

Railtalk Magazine

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Shreddies Anyone?

Welcome

From The Editor

Welcome to Issue 37 of Railtalk Magazine, and what another brilliant month its been, where do I start!

Firstly, a big congratulations to James Palmer from Retro Railtours, who ran an excellent tour to Carlisle via the Cumbrian Coast, and with problems only 48hrs before the tour was about to run, James still managed to run a sell out tour. All I can say is well done to him, and I hope we see better and bigger tours in the near future.

Also this month we have had our first look at the new Freightliner Class 70, in it's new and revised Freightliner livery, and we have also had word that a new re-livery program is about to commence to my favourite class of locos, the Class 92s. After DB won the Stobart contract it has been confirmed that a Class 92 will appear in Stobart livery, and the remaining locos will soon appear in DB livery, we can't wait!!.

Not only are there new locos and livery changes, but we have also heard word of several retired locos making a come back, with DBS having to return several Class 37's to operational status for the RHTT season, it looks like an interesting winter to come.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Yorkie, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Josh Watkins, JulianG, Colin Irwin, Steve Madden, John Martin, Phil Cherry, Christopher Sutcliffe, Derek Hopkins and as always a big thanks to the RailUK team for assisting in proof reading.

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Submissions

If you have ever wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email:

entries@railtalk.net

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 18 - Readers Articles
Pg 26 - Pictures
Pg 43 - The Nosh Report
Pg 43 - View from the Outside
Pg 44 - Rail Operator News
Pg 55 - Different View
Pg 58 - Preserved Railways
Pg 77 - From the Archives

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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Front Cover: The first Class 33 hauled railtour for quite a while, and for a new railtour operator, Joint Line Railtours, as Class 33 207 works 1Z37 Worktop - London Marylebone passed Leamington Spa on September 5th.

Carl Grocott

This Page: DRS Class 57 012 heads past Redbank with the 6J37 timber train for Chirk on September 10th. *Dave Harris*



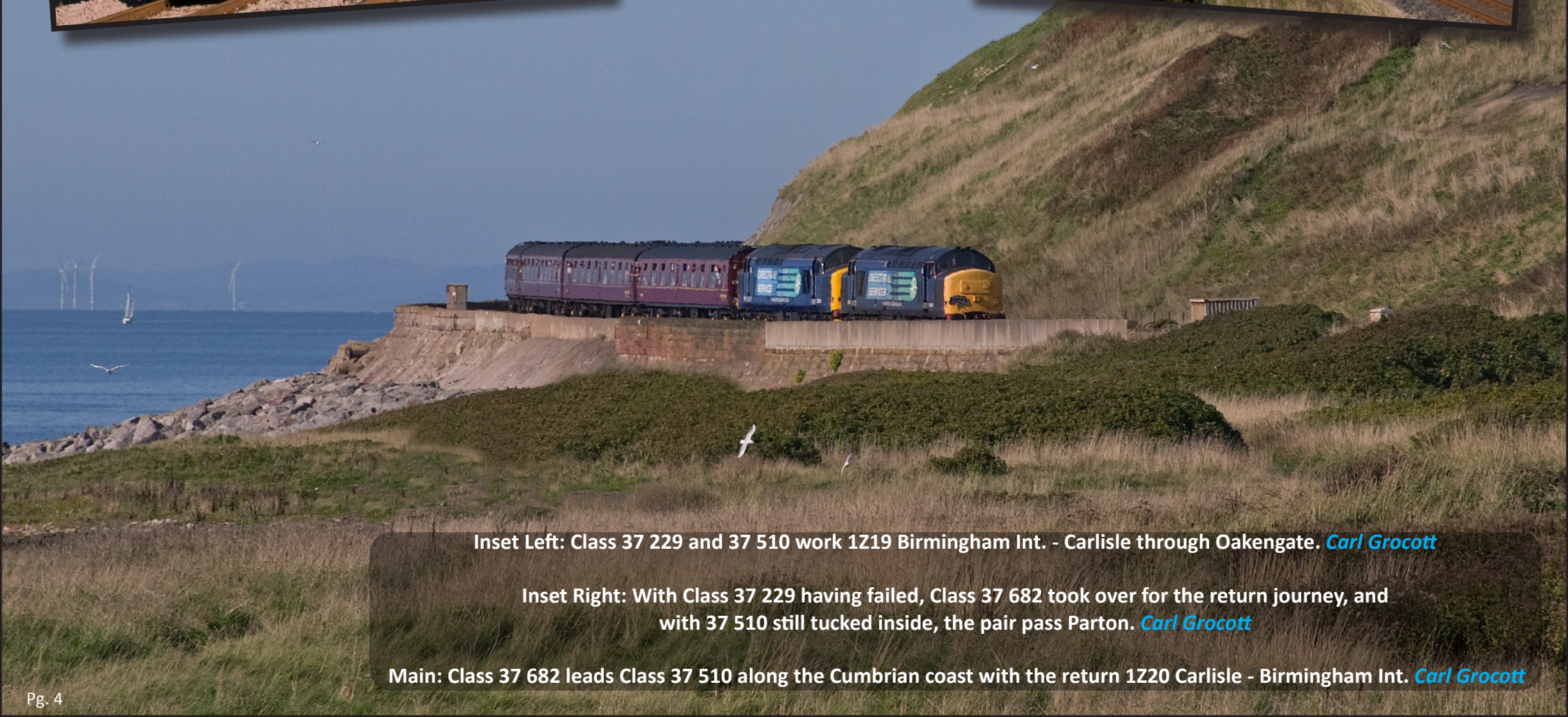
Charter Scene

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This month's round up of the British charter scene



Class 66 414 hauls 37 229 and 37 510 working 1Z19 Birmingham Int. - Carlisle passed Lambrigg on September 12th. Class 37 229 had failed. [Carl Grocott](#)



