categorised as a 'near miss', where a collision with a train and serious injury or even death was narrowly avoided. Pedestrians too are running the risk at level crossings, with over 200 near misses this year.



Christmas Cracker of a rail sale!!

Merseytravel has lined up a 'cracker' of a promotion in the run up to Christmas with a festive flat return fare on Merseyrail of just £1 to anywhere in Merseyside. The aim of the deal is to set tills ringing in town centres across the region and bring Christmas cheer to thousands people.

Tens of thousands of people took advantage of last year's Christmas Cracker, which runs every Thursday evening (for late night shopping) in the six-week run up to Christmas – beginning on Thursday 13th November.

It also runs all day every Sunday during December until Christmas – from 7th December.

Merseytravel's annual Christmas gift to rail customers, now in its 14th year, also gives a seasonal boost to the region's economy and helps reduce traffic congestion in urban centres.

Councillor Mark Dowd, Chair of Merseytravel, said: "We are trying to do our bit to support people through what are some difficult times in the economy. By offering cut price travel during the busy Christmas period we hope to encourage more visitors to our major centres."

Councillor Chris Blakeley, Chair of Merseytravel's Rail Services Committee, said: "Merseyrail is an invaluable part of our transport network and we want to encourage more people to use rail travel for all of their journeys. We hope this helps them save them some money in some small way."

Bart Schmeink, Managing Director of Merseyrail, added: "We are keen to show the people of Merseyside and beyond that using the train to get to city and town centres is an excellent way to avoid traffic jams and parking problems. The Christmas Cracker promotion will hopefully encourage even more people to leave their cars behind and use Merseyrail to get to the shops." Tickets go on sale at Merseyrail stations from 4pm every Thursday (between 13th November and 18th December), except at Liverpool city centre stations where they will go on sale from 6pm, as well as all day on Sundays in December until Christmas. The offer is valid on Wirral, Northern and City Lines within the Merseyside boundary. The £1 return flat fare extends to stations outside Merseyside as far as Chester, Ellesmere Port and Ormskirk. The offer means customers can travel from Southport to Chester and back for £1. A total of 31 Merseyrail stations currently offer free park and ride facilities

Moor Street station hosts Christmas market

Birmingham's charming Moor Street station is hosting its Christmas market from 1000 to 1700 every Saturday from 1st November until 20th December. The market will showcase the skills of local craft designers, with the stalls selling handmade arts, crafts, fashion, home accessories and gifts.

It is a wonderful opportunity to start Christmas shopping and find a wide range of gifts that are not available on the high street.

Chris Barber, Station Manager at Moor Street Station, said: "We are really pleased to be hosting this festive market at our station. It's a great opportunity to support the local designers and craft markets in the area



MOOR STREET CHRISTMAS MARKETS
ARTS • CRAFTS • GIFTS

Every Saturday 10am-5pm from 1 November
Moor St Station, Birmingham city centre.

Info and stall bookings
moorstmarkets.wordpress.com

Chiltern Railways

London Midland changes to fares from January 2009

From Friday 2 January 2009, London Midland off peak fares will be frozen at 2008 prices and will not increase on the majority of its routes.

In addition from December 14 new tickets dedicated to London Midland services are also being introduced. These will be available to coincide with the company's radical new timetable which includes direct services between London and Birmingham, new services from London via the Trent Valley to the north west and enhanced services on many other routes. These offer extra value fares including:

Birmingham - London

Cheap Day Return £23.00

Super off peak return £15.00

And advanced purchase fares from as low as £5.00

Stoke/Crewe - London

Cheap Day Return £23.00

Super off peak return £15.00

And advanced purchase fares from £5.00

Liverpool - London

Cheap Day Return £30.00

Super off peak return £22.00

And £5.00 fares booked in advance



London Midland's peak fares - which are regulated and the level of increase is capped by Government at the Retail Price Index (RPI) plus 1% - will increase by 6%.

London Midland Managing Director, Steve Banaghan, says the company has continued to keep its prices as low as possible in the face of increasing costs as well as making the single biggest investments in the life of the London Midland franchise, "We recognise that this is a difficult time for many of our passengers in the current economic climate and so we have kept our increases to the lowest possible levels and wherever we can, we have made no increases at all.

"Like every other business we too are facing increases in our costs, but we are forging ahead with our programme of investments which will see nearly £200 million going into our new trains, new timetable and station improvements this year, the biggest part of our overall commitment to invest £300 million in London Midland."

Photo: London Midland Class 350 127 appears through the freezing fog as it approaches Stafford with 1F39 the 10.23 Birmingham New Street - Crewe on 29th November.