Inset Left: Class 37 229 and 37 510 work 1Z19 Birmingham Int. - Carlisle through Oakengate. [Carl Grocott](#)

Inset Right: With Class 37 229 having failed, Class 37 682 took over for the return journey, and with 37 510 still tucked inside, the pair pass Parton. [Carl Grocott](#)

Main: Class 37 682 leads Class 37 510 along the Cumbrian coast with the return 1Z20 Carlisle - Birmingham Int. [Carl Grocott](#)



Above: 45231 arrives at York with the ECS for "The Scarborough Spa Express" on August 18th. [John Martin](#)

Right: Shepherd Neame's "The Spitfire" Railtour on September 6th is pictured just outside Tonbridge, in the setting sun. [Craig Stretten](#)



Right: Vintage Trains 1Z22
Melton Mowbray - Corby is seen arriving at
Corby with GWR No. 4953 "Pitchford Hall"
on August 31st. [Steve Madden](#)



Bottom Left: On September 19th, a very
dismal Saturday morning saw 70013
"Oliver Cromwell" heading 1Z71
Cleethorpes - Carlisle, seen here passing the
Goods Yard at Scunthorpe. [Steve Thompson](#)

Bottom Right: Much brighter (and warmer)
weather greeted the working of the empty
stock, 5Z72 Barnetby - Carnforth, on
September 19th, with Class 47 760 seen
approaching Scunthorpe Station with 47 245
on the rear. [Steve Thompson](#)





Top Left: Class 47 760 threads it's way through the recently deforested cutting west of Scunthorpe Station with an ECS heading for Barnetby.

Steve Thompson

Top Right: On September 6th, saw 46115 "Scots Guardsman", running as 46168 "The Girl Guide" as part of the centenary celebrations of that movement with the train conveying Guides from Merseyside to York. In the event, the loco wasn't renumbered so the deception wasn't immediately apparent. This photo show the outward journey, 1Z68 Liverpool - York, passing Brumber Hill Farm Bridge. *Steve Thompson*



Right: Class 47 580 "County of Essex" accelerates away from Corby Station with Vintage Trains Charter 1Z22 Corby - Melton Mowbray on August 31st. *Steve Madden*



Above: Class 59 203 arrives at Clapham Junction, working UK Railtours' "The Harwich Hook" Railtour, which visited Dollands Moor yard, Wembley yard, Temple Mills Loop, Ipswich and Harwich International, September 5th. [Craig Stretten](#)



Top Right: 60163 "Tornado" works the return charter from York to Kings Cross through Retford on September 26th. [Steve Thompson](#)



Bottom Right: Seen departing Milford Jct on September 29th is BR 2-6-0 No. 76079, which, as OZ79, was being transferred from the East Lancs to Grosmont, NYMR. [Steve Thompson](#)



Inset Left: Class 33 207 arrives into Worksop on September 5th, to work 06:45 1237 "The Merry-le-bone" Worksop to London Marylebone. Class 37 516 was on the rear. [John Martin](#)

Inset Right: Later in the day Class 33207 leads the train passed Wychnor Jct. with Class 37 516 still on the rear. [Carl Grocott](#)

Main: With the Class 37 now leading the train still running as 1237 Worksop - London Marylebone passes through Leamington Spa. [Carl Grocott](#)



Top Left: D1015 "Western Champion" accelerates through Stafford with the "Western Slater" Railtour from Didcot to Blaenau Ffestiniog on September 19th. [Derek Elston](#)

Above: BR "Britannia" 4-6-2 No. 70013 "Oliver Cromwell" is pictured working 1724 York - Carlisle on September 30th. [Steve Thompson](#)

Bottom Left: DTG's Class 52 No D1015 "Western Champion" is seen here departing Crewe with Pathfinder Tours "Western Slater" tour on September 19th. [Dave Harris](#)



Above: "Wizzo" D1015 is seen after arriving at Blaenau Ffestiniog with 1Z52 Didcot - Blaenau Ffestiniog charter on September 19th. [Carl Grocott](#)



Top Right: A shot of the tour earlier in the day as D1015 is seen passing through Blaenau Dolwydd with 1Z52 Didcot - Blaenau Ffestiniog, September 19th. [Carl Grocott](#)



Bottom Right: D1015 "Western Champion" rolls along the coast through Colwyn Bay with Pathfinder Railtour's 1Z53 Blaenau Ffestiniog - Didcot, the return "The Western Slater" tour, 19th September. [Dave Dawson](#)



Top Left: Class 67 027 pauses at Doncaster on September 5th whilst working 1267 York - Stratford on Avon "Northern Belle." *Class47*

Top Right: Compass Tours "The White Rose Express" from Nantwich - Scarborough passes through Doncaster on September 26th with Class 67 030. *Class47*

Left: On September 11th, Class 67 005 catches the evening glint as it passes Norton Fitzwarren with the Royal Train returning to London from Devon with Prince Charles & the Duchess of Cornwall on board returning from royal engagements in Devon. The other "Royal" 67 006 is out of sight at the rear. *Jonathan Gill*



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Top Left: Battle of Britain Class No. 34067 "Tangmere" stands at London Bridge, ready to work 1782 09:50 London Bridge - Faversham, Shepherd Neame's "The Spitfire" Railtour, on September 6th.
Craig Stretten

Above: September 26th saw 60163 "Tornado" work a London Kings Cross - York "Cathedrals Express" tour. The loco is pictured here passing through Doncaster. *Class47*

Left: 4-6-0 No. 45407 "The Lancashire Fusilier" is seen working the regular "Jacobite" departing Mallaig on August 13th.
Brian Battersby



Above: West Coast Railways Class 47 804 arrives at Edinburgh Waverley with the Royal Scotsman adorned with suitable headboard on September 25th. *Dave Harris*

Top Right: Class 47 245 is seen at Doncaster with the return of 1Z71 "The Hadrian" on September 12th. Classmate 47 760 was on the rear. *Class47*

Right: The driver of Class 47 826 slowly fettles up the throttle on the loco prolonging the huge amounts of clag that resulted. Class 47 826 heads up 1Z48 Carlisle to Norwich Nenta Charter tour top and tailed by Class 47 locomotives through Preston on September 19th. Class 47 787 "Windsor Castle" was on the rear. *Christopher Sutcliffe*



Right: LMS Jubilee 5XP Class No. 5690 "Leander" simmers in Carlisle station, shortly after arrival off the Settle & Carlisle line with the Fellsman railtour on September 9th 2009.