Derek Elston

More Trains and New Timetable for Greater Manchester Routes

Northern is to introduce 100 extra services every weekday as part of its new timetable for the North West of England.

The new timetable, which comes into force on Sunday 14 December, means new times for 1300 services across the North West of England, more trains and an improved frequency of services on some routes.

Highlights include:

- 100 extra services every weekday compared to the current timetable
- more services for passengers on the Hope Valley line travelling between New Mills Central and Manchester
- a new hourly service for all stations between Manchester Piccadilly and Manchester Airport
- the extension of the current Manchester - Macclesfield to Stoke service opening up new journey opportunities for passengers travelling to / from Congleton, Kidsgrove and Stoke
- a new semi-fast service between Manchester and Bradford
- new journey opportunities between Manchester and Leeds via Brighouse and Dewsbury
- changes to services between Manchester and Blackpool North, which means an increase to two trains every hour between Manchester and Preston; the changes should also improve reliability of services
- a half hourly off-peak service Alderley Edge - Manchester
- a new peak-time through service between Manchester Airport and Southport

Heidi Mottram, Managing Director, Northern said: "We are delighted to be providing an improved service for our passengers in Greater Manchester. These changes are part of our entirely new timetable for the North West of England, which means new times for 1300 of our daily services."

East Midlands Trains reveal first refurbished train

Monday 3 November saw the very first of East Midlands Trains fleet of Class 158 trains enter passenger service. The train is the first of the company's 25 Class 158 trains to undergo an extensive programme of refurbishment carried out by East Midlands based company DeltaRail.

The Class 158 train is used in operation on East Midlands Trains busy Liverpool – Norwich (via Manchester, Sheffield and Nottingham) and the refurbishment programme will provide a much needed boost to comfort for passengers on this route.

Work carried out includes :

- Repainting of the train in the East Midlands Trains livery
- Internal refurbishment which includes new seats bringing much needed improvements to this area of the train. In addition, a new toilet module will be included as part of the refurbishment programme
- Modification to various systems on the train to bring improved reliability
- Improved air conditioning units fitted to the majority of these trains to improve the reliability and efficiency
- Introduction of CCTV
- Installation of a passenger counting device – an innovative piece of technology that allows passenger loads to be monitored automatically, a first for East Midlands Trains.

Tim Shoveller, Managing Director for East Midlands Trains says:

"We're all very excited at East Midlands Trains to actually receive the first fully refurbished train into passenger service. During our franchise we are refurbishing our entire fleet but this is the first train to be completed and so it is a very special day for us. I have seen the completed train and I know our passengers will be pleased too. This makeover will transform the travelling environment for our passengers." Anna Matthews, CEO For DeltaRail said "We are delighted that members of the press will be able to visit our facility in Derby to see the first of these refurbished trains handed over to East Midlands Trains."

Photograph show Anna Matthews, CEO For DeltaRail and Tim Shoveller, Managing Director for East Midlands Trains with the refurbished train.



STATIONS RECEIVE AWARDS UNDER SECURE STATIONS SCHEME

Diss, Harwich International, Ipswich and Stowmarket stations operated by National Express East Anglia, have all been reaccredited under the Secure Stations Scheme - a national awards scheme which recognises good practice where train operators have worked in partnership with the British Transport Police and other partners in implementing security measures at stations, taking into account areas such as station design, management practices, security and passenger safety.

The Secure Stations Scheme is directed by the Department for Transport and the British Transport Police.

The stations have been reaccredited for two further years from 1 October and new Secure Stations Award certificates were presented to the station staff at Diss, Harwich International, Ipswich and Stowmarket on Monday 10 November by Jackie Gibbs, Head of Retail and Customer Services (Mainline) for National Express East Anglia, and Keith Jackson, Area Crime Reduction Officer for British Transport Police.

Jackie Gibbs, Head of Retail and Customer Services (Mainline) for National Express East Anglia said: 'I should like to thank the staff at Diss, Harwich International, Ipswich and Stowmarket stations for their efforts in successfully receiving reaccreditation under the Secure Stations Scheme, and for the support and guidance of British Transport Police in working with National Express on the awards scheme. 'We will continue to work in conjunction with British Transport Police and other partners in doing everything we can to provide a safe environment for our customers and staff.'



Photo features left to right: Keith Jackson (BTP), Gavin Hamilton (NXEA) and James Steward (NXEA)

EWS operates first freight train on Donnington branch in 17 years

EWS, Britain's largest rail freight operator, has operated the first train on the Donnington branch since April 1991. EWS operated its Skako ballast distribution train on the line, which is being reinstated to serve the Telford Freight Village currently under construction. The Skako train was engaged to drop track ballast under contract to Carillion Rail. The use of the train follows on from its recent successful use on the Manchester Metrolink upgrade, the Aylesbury Vale project and on numerous sites in Scotland this year. The top and tailed service worked on the Donnington branch on Wednesday 29 October.