Christopher Sutcliffe

Bottom Left: On September 9th, LMS Jubilee Class 4-6-0 No. 5690 "Leander" having arrived with 1Z19 "The Fellsman" Lancaster - Carlisle via S&C, the loco runs round its train to prepare for departure.

Colin Irwin

Bottom Right: Running as 1Z22 5690 "Leander" is pictured departing Carlisle, with the return service to Lancaster.

Colin Irwin

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Above: Class 67 020 approaches Carlisle with the "Northern Belle" rolling stock on an ECS movement heading north on September 9th. Class 67 002 "Special Delivery" dead on the rear.

Christopher Sutcliffe

Top Right: Class 67 002 is pictured here at Perth on the rear of the above ECS move to Aberdeen, September 9th. *Richard Jones*

Bottom Right: Class 67 003 with 67 007 on the rear work 1Z82 Telford - Preston passed Hadnall on September 26th.

Carl Grocott





Top Left: Class 20 306 and 20 301 approach Leyland working 1Z40 Huddersfield - Carlisle Retro Railtours charter on August 29th.

Carl Grcott

Top Right: The tour passes through the spectacular scenery of the Cumbrian coast.

As seen here on the return journey with Class 20 301 leading. *Brian Battersby*

Right: DRS Class 37 510 and 37 682 head towards Winwick Jct at Alder Lane Bridge with the 5Z23 ecs Coventry - Carnforth on September 13th.

Dave Harris



Imperial Wharf opens for business

The UK's newest Railway Station opened for business on September 29th. Imperial Wharf has brought a long overdue rail link to the heart of Fulham.

A decade in the making and overbudget at £7.8million, the station gives the residents of Fulham and Chelsea a new route to Clapham Junction to the south, Richmond to the west and Stratford in the east, stopping at Shepherd's Bush and Westfield Shopping Centre.

The opening of Imperial Wharf – which is on the London Overground line – was put off for several years while the town halls at Hammersmith and Fulham and Kensington and Chelsea; Transport for London and developers St George tussled over funding.

Once the money was in place St George took a year to construct the gleaming new station, which has lift access and a staffed ticket office.

Boris Johnson led the official opening ceremony, hailing the years of planning effort put into getting Imperial Wharf on the transport map of London.

All Pictures: Kim Rennie



Farewell to the Oldham Loop

The Oldham Loop rail line closed after the last train on 3 October 2009. This is to allow the conversion to a brand new Metrolink tram system.

Trams will be running to Central Park by spring 2011, Oldham Mumps by Autumn 2011 and to Rochdale by Spring 2012.

So here we have a last look at some of the stations.

Below: Hollinwood

Bottom: Shaw

Top Right: Oldham

Bottom Right: Werneth

All Pictures: Colin Irwin



Farewell to the Oldham Loop

On the last day of trains.

Below: Final train round the loop was entrusted to Class 156 466 which was complete with headboard.

Trams will be running to Central Park by spring 2011, Oldham Mumps by Autumn 2011 and to Rochdale by Spring 2012.

Top Right: One of the final loco hauled trains round the Oldham loop was 45231 "Sherwood Forrester" seen here powering up the hill from Manchester Victoria past two sprinters.

Bottom Right: 45231 is seen crossing Entwistle viaduct over Wayoh reservoir near Bolton.

All Pictures: Colin Irwin



Railcard complications

When is an Anytime not valid any time? When it's bought with a Network Railcard of course! Unlike the 16-25 Railcard, which has a minimum fare of £12 for tickets bought before 10am (except during July & August), the Network Railcard is not valid before 10am and has a minimum fare of £13 after 10am. So much for 'simplification'!

This renders Anytime tickets bought with the discount pretty much useless for all but a few extreme examples. But why call a fare that is not valid at anytime an 'Anytime'? A customer recently asked at a barrier if they could use such a ticket at 0945 and were waved through, but were then charged by the guard. What other industry would have such complicated rules and allow one member of staff to overrule another?

Railcard discounts and restrictions are a total mess. In addition to the restrictions above, Senior railcard holders do not have a minimum fare, yet cannot use their railcard at all for journeys wholly within the Network Area commencing in the morning peak. So a passenger from Bournemouth to Bedford on the 0859 service is expected to cough up £106.30. If the customer buys a ticket to Wellingborough – one stop further – the price reduces to a much more reasonable £47.60. It's like a supermarket reducing the price you pay by less than half if you just buy one more apple.

A mature student aged 60, with epilepsy and based in the South East has the option of all of these railcards. Of course, they'd be better off with the disabled railcard (although it is

possible for a person on a very low income with genuine mobility difficulties and be ineligible for this railcard, yet someone with no mobility difficulties whatsoever and on a huge salary can be!), but if they had no 'disability' they'd be best off with the 16-25 railcard, because of the restrictions on Senior tickets before 10am, being eligible due to being a student despite the name 16-25 suggesting otherwise! A 60 year old mature student outside the Network area however, is better off with the Senior card, as this has no restrictions in the morning peak outside that area. The 16-25 railcard has a minimum fare before 10am for most ticket types of £12 except during July and August when no minimum applies.

How many ticket office staff, guards and RPIs fully understand all the rules?

Splitfare farce

Back on 4th of July, the owner of the Splitfare.co.uk website advertised (I'll resist using the 4 letter 's' word) the site on Railforums.co.uk. He told us how good it was, and that the aim of the site was to find the cheapest split for customers and then let them book, thus saving hassle. He failed to mention any of the drawbacks, which I'll come to later.

In mid-July there was a flurry of activity involving change of ownership notices being posted to Companies House and speculation mounted that perhaps Splitfare wasn't legit. After all, just how was it querying all those fares? Questions went unanswered and offers of help were ignored.

On 13 August the search facility was down and a notice was posted on the site saying that the

rail industry wanted to 'rip off rail users'. Well, we all knew that! But an unprofessional notice and lacking any detail as to what was going on. The next day the notice read 'the site will be back up soon & new updates are being tested. the data is correct and upto date. the site use to search for exactly what ppl asked for nothing more nothing less i.e search for a return ticket it will show prices for a return tickets, not two singles as a return. new site will have more features in terms of flexibility' The owner told us that the site does not make money and there was no legal battle. Hmm...

Finally on 30 September the notice read 'We are sorry to announce that the SplitFare search engine is shutdown. We need 3000 pounds a year for the data from the ATOC. As a free service we run splitfare at a loss and cant afford such a big cost. If you'd like to donate to the cause then please dont hesitate to contact us. The site will have a forum appear soon where users can ask other people for split fare routes and cost cutting ideas. The rail industry is ripping off rail users and cashing in. If this isn't the case then how can two tickets for the same journey cost less than one? I urge people to complain to the ATOC.'"

Interesting that the story kept changing, and the owner has no credibility now. It is clear that, as speculated, he was querying the fares database illegally. He chose to ignore questions on the subject and he chose not to consult us for advise. Will I be donating? Absolutely not. If someone was to come up with a genuine, open, honest not-for-profit split fare website where any revenue gained from commission was ploughed back into the site, then I'd seriously consider supporting such a venture. But, sadly Splitfare.co.uk is not the answer we are looking for. The final sentence about how can two tickets be less than one demonstrates a lack of

understanding of why this is the case, and asking people to complain to ATOC is not going to help for reasons too numerous to list here.

Finally, I said I'd get back to the drawbacks of the site (when it worked), and there are three major ones. Firstly, it appears that it searches for the fastest journey, and then looks at splitting the fare at all calling points on that journey. This is a completely different approach to that normally used by advisers in our Fares, Ticketing & Routeing forum, where we look for the cheapest tickets and then journeys can be found that match the cheap routes. For example when I searched Sunderland to Harrogate it did not find Grand Central on the basis that the GC service had a tight (less than the 8 minute minimum) yet do-able connection into the Harrogate service, so it gave an expensive fare via Newcastle.

Secondly, it only offers one split. I don't want to be too critical here, as anyone aware of mathematical problems will realise that if you introduce any further splits then the number of calculations will rise exponentially. It's simply not feasible. Well, unless you had a means of narrowing down the likely places to split first, and had a local copy of the fares data on the server to keep the query time down. It is possible, but extremely difficult to implement.

Lastly, the site earns revenue through Thetralineline, but this is not good for the purchaser as Thetrainline has various fees such as credit card and ticket collection/postage fees. Is it not ironic for a site that aims to find the cheapest fare to then add fees that would not apply if you bought from any of the TOC-branded sites?

Bo'ness and Kinneil Railway Three – Day Diesel Gala Event

The preserved Bo'ness and Kinneil Railway in Grangemouth held a three – day diesel gala event from Friday 28th – Sunday 30th August 2009. The event, as you can imagine, proved to be very popular as there is many people from around the UK/World that adore diesel locomotives in many ways. Some of these ways include, the design, shape and most popular – the sounds of the many diesel locomotives.

The weather throughout the three days was very mixed. Friday and Saturday stayed dry with some bursts of sunshine for good photograph opportunities, though on Sunday the weather was extremely dull with very little light. The amount of traction on offer over the three – day event



Bo'ness and Birkhill via Kinneil Halt.

Many enthusiasts attended to see and 'bash' Class 27 106 (D5394) which was scheduled to be back out in traffic again prior for the diesel gala event. The locomotive went through a complete overhaul inside the M.M.P.D. shed on site at Bo'ness. The overhaul included a repaint in livery from Brunswick Green into B.R. (British Rail) blue livery as well as having a bogie renewals. On Sunday there was a surprise to the many enthusiasts who attended the event on this day (the worst day weather wise) as D.R.S. (Direct Rail Services) sent Class 66 412 in 'Malcolm Rail' livery up north to join and share company on runs from Bo'ness – Birkhill for last of the three – day extravaganza event.

Funding is still coming into the 'kitty' at Bo'ness in order for work to start taking place on giving two abandoned Class 37s no.s 403 and 413 a complete overhaul and restore the locomotives back to 'main line' life once again. Both of these locomotives arrived at Boness together in November 2008, 403 coming from Toton T.M.D. and 413 coming from Motherwell T.M.D. Only when enough funding has been made to restore both locomotives work will start immediately by the very skilled and voluntary work force.

Left: Class 26 010 (D5310) is seen sitting outside the M.M.P.D. shed in the yard at Bo'ness.
Donald Croall



Above: BR Bo-Bo Class 27 001 is seen shunting at Bo'ness
Donald Croall

Below: Class 26 024 is seen at Bo'ness working a service to Birkhill via Kinneil Halt. *Donald Croall*



Bo'ness and Kinneil Railway Three-Day Diesel Gala Event continued



Above: Class 47 643 clags away from Bo'ness. *Jon Drummond*



Top Right: D5394 looks superb as it emerges from out of the depot. *Donald Croall*



Bottom Right: Class 66 412 was a surprise guest to the line for the gala. *Jon Drummond*

Glasgow Central High Level - Paisley Improvements Project: Tackling Present & Future Railway Passenger Growth From City - Town



Network Rail has commenced further construction work in relation to the Glasgow High Level station - Paisley Improvements Project. The project involves many objectives, most of which aim to tackle present and future railway passenger growth on the six mile route between Glasgow (the city) and Paisley (the town).