NATIONAL EXPRESS APPRENTICE

Jason Rontganger of National Express East Anglia's Ilford maintenance depot has been named as a finalist in the 'Rail Apprentice of the Year' category of the GoSkills Passenger Transport Awards.

Jason was born in Walthamstow, and grew up in Brentwood. He decided he wanted a 'hands on' job and so decided to apply for an apprenticeship on the railway. Speaking of his career choice Jason said: 'I liked trains, plus my Dad works on the railway and has done for 40 years. Now, two years on I am starting to achieve the goals I set when I began the job. Indeed, I am exceeding my expectations. I couldn't have achieved this without the help and support from all of the people at Ilford Depot and Newham College.'

Dave Lupton, Production Manager for National Express East Anglia's Ilford Depot, who has worked with Jason since he joined the railway said:

'We would like to congratulate Jason on his outstanding achievements. This year Jason has already received the Bombardier Award for the Most Promising Modern Apprentice of the Year at Newham College. Now he has been named as a finalist for the GoSkills Rail Apprentice of the Year award. These awards are very highly regarded within the engineering apprenticeship scheme.'

Jason is in his third year of a four year apprenticeship. Earlier in 2008 Jason was presented with the Bombardier Award for the 'Most Promising Modern Apprentice of the Year' at the annual Newham College Awards ceremony.



Photo: Jason pictured at National Express East Anglia's Ilford Depot.

First Hull Trains welcomes you online

First Hull Trains has launched an online booking facility on its website. The new state-of-art service provides a one-stop shop for all rail travellers who want to purchase their tickets in advance.

The facility has been developed in conjunction with thetrainline.com, who provide the 'booking engine'.

Phillip Delaney, Account Director at thetrainline.com said: "Booking online is a hassle free, quick and easy way to buy your train tickets. thetrainline.com has worked with a number of train operating companies to develop their online booking facilities in the past, helping them to better meet the needs of their customers. It is great news that Hull Trains has decided to come on board with online retailing, and we're pleased to have been able to use our expertise to make this possible."

As well as providing a convenient online service for First Hull Trains' growing number of passengers, the booking facility offers a range of ticket delivery options, as well as on-board collection for all journeys on First Hull Trains' services.

The facility, which is available all day, every day, serves as a 'one-stop shop', with rail travellers able to pre-purchase tickets for all UK train operating companies as well as one-day travelcards for London Underground. This enables users to plan business or leisure trips to London in the most effective manner, providing total flexibility in arranging travel plans via the First Hull Trains' website.

Mark Leving, Managing Director of First Hull Trains, said: "A number of our customers have been requesting an online booking facility for a while now. The new service allows us to provide this in the knowledge that we are improving the ticket purchase experience for our customers."

To celebrate the launch of the new online booking facility, First Hull Trains is offering people the chance to win a Toshiba laptop. To register your details and enter the competition, and to use the rail ticket booking service, visit the First Hull Trains' website at www.hulltrains.co.uk



Photo: Ellie Towse from First Hull Trains with the competition prize

Extra Christmas shopping room for Edinburgh train passengers

Edinburgh shoppers travelling by train over the festive season are in for a treat, as CrossCountry is increasing the space for luggage on its trains, making them the perfect choice for Christmas shopping or taking presents to friends and family across Britain.

CrossCountry's refurbished High Speed Trains (HSTs) now have more luggage and storage space as well as 542 seats (that's more than a jumbo jet!), just in time for this year's Christmas shopping trips. The HSTs also feature new seating and tables, carpets, curtains, refurbished toilet facilities, enhanced lighting and power sockets throughout.

The 125mph trains will regularly operate on CrossCountry's North East to South West Route serving key festive destinations, including Edinburgh, Newcastle, Durham, Leeds, York, Sheffield, Derby, Birmingham, Cheltenham, Bristol and Plymouth.

Andy Cooper, Managing Director at CrossCountry said: "We're delighted to have our HSTs operating in time for the Christmas rush. These trains not only have extra luggage space for those Christmas gifts but also more seats to provide customers with a comfortable and relaxing journey. "Christmas is a time when people get together with friends and family so we hope that CrossCountry can play a part in bringing people together over the festive period this year whilst making their journeys as comfortable as possible."

'Valour' called up for Remembrance ceremony at Marylebone station

First GBRf's Class 66 715 locomotive 'Valour' has continued the work of its namesake, the 1920s class 9P 'Lord Farringdon' passenger locomotive, by taking part in act of remembrance at London Marylebone railway station, on the 11 November 2008.

Dressed with a large poppy and 'Valour' pulled into platform three at the station in central London to start the memorial proceedings.

The ceremony was a joint initiative between First GBRf, The Great Central Railway Society, ATOC, Chiltern Railways and the armed forces to honour the servicemen and women, present and past, who have lost their lives in conflict.

Following a two-minute silence at 11am, Michael Roberts, Chief Executive at ATOC, Tim Sayer, Engineering Director at Chiltern Railways, John Smith, Managing Director at First GBRf and Ken Grainger at Great Central Railway Society, laid down wreaths in front of the locomotive on behalf of the railway industry.

Present from the armed forces were officers from RAF Odiham in Surrey, who are responsible for flying Chinook helicopters, as well as Steve Butcher, Area Director North, from Northern Rail, a member of the Territorial Army and Malcolm Cook, Simulator Manager at First ScotRail, who previously served in the army as a Warrant Officer.

John Smith, Managing Director at First GBRf said: "It is a great honour to be here today to remember and pay tribute to those who made the ultimate sacrifice and laid down their lives for their country."

Michael Roberts, Chief Executive of the Association of Train Operating Companies said: "This year's Remembrance Day is particularly significant. Not only are we marking the 90th anniversary of the Armistice but there are many men and women currently in active service. We are therefore proud to pay our respects today together with our colleagues from the railway industry."



Tim Sayer, Engineering Director at Chiltern Railways added: "Chiltern Railways are proud to be hosting this event. We must never forget the Railwaymen who died in the service of their country and those members of the railway who continue to serve overseas as members of the Reserve Forces."

Ken Grainger at Great Central Railway Society said: "From 1922 until 1938 the centrepiece of the annual Armistice Day commemoration had been the GCR's war memorial locomotive, the express passenger 4-6-0 'Valour'. Sadly, the original 'Valour' is no more, but, as the culmination of the 2003 ceremony, the GCRS was delighted that GBRf locomotive no. 66715 was named as the new 'Valour' and dedicated as a war memorial in it's own right.

Thanks to First GBRf we once again have a focal point for the honouring of the Great Central Railwaymen who made the ultimate sacrifice in the service of their country. Their name liveth for evermore."



CONNECTING WALES: NETWORK RAIL STRATEGY SIGNALS BETTER SERVICES

More trains, better connections and improved reliability are at the heart of a new wide-ranging strategy unveiled by Network Rail to develop passenger and freight services in Wales.

Building on recent significant investment on the railway in Wales, the Wales Route Utilisation Strategy (RUS) outlines a plan to further strengthen rail links throughout the country, while improving reliability and reducing journey times. The RUS also analyses population, employment and housing forecasts and predicts that rail usage could increase by 31% by 2019.

Taking a long-term approach, the RUS sets out the industry's preferred strategy that should be adopted over the next 10 years to help meet this rise in demand.

This publication follows a twelve week consultation period with stakeholders after the draft strategy was launched at the end of May this year. The main proposals include boosting links between north and south Wales, mid-Wales and the east Midlands, and significantly increasing the number of train services that can run through Cardiff and south east Wales.

The strategy covers more than 900 route miles of railway in Wales and parts of the border region in England. Approximately 15% of these route miles are heavily used, with around half located within 30 miles of Cardiff.

Highlights of the strategy include:

- New platforms at Cardiff Queen Street, Pontypridd and Caerphilly to allow the long-term aim of 16 trains per hour through the South Wales Valley network, and more platform capacity at Cardiff Central for the Valleys trains
- Upgrading the signalling at Abergavenny to improve frequency and journey times between north and south Wales, and to provide more capacity for long-distance freight traffic
- Possible redoubling of the line between Wrexham and Chester for greater capacity for the growing north-south passenger demand
- Doubling the frequency of passenger services between Cardiff and Maesteg

Dave Ward, route director for Network Rail said: "Following a detailed analysis and consultation, we have a robust strategy that builds upon the railway's successful record of growth and improvement. I thank those who made a valuable contribution in the formation of this strategy as part of the consultation process.

"While rising demand for rail is good news for the industry, we have to meet the challenge of accommodating both passenger and freight growth. The changes ahead will help to deliver benefits for passengers by increasing capacity and providing greater opportunities to travel throughout Wales by train."

The RUS was drawn up following a consultation with industry partners and other key stakeholders including the Welsh Assembly Government, Arriva Trains Wales, First Great Western, the Association of Train Operating Companies, and the freight operating companies as well as local authorities and passenger groups.