The improvements being made between Central and Paisley were originally part of the G.A.R.L. (Glasgow Airport Rail Link) Project plans, however the project was scrapped in September 2009 following Scotland's Finance Secretary John Swinney's announcement in Holyrood stating that the project could not continue to go ahead due to public spending cuts and insufficient funding.

A fuelling depot on site at Glasgow Airport, in the way of where a new viaduct would have ran across and into the new railway terminal at the airport also caused problems in terms



of engineering planning. The cost of relocating the fuel depot was too steep, rising to £30million from £5million previously when the £120million (original cost) project first got given the go ahead by the Scottish Parliament in November 2006.

Network Rail is in charge of managing the improvements project between Glasgow Central High Level and Paisley. They have brought in specialist contractors, e.g. Jarvis Rail S.T.R.C. (Scotland's Track Renewals Company). to carry out the many different objectives that have to be worked on for improving the route from the city to the town as well as their own track workers. The improvement works started in 2007 and are due for completion by early 2012.

What The Glasgow Central High Level - Paisley Improvements Project Objective List:

- * Renewing and replacing all signalling to L.E.D. lighting between the Glasgow and Paisley route - COMPLETE
- * Renewing and replacing the existing O.H.L. (Overhead Line) electrical equipment between the Glasgow and Paisley route - COMPLETE
- * Renewing and replacing the existing 5.4 miles of double track between Shields Junction (west of Glasgow Central High Level station) and Paisley Gilmour Street station - COMPLETE
- * Adding a third track to the existing double track main line between Shields Junction (west of Glasgow Central High Level station) and Arkleston Junction (east of Paisley Gilmour Street



station) - NOT COMPLETE

- * Extending the existing loop at Elderslie (west of Paisley Gilmour Street station) to accommodate longer freight trains
- * Glasgow Central High Level station - renumbering platform 11a to platform 12, platform 12 to platform 14 and platform 13 to platform 15 to make way for the construction of two new platforms, platform 12, which will be extended from the top of the straight through and into the station and construction of a completely brand new platform 13 in order to tackle present and future railway passenger growth - NOT COMPLETE

NOTE - The works mentioned above to take place in the station when complete will be the station's biggest layout change since completion of the station's first extension in 1906.

Photos: Left - Class 334 018 is seen departing platform 14 (formerly known as platform 12) Glasgow Central High Level station while working the 11.50 1W31 Glasgow Central High Level - Wemyss Bay service.

Centre - The arch will see trains going through it when the platform improvements at Glasgow Central High Level station are complete, expected to be by early 2012

Right - A general view of the Glasgow Central High Level station car park looking north. The car park closed for good at midnight on Sunday 27th September 2009 to allow work to commence on constructing two new platforms, platform 12 (a platform which exists already at the top of the station and will be extended straight through and into the station) and platform 13 (a platform which will be completely brand new).

Brian Redhead Memorial



On Saturday September 25th, Wensleydale Railway ran a special diesel train in memory of Brian Redhead, the well-known North Yorkshire journalist who died in last May.

Brian played a special part in the history of the Wensleydale Railway 16 years ago, when he revealed British Rail's plans to close the line and lift the track. At the time there was a daily freight train from Redmire quarry to the British Steel works at Redcar and this traffic was due to cease on 18 December 1992. Brian's reports gained national attention; the young William Hague MP presented a 7000+ signature petition in the House of Commons – and the Wensleydale Railway was saved.

Brian Redhead was born in the crossing keeper's cottage at Aiskew, beside the railway line, where his father William was the gatekeeper. "Perhaps this made him more sensitive to railway matters than most people," says the railway's chairman, Ruth Annison. "Certainly he was able to interpret the signs several months ahead of any closure announcement being made. Early publication of the details then secured time for a widespread – and ultimately successful – campaign to keep the important asset of the 22 mile track in place.

"From then on, Brian's name was regularly linked to articles about the Wensleydale Railway including, in 2003, the celebrations for its re-opening to passenger services. He reported many successes and threats to the line, often probing to discover the kernel of truth or twist of fate that gave his reporting such authority." Brian, the son of a signalman, died where he was born, in a cottage beside the Wensleydale Railway.

The special diesel hauled train departed Leeming bar station at 12:05, with a variety of media relations onboard to local and national papers, magazines, and BBC Radio.



Wensleydale Railway



The 6K50 Toton North Yard - Crewe Basford Hall departmental train has often been hauled by class 60 power. On September 8th DBS Class 60 059, still in the remains of its LoadHaul livery, passes through Rugeley Trent Valley station (actually not in Rugeley) Staffordshire with the train. [Gary S. Smith](#)



Top Left: Class 66 412 is seen working 4A13 Grangemouth - Aberdeen crossing the River Tay at Perth on September 25th.

Richard Jones

Top Right: On September 30th, Class 92 031 makes a fine sight, as it heads south passed Chorlton on 4010, 12:18 Trafford Park to Southampton Intermodal service.

Pete Cheshire

Bottom Left: Scotrail Class 156 467 passes through a very wet Tyndrum Lower on August 14th.