The RUS will now be submitted to the rail regulator, the ORR, which has 60 days to consider the proposals after which it will become an established industry strategy

East Midlands Trains announces £20M depot upgrade contract award

Train operator East Midlands Trains has announced that it has awarded a contract to carry out the £20M upgrade to its Derby Etches Park Depot. The contract has been awarded to C Spencer Limited, a North Lincolnshire based company and work was expected to start on 3 November 2008.

The work will see the construction of two brand new train maintenance sheds. This will be predominantly used to maintain the company's Meridian fleet. At the same time a major upgrade of the existing engine shed will take place. This will improve the efficiency of the depot in maintaining the rest of the East Midlands Trains fleet and provide much better staff facilities.

Since the start of its franchise in November 2007 work on improving the general environment of the depot at Etches Park has been taking place. Much scrap and redundant materials that were around the site have now been disposed in and around the depot of in anticipation of the start of this work.

Specific construction work starting next month at the depot will see the following improvements:

- Construction of a brand new 180 metre long, three road, train maintenance shed including new stores, office accommodation and staff facilities. This will give increased maintenance capacity at the depot
- Installation of an under frame wash and extract ventilation facilities to the existing train maintenance shed
- Refurbishment of operational staff accommodation facilities in the existing train maintenance shed
- Construction of a brand new wheel lathe shed which will improve the reliability of the company's fleet
- Planned completion early 2010.

East Midlands Trains Managing Director Tim Shoveller says: "I'm very excited to see the start of work on this project to improve the whole site at Etches Park. This will bring huge benefits for passengers across our network and also for staff based here in Derby. "The planned improvements will give us the ability to provide a self sufficient engineering and maintenance facility. This will not only provide us with more capacity to maintain and care for our whole fleet more efficiently, but also reflects that we are a good employer, providing a professional place of work that our staff can be proud of. "Twenty million pounds is a large sum of money and I am convinced that our passengers will see much improved services as a direct result. Most of our fleet maintenance work takes place overnight on the depot. At the moment the team at Etches Park does a fantastic job in organising the resources available to them to provide us with a reliable service. Building an additional maintenance shed and improving the existing facilities obviously increases our capacity for carrying out this work. I'm sure we will see increased fleet reliability as a result of this project, helping us to deliver a right time railway."





Top Left: A close up photograph inside the maintenance shed at Shields T.M.D. of Class 314, 318 and Class 320 BREL EMU and Class 334 EMU Alstom Juniper wheelsets. Some wheelsets old and ready for scrapping and some are brand new and waiting to be fitted to the Class 314, 318, 320 and 334 EMU fleet. [Jonathan McGurk](#)

Bottom Left: A long exposure photograph of Class 170 474 which is seen departing platform 3 at Glasgow Queen Street High Level station while working the 19.15 Sunday service to Alloa seen from inside the passenger doors of Class 170 457 which is on platform 4 waiting to work the 19.22 Sunday service - Cumbernauld on the 9th November. [Jonathan McGurk](#)

Below: A Pendolino departs Crewe for London Euston whilst Class 47 D1916 is seen stabled on the old diesel depot. [Andy](#)



Preserved Railways





Three from Kirby Stephen East.

Top Left: Here is the latest arrival at Kirby Stephen East, 54274 (A Class 108 DMU DTCL) seen on 9th November. It has arrived from the Rutland Railway Museum and is to be painted green with whiskers.

Alan Usher

Bottom Left: Class 37 674 is seen with 37 146 and Class 47 785. For a loco that has been stored in the open for quite a while its bodywork looks in good condition.

Ian Furness

Below: Class 31 410 is another restoration project at Kirby Stephen, pictured here on the 20th November

Ian Furness





Some shots from the Keighley and Worth Valley Railway

Above: Looking great in black and white is LMS Ivatt 2-6-2 steam locomotive 41241, seen at Oxenhope.

Alan Usher

Top Right: Bathed in Autumn sunshine on the 31st October is the lines resident Class 20 031, pictured here at Ingrow with a P. Way train.

Alan Usher

Right: Also at Ingrow was the lines Class 25 059, seen here with the Steam Crane.

Alan Usher





Lakeside & Haverthwaite Railway's Gala

Above: Class 03 072 and D2117 pass Newby Bridge on the 16th November. *Ian Furness*
Below: Class 20 214 and Class 27 024 make a great sight passing Newby Bridge. *Ian Furness*



C58LG

CLASS 58
LOCOMOTIVE
GROUP

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

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



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



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

2009

Dates for Your Diary.

Jan 10th and 11th
Diesel running event.
With a mix of steam and diesel services heated by the new 'mobile' steam heat van.

Jan 31st and Feb 1st.
Winter Steam Gala
Our 1968 themed event featuring guest locomotive LNER Q6 and possibly one other visiting engine.

Feb 14th.
Valentines evening dining.

Feb 14th and 15th.
Days Out With Thomas.

Feb 21st and 22nd.
Pancake festival.

March 1st.
Quorn Swapmeet.

Mar 21st and 22nd.
1960s gala, featuring steam and diesel traction (last event to feature the visiting Q6)

Easter
Good Friday 10th, Sat 11th, Easter Sun 12th, Easter Mon 13th, Tues 14th.
Treasure hunt walks.

April 25th and 26th.
Diesel Gala.

May 9th and 10th.
40th anniversary of closure of GC Railway.
May 23rd, 24th and 25th.
Days Out With Thomas.

June 7th.
Quorn swapmeet / Toy and Train fare at Loughborough.

June 12th.
Schools at war.
June 13th 14th.
Wartime weekend.

July 25th and 26th.
Summer gala, featuring "Mail By Rail."

August 2nd.
Toy and train fare at Loughborough.

August 8th and 9th.
Get some in! National Service weekend and veterans affinity event.

August 29th, 30th, and 31st.
Days Out With Thomas.

Sept 6th.
Quorn Swapmeet.

Sept 12th and 13th.
Diesel gala.

Sept 19th evening.
Special 40th anniversary dining train.
(Event to be confirmed)

Sept 25th, 26th, and 27th.
Beer Festival (actual last weekend of the O4's ticket. Possible event?)

Oct 9th. 10th and 11th.
Steam Railway gala.

Oct 31st, Nov 1st.
Wizards Weekend.
Featuring Saturday night DMU and possibly first class dining.

Nov 5th.
Bonfire Night.

Nov 8th.
Girl Guide centenary celebration
Remembrance event.

Nov 28th 29th.
Santa Specials start.

WORK ON THE LINE!

Contractors move onto site for the Leicester North station canopy

The Great Central Railway is getting ready to 'raise the roof' at it's Leicester North terminus. A new canopy is being built over the platform to help keep passengers dry.

It's part of a programme of works at the station which has seen new fencing put up and other security improvements.

"It's a big step forward for the Great Central Railway" said project co-ordinator Tony Sparks. "Leicester North station is being slowly developed, but the addition of the canopy will make it a much more inviting place to visit. Not only will the station look more attractive, but passengers will have more space to shelter in bad weather while they wait for trains. The canopy will also mean we can hold small events on the platform undercover."

The work is being split into two phases. Phase one, which has started will cost just short of £35,000. It covers the erection of heritage style steel work and roof supports in front of the station building. This work has been funded through a recent section 1.06 planning grant to the Great Central Railway following building work on a new housing estate close to the station.

Phase two of the work will cost an additional £30,000 to complete the roof and provide a glass roof and a traditional GCR wooden valance around the canopy edge. The railway is actively seeking grant funding for the second phase which will go ahead as soon as possible.

Leicester North station was opened in 1991 as part of a southern extension for the railway. The station building was added in the year 2000. It is built just to the south of the original 1899 built GCR station at Belgrave and Birstall.

Leicester North isn't the only location for work on the line. Recently renovation work has been carried out at Quorn signal box. The barge boards have been replaced, the roof repaired and a new cast iron stove pipe fitted into place. This was paid for by the railway's supporting charity, The David Clarke Railway Trust. Plans are being progressed for important renovation work at Loughborough Central signal box.

"Visitor's who ride on our Santa Specials should be able to see the work in progress at Leicester North station, concluded Tony, While it won't be ready to keep the rain off this year, hopefully by 2009 the job will be finished, providing we can find the phase two funding."

National Express sponsors final test train on main line for new £3m steam locomotive Tornado

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, hauled her final test train on the Network Rail main line from York to Newcastle-upon-Tyne and return on Tuesday 18th November 2008. This test train, sponsored by National Express East Coast, consisted of 10 carriages plus a Class 67 diesel locomotive, equating to about 550 tons, and ran at speeds up to 75mph. The new £3 million Peppercorn class A1 60163 Tornado was wearing National Express livery for the test train as the train operator is the modern-day inheritor of the routes the class A1s were designed to work on.

Speaking about Tornado's final main line test train, Mark Allatt, chairman of The A1 Steam Locomotive Trust said:

"It was another historic day for Tornado. Her first two successful main line test runs, witnessed by hundreds of our supporters, was followed by a loaded test run from York to Newcastle and back. This train, a repeat of the Peppercorn class A1's final passenger run, consisted of 10 carriages plus a diesel locomotive, which at the equivalent of around 550 tons gave Tornado an opportunity to show the sort of performance we expect from a Peppercorn Class A1 on the route she was designed to work.