Brian Battersby

Right: Class 66 099 passes through East Midlands Parkway station on September 5th with an engineers train.
Brian Battersby



Below: Class 56 312 "Artemis" and 56 311 double head the Dollands Moor - Hams Hall service passed Mill Lane, Northampton on September 10th.
Derek Elston





Above: August 24th at Bedford Carriage Sidings and Class 377 513 has just been delivered to FCC after its test runs were completed at Selhurst Depot. It had not run in passenger service at this point.
Steve Madden

Top Right: A ScotRail Class 158 skirts the sea wall at Burntisland with a service for Edinburgh on September 25th. *Dave Harris*

Bottom Right: Deputising for non available PPM, on September 19th, Class 153 371 stands at Stourbridge Town forming the 11.00 to Stourbridge Junction, a 2 minute journey time. *Derek Elston*



Top Left: DVT 82302, in "Chiltern" livery, brings up the rear of 1P13, the 11:23 Wrexham to London Marylebone service, as it leaves Gobowen on September 23rd. Class 67 010 was leading. [Pete Cheshire](#)

Top Right: Class 66 412 is seen working 4A13 Grangemouth - Aberdeen crossing the River Tay at Perth on September 25th. [Richard Jones](#)

Left: In a great cacophony, DRS Class 37 423 and 37 611 leave Saxmundham, Suffolk on August 28th with the 6M69 Sizewell - Willesden nuclear waste train. [Gary S. Smith](#)



Top Left: Nottingham is certainly a freight hot spot at the moment on a Saturday, with even the occasional Class 60 appearing. Class 60 074 is seen passing through the station on September 5th.

Brian Battersby

Top Right: Class 66 611 is seen hauling 6M06 Roxby-Bredbury bin train on September 22nd as it nears Scunthorpe.

Steve Thompson

Left: DBS Class 60 035 passes through the Five Acre Grove Nature Reserve, between Stonehouse and Frocester, Gloucestershire with the 6B13 Robeston - Westerleigh tank train on September 15th.

Gary S. Smith



Left: Framed in one of the archways of Carlisle station recently was DRS Class 57 007. *Brian Battersby*

Above: Above Class 47 812 and 73 133 arrive at Tavistock Jct. having worked 0Z73 Taunton Fairwater Yard to Tavistock Jct. on September 16th. *Steve Andrews*



Top Left: Class 158 716 is pictured on Inverness depot, August 20th.

Brian Battersby

Top Right: Class 86 627 and 86 604 head north through Acton Bridge with 4M52 Felixstowe to Ditton Freightliner service, seen on September 25th.

Pete Cheshire

Left: Class 56 312 leads 56 311 past Sevington, near Ashford, Kent, working 4291 12:00 Dollands Moor - Hams Hall Intermodal.

Craig Stretten



Top Left: Class 66 213 working 6Z22 Forders - Toton Yard is passed by Class 222 001 working a St. Pancras International to Sheffield service at Kangeroo Spinney, Wellingborough on August 13th. *Steve Madden*

Top Right: Class 66 206 assists 66 046 onto the Up Goods at Scunthorpe with 6N10 Humber Oil Refinery - Jarrow, running nearly two hours late. 66 206 was detached, leaving it's classmate to continue with it's 27 TEA load alone. *Steve Thompson*

Left: Freightliner's Class 66 536 passes Gaer Junction, Newport, Gwent with the 4051 Cardiff Wentlog - Southampton on the morning September 14th. Former Silverlink DMU Class 150 127 overtakes the freight train. *Gary S. Smith*

Right: Class 31 106 stands outside the Network Rail site at Derby on September 12th.

Class47

Bottom Left: Advenza Class 66 841 is seen stabled at Gloucester Station on August 15th.

Phil Cherry

Bottom Right: Stored inside the depot at Carnforth for quite some time has been Class 37 214. It now has appeared outside and appears to have been stripped. What future for this former Scottish beast?

Brian Battersby





Above: D1015 runs through Tamworth on September 2nd.
Running as 0Z52, 1100 Barrow Hill to Eastleigh.

Richard Hargreaves

Top Left: Once a regular sight in most major stations, Class 08 788 is
seen at Inverness on station pilot duties on August 15th.

Brian Battersby

Bottom Left: - DBS Class 67 019 negotiates its way across the WCML
from Warrington Arpley yard, with a stock movement consisting of
two barrier coaches sandwiching a Merseyrail Class 507/508 EMU,
returning to Kirkdale TMD for Merseyrail on September 21st 2009.

Christopher Sutcliffe



Above: GBRF Class 66 712 moves a MK3 buffet car and two barrier coaches north through Wigan North Western on September 7th.

Colin Irwin

Top Left: With power car 43133 leading, a First GreatWestern HST heads for Plymouth on August 5th. *Richard Hargreaves*

Bottom Left: Class 67 011 is pictured at Fort William with the Euston sleeper service on August 13th. *Brian Battersby*



On 17 September, Riviera trains Class 47 812, on hire to Colas Rail, passes Norton Fitzwarren hauling a COLAS Rail HOB from Tavistock Jn to Rugby.

Jonathan Gill



Above: After a dull morning, the sun came out for the return of the “WAG” express north. Virgin/Arriva Trains Wales 57314 with the 1W91 Cardiff - Holyhead in the classic setting of Ponthir on the afternoon of September 14th.

Gary S. Smith



Left: The first rake of refurbished Mk III stock for the Wrexham, Shropshire and Marylebone Railway was delivered at the beginning of September and was tested in a series of circular proving runs from Crewe. On the morning of Wednesday 9th September, the 5Z01 Crewe - Shrewsbury - Crewe trial train comprising DVT 82305, buffet/first 10218, standard open 12145 and standard open 12127, propelled by locomotive Class 67 010, all in the WSMR livery, moves away from Bushbury Junction, Wolverhampton, West Midlands.

Gary S. Smith

Right: Nottingham Tram 205 approaches Nottingham station on September 5th.

Richard Hargreaves

Bottom Left: On September 26th, a string of eight Class 66s, led by 66 107, passed through Retford, moving from Doncaster to Peterborough.

Steve Thompson

Bottom Right: September 9th, and we have a shot of what must be the least onerous job for a Class 60. The Wednesday only Lindsay Oil Refinery to Neville Hill fuel run rarely loads to more than about three or four TEAs and is often entrusted to a Class 60 if there is one at Immingham.