Tornado's test runs are all part of the preparation for her Network Rail passenger debut in the New Year."

Following this final test run, Tornado has entered the National Railway Museum's (NRM) paint shop where she will lose her now familiar test livery of photographic grey before going on display at the museum. The locomotive will be based at the NRM, York, until at least February 2009.

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

"The Trust is grateful for National Express's sponsorship of Tornado's final test run. Not only does it demonstrate our links with today's railway industry but it will help the Trust in its operation of the locomotive. Tornado completing her main line trials is the end of another chapter in the story of a project that many said could never be completed. In 1990 a group was formed with a vision and the determination to make it succeed – to build and operate a Peppercorn class A1 Pacific steam locomotive for main line and preserved railway use. 18 years later, and thanks to that shared vision and determination, Tornado turned her wheels in anger for the first time on 1st August 2008 in front of the world's press. It is thanks to our more than 2,000 regular monthly and other donors, our sponsors led by William Cook Cast Products Limited and the hard work of our volunteers and contractors that all that remains now between Tornado and main line operations is the successful completion of this test. The Trust is now looking to the great British public to help us get Tornado in to main line passenger service by making a donation, sponsoring a component, taking part in our covenant scheme and/or our £500,000 bond issue. There is now only 10 weeks until Tornado's main line passenger debut."



Tornado waits at York before a mainline test run to Barrow Hill. [Andy](#)



Bombardier Sub-contracted by Siemens to Deliver Trains to Brussels' Regional Express Railway Network

Bombardier Transportation has signed a contract with Siemens to assemble an important part of Siemens' "Desiro ML" multiple-unit trains to be used by the Brussels Regional Railway Network "RER" (Réseau Express Régional). The contract contains an initial firm order of 115 trains, with an option of 85 trains.

The initial firm order is valued at approximately 168 million euros (\$214 million US) and covers the procurement and manufacturing activities for the painting, end-assembly and testing of the vehicles, as well as the commissioning to the end-customer, Belgian National Railways (SNCB). The work will be carried out at Bombardier Transportation's site in Bruges (Belgium). Deliveries are scheduled from March 2012 to January 2014; and until April 2015 with the options included.

Photo: Bombardier Transportation's site in Bruges (Belgium)



Bombardier Receives Contract from Land Transport Authority of Singapore for 219 Driverless Metro Cars Valued at Approximately 298 Million Euros

Bombardier Transportation announced today that it has received an order for 219 driverless BOMBARDIER MOVIA metro cars from the Land Transport Authority of Singapore (LTA). The contract is valued at approximately 298 million euros (\$380 million US / S\$571 million) for the design, engineering, manufacturing, assembly, testing, commissioning and delivery of the driverless MOVIA metro vehicles consisting of 3-car trainsets. Deliveries are scheduled to begin in the last quarter of 2012 and to be completed in mid 2016.

The driverless metro cars will cater to the Singapore Downtown Line Stages I, II and III which will run fully underground. The 40-km long line will transport almost half a million passengers every day, thus further enhancing commuter mobility, and also helping promote a greener mode of transportation for Singapore.



The proposed MOVIA metro vehicles integrate the world's most advanced technologies in metro vehicle manufacturing. The vehicles are able to operate under a fully automated mode and have high capacity aluminium carbodies developed from a standardised platform, ensuring a high degree of reliability, safety and low life-cycle cost. The trains are designed for a maximum design speed of 90km/h and a maximum operational speed of 80km/h. The MOVIA metro vehicles are environmentally-friendly through the use of the latest propulsion technology with low energy consumption, optimised performance and are also up to 90% recyclable.

High speed trains head for Russia by sea

The first of a total of eight high speed trains for Russian Railways (RZD) has been shipped from the rail ferry port in Sassnitz/ Mukran on the island of Rügen off the North German coast. The train ferry "Vilnius" will carry the train initially to Baltisk. From there it will be ferried on to the Russian Baltic Sea port of Ust Luga. The contract to ship the trains across the Baltic Sea was placed by Siemens AG, the manufacturer of the first fleet of Russian high speed trains, with DB Schenker, the logistics services supplier for Deutsche Bahn (DB AG).

"Shipping the first Russian high speed train marks another important milestone in the longstanding and successful partnership between Russia and Siemens. We are very proud that Siemens technology from Germany has helped Russia to now join the club of high speed countries," said Dr. Hans-Jörg Grundmann, CEO of the Mobility Division at Siemens AG.

Sassnitz/Mukran is not only the largest train ferry port in Germany, it is the only one in Central Europe with tracks in the Russian 1,520-millimeter broad gauge, for which Velaro RUS has been built. The ferry is also fitted out with such broad-gauge tracks.