Here is Class 60 010 returning three discharged TEAs to Lindsey, passing Keadby Canal. *Steve Thompson*





Above: With Edinburgh Observatory as the back drop, a NXEC HST departs Edinburgh Waverley while a DBS Class 90 018 waits in the platform bay, September 25th.

Dave Harris



Left: CrossCountry Class 221 138 crosses Montrose Basin on September 20th.

Richard Jones



On September 5th, for the final Saturday loco hauled Bristol - Weymouth service of the year, a pair of Class 37s were used instead of the usual Class 67s. Class 37 670 leads on the return from Weymouth arriving at Yeovil Pen Mill bound for Bristol Temple Meads. [Derek Elston](#)

The Nosh Report with Steve Roberts

Welcome to 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 month I've had a suggestion from the overnight team at the Severn Valley Railway. They were apparently, very impressed with this Fish and Chip shop. I must say that when ever I go to the Severn Valley Railway I tend to go to Captain Cod's which is just across the road from the station at Kidderminster. However I am told that for a change, then I should try here:

Our Plaice
96 Comberton Hill, Kidderminster, DY10 1QH
Tel:01562 822777

To find them simply turn left outside the station at Kidderminster and walk down the hill towards the main town. Our Plaice can be found on the left. It does all the regular items, fish chips, pies etc., and everything is freshly prepared to a very high standard.

I shall look forward to trying them on my next visit to the SVR, which whilst I'm on the subject of that railway, I'll give a quick mention to the station bar and a simply delicious cider that they sell called Rosey. It is really beautiful. So for the grown-ups amongst us, go and try a pint to two.

Obviously only drink if you've travelled there by train!

All that talk about Rosey and Cider has made me think about a girl I knew.....perhaps I'll leave that for a nother issue!

I'll be back next month with another gem to let you all know about. Until then keep the emails coming, and you never know, it might be your report next month.

Remember you can email me at:

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts

View from the Outside by Megan Thomason

This month has really exceeded the expectations of the title of my column. It has exceeded expectations because I have lived up to the title and have done exactly that...viewed from the outside! Basically, I have done nothing to do with trains this month. Andy has come pretty close to doing nothing as well, except from going to somewhere called Nene Valley... (correct me if I'm wrong those of you who were with him that day).

Now, three weeks ago Andy promised that Nene Valley day to me, so at first I was hurt at the fact that he would rather go and see trains than me, however, I had a great day without him, so thank you everyone for taking him off my hands for that day, I know he enjoys his train days and he isn't around to bug me :) I managed to finally catch up on Big Brother after being behind by a month for the entire duration that it was on. Sophie won, which I am pleased about...although I doubt you'd catch Sophie near any trains as she doesn't seem the "type" ... more of a clubbing girl perhaps.

That brings me on to a big point that I would like to address this issue. Why does every one presume that there are types of people that like trains and take pictures, spot them or

whatever? Why do people automatically think they are "boring geeks"? This idea really gets me narked. I will not name names, but certain people this month have really made my blood boil with fury, "ugh, trains" and eyes rolling is a lot of what I have had to put a forced smile to. Now, I would like to make a very serious comment, based on Andy actually. Just because he likes trains and going out and taking pictures of them, doesn't make him a particular "type" of person, and to some certain women/girls that think that Andy going out and taking pictures of trains is "sad", well that's just not true at all, it is his hobby, he enjoys it, and hey, it brings him back to me with a broad smile on his face. So shut it. I am proud of him for not smoking drugs and drinking beer down Chav Street every weekend and beating people up.

I would also like to say how proud I am of the magazine, and everyone in this tight knit train community, it really is something special I must say. Andy, you are doing something you find fun, stimulating and worthwhile whereas other people, like a certain person who was moaning about "train spotters" to me this month (I know, I tried not to hit her but

just couldn't help myself) are found with their heads down the toilet on a Sunday morning after a drunken night of clubbing and partying around town. Very worthwhile compared to running your own magazine and contributing to it each month. (I am being sarcastic by the way, being sick is not so worthwhile).

That's all my moaning done with for this month, so, the moral of the story, ignore the airheads that get drunk and look down upon you very worthwhile people and keep on doing what you're doing, and take Andy off my hands more often and bring him back with a smile the size of a train! And just because you're train people doesn't mean you can't get drunk by the way, just try not to do it on the trains you travel on otherwise you may have to answer to the British Transport Police (Andy wants to become one so if you do get drunk on a train, ask to speak to Andy, he'll let you off).

If you have any comments, about my articles or any ideas about what I could write about drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

First GBRf names Class 66 locomotive Sheffield Wednesday

First GBRf, the UK's most reliable rail freight haulier, named a Class 66 locomotive 'Sheffield Wednesday' on Friday 11 September, 2009, to mark the completion of its contract for 89 coal wagons, with independent wagon builder, W.H. Davis. John Smith, MD, First GBRf, comments: "The contract for more coal wagons represents our continued growth in this market, and we are very pleased we have been able to support a builder based in the UK."

"As for naming another loco after a football club, it seems to be something that is becoming a regular occurrence! When we

found out that W.H. Davis retiring chairman (Derrick Sharpe) was a hardened Sheffield Wednesday fan we knew we had to name him a train."

The naming ceremony took place at Sheffield Railway Station at 11:00 am on Friday 11 September, 2009, where Class 66 726 was named 'Sheffield Wednesday'. Guests were greeted by brass musicians, The England Band, and speeches were given by John Smith, MD, First GBRf, Derrick Sharpe, former chairman of W.H. Davis, and Lee Strafford, chairman, Sheffield Wednesday Football Club. The nameplate was unveiled by Derrick Sharpe, Ray Fletcher, this year's Sheffield Wednesday season ticket

winner, and David Vernon-Edwards from The Sheffield Children's Hospital Charity, which promotes the health of children from Sheffield and surrounding areas.