The crossing to Ust-Luga will take about 50 hours. The trains will then roll overland for another 150 kilometers to St. Petersburg. Due to the dimensions of the train and its wide bogies, the eight trains will be transported by road as oversized loads from the Siemens plant in Krefeld - Uerdingen to Sassnitz/Mukran by heavy-duty vehicle.





Continuing this month with some shots from France and Switzerland.

Above: BB 26000 series Sybic loco 26160 is seen parked up at Strasbourg.

Top Right: Also seen at Strasbourg was BB 22200 Class 122320. These locos were SNCF, built by Alstom between 1976 - 1986. They are multi-voltage allowing them to traverse most of France.

Right: Seen at MuttENZ recently is this Class 436 loco wearing the all over livery of Regionalverkehr Mittelland.

All: [Brian Battersby](#)



Top Left: On a cold Winters Day, 3rd February 1979, I visited Penzance and here I photographed a general scene under the trainshed. 50 044 Exeter had just arrived at the terminus from London Paddington and was resting at the buffer stops.

David Mead



Bottom Left: The Waterloo - Salisbury - Exeter St. Davids route had seen much variety of power and stock until multiple unit working was introduced in the mid-1990s.

In the final years of loco hauled trains, the Class 50s were mostly diagrammed were welcomed by enthusiasts.

On 1st June 1991, D400 was seen at Crewkerne on the 15.15 London Waterloo - Exeter St. Davids in its original 1967 disguise of corporate BR blue livery! The loco worked for many years on the Crewe - Glasgow services, prior to overhead electrification and was subsequently transferred to the Western Region in 1978 eventually as 50 050 Fearless.

It performed until its withdrawal in 1994, and was privately purchased.

David Mead



Above: Although the preservation scene in the early 1970's was established, there were not a lot of sites for heritage locomotives. British Railways had introduced a main line "steam locomotive ban" in mid-1968 and railway enthusiasts believed that seeing preserved traction working main line trains again would never happen. Locomotives, such as 6000 King George V found a home courtesy of Bulmer's Cider at Hereford, where the factory had considerable private sidings. A small preservation establishment was developed there. On 12 April 1971, there was a "mini" open day and I was able to photograph the King in action, as seen here. However, there was a well kept secret that 6000 was going to break the main line steam ban, and on 15 Sept., it made a trial trip from Hereford to Newport for a triumphant return to the main line on 2nd October 1971 - the rest is history.... *David Mead*

Top Right: Class 31 313, 31 192, 56 004 and 31 196 are all seen awaiting attention at Doncaster Works on the 3rd October 1982. *Jon Jebb*

Bottom Right: An immaculate Class 90 038 pauses at Crewe on the 21st April 1990. *Jon Jebb*





Below: The scene at Newcastle-upon-Tyne station on 29th July 1968, as English Electric Type 4 D257 enters the station with a freight train. Newcastle station was always congested as there were not any practical diversions, so freight much more abundant in the 60s compared with today, had to thread across the busy junctions and points in order to travel north to south or vice-versa. The Type 4s were built as from 1958 and were very useful workhorses, being comfortable on both freight and express passenger diagrams.

David Mead

Above: Inside Doncaster Motive Power Depot on 31st July 1968 was English Electric Bo-Bo Type 2, D5906. These locomotives were introduced in 1959 and these too had a Napier "Deltic" engine producing 1,100 hp and weighing in at 73 tons 17 cwt. There were only 10 built and entered service - D5900 - D5909. This group were the "Baby" of the 1961 Co-Co built Deltics, which of course were infamous on the ECML. Unfortunately, the class only had a short life, having been withdrawn in the 1960's from the Moorgate-Cambridge suburban services, and were later taken out of BR during 1971, following some serious mechanical problems, which were never completely rectified.

David Mead





Above: Stranger in Town, Class 50 028 "Tiger" is seen on 8th Feb 1984 at York TMD - a somewhat unusual location for the class! The locomotive had worked the 1E30 Plymouth - York all the way through due to a shortage of motive power en-route. It returned to more familiar territory that day, working the return 1V92 York - Plymouth diagram that afternoon.

Martin Hart

Right: An unidentified Class 85 speeds up Beattock in July 1984.

Peter Cheshire





English Electric power visits Minehead. On the 18th October Class 50 049 and D444 are pictured at the station with a charter. [Andrew Flusk](#)

Railtalk

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Thank you to everyone that has helped with the 2009 calendar, especially to everyone that has supplied their pictures.

James Stoker, Richard Hargreaves, Carl Grocott, Steve Maddan and Dave Harris.

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