Sheffield Wednesday chairman, Lee Strafford, said: "As a club we are very proud to be recognised in this way. There are very few operational locomotives currently bearing the name of football clubs so to be among that select few is a real honour for Sheffield Wednesday. I would like to thank W.H. Davis and First GBRf for presenting the club this opportunity and we look forward to seeing the locomotive on the nation's railways."



Newly named GBRf Class 66 "Sheffield Wednesday" passes through Stockport station with two coaches on September 11th. [Colin Irwin](#)

Freightliner publish further photos of the first batch of PowerHaul locomotives – due to arrive in the UK in November.

The first two PowerHaul locos have been undergoing over 170 tests including ride testing, gauge and electromagnetic compatibility (EMC) testing, and are well on target for transit to port and shipping from Lambert's Point, Virginia at the beginning of October. With arrival expected in Newport, South Wales at the beginning of November.

In late August, Peter Maybury, CEO, and Tim Shakerley, Engineering Director, Freightliner Group visited Erie in late August to see the progress of this significant project. Peter Maybury, commented; "We were pleased to see the locos taking shape after months of planning and design, and are encouraged that GE are well on track to deliver as promised."

As the first two locomotives took to GE's 4 mile test track in Erie, Pennsylvania, construction continued on a further four locomotives which will be delivered a month later. These second batch were the first to receive application of Freightliner's revitalised livery scheme. Peter Maybury added, "Our new branding represents the dynamic and modern logistics company which Freightliner has transformed into and represents the step change in technology being introduced to the rail freight market."

Currently at GE's site in Erie are Driver Production Managers, and a team of Maintenance and Engineering staff who are undergoing a loco familiarisation course in readiness for delivering the training to staff back in the UK.

Photo : © Freightliner.



NORTHERN RAIL TRAIN CELEBRATES KEIGHLEY AND BRONTË COUNTRY

Northern Rail has unveiled a train featuring stunning images of Keighley and the surrounding Brontë Country.

The train operator has teamed up with Keighley Town Centre Association to design an exciting new livery for one of its Class 158 trains, which will publicise the delights of the area to passengers across the north of England.

The train is part of the Love Keighley brand launched in February which seeks to help attract new visitors to the town, as well as providing an information point for residents through a new website lovekeighley.com

Susan Mendoza, Chair of Keighley Town Centre Association said I'm delighted

to see the launch of the Keighley train, a physical symbol of successful partnership working in Keighley. I'm sure that the train will take a positive message of the town to a wider audience. The train is proof of how passionate we

all are about Keighley. "I would like to thank the partners who have supported us in providing this symbol of Keighley and in particular Town Centre Manager Philip Smith for his hard work" Steve Butcher, Area Director East, Northern Rail said: "We're delighted to team up with Keighley Town Centre Association to help promote the town and surrounding area to the many communities we serve across the north of England."



The new livery was revealed on Monday 21 September in front of guests at Keighley Station. It was a special day for one person because as well as sporting a brand new livery the train was named 'Ian Dewhirst' in honour of the Keighley historian. Ian was awarded an MBE in 1999 in recognition of his services to local history.

Philip Smith said "It is a great pleasure to see Ian rewarded in this way for all his work on behalf of the town. His passion for Keighley is second to none".

Ian has a love of the town and its history, which can be found in more than a dozen publications including A history of Keighley and Gleanings from Victorian Yorkshire. In pursuit of his subject he has written hundreds of thousands of words, and given over 3,000 talks to a wide variety of groups. A contributor to publications such as Yorkshire Life and other local journals, he has also appeared on ITV's Dales diary introducing little known facts on Keighley and the surrounding area. In recognition of his services to local history he was awarded an Honorary Doctor of Letters by the University of Bradford in 1997.

NEW DESTINATION FOR HISTORIC BLACKFRIARS 'DESTINATION WALL'

An important and unique part of British rail history is set for a facelift and a new home, as part of Network Rail's £350m redevelopment of Blackfriars rail station.

The destination wall, specially designated for protection by the Railway Heritage Committee in April this year, will be carefully removed stone by stone from its current location in the upper concourse of the station, left of the ticketing gates. The wall, part of the original façade of the 1886 Blackfriars station (originally known as St Paul's), features the names of 54 destinations - each painstakingly carved into separate sandstone blocks. These blocks vary in size and weight, with the lightest weighing around 45 kilograms and the heaviest up to 120 kilograms. A large number of these stones bear the names of the business capitals of Europe, highlighting the importance of the railway and Blackfriars as a main departure point from London over 120 years ago. It will be restored to its former glory by Rupert Harris Restoration, who are also currently carrying out restoration work on two other historic features of the Blackfriars station area for Network Rail, the Temperance Fountain and the statue of Queen Victoria. It is expected that the meticulous restoration work on the destination wall will take up to 1,900 hours and will involve working from the top down, carefully chiselling mortar joints between each stone, numbering each piece, then lifting them down and packing them in specially designed crates. Following this the lettering of each stone will be gilded in 24 carat gold leaf using the oil gilding technique before the wall is re-built in its new location.

Jerry Swift, Network Rail's head of corporate responsibility, comments: "The destination wall is a fascinating and treasured piece of rail history, and we are committed to preserving it.

"Incorporating the wall into the design of the new station is also highly symbolic, given that a number of new destinations will become directly accessible from Blackfriars station when this landmark project is completed ahead of the 2012 Olympic Games."

Jim Morgan, managing director of train operator First Capital Connect which operates Blackfriars station, said: "The reconstruction of Blackfriars looks to the future by giving it platforms and facilities for crowd-busting, longer 12-carriage trains. It's great that Network Rail is keeping an eye to the past too by preserving such a fascinating piece of its heritage."

Christopher Fildes, Railway Heritage Committee, comments: "In 1886 the London Chatham & Dover Railway pushed northwards across the Thames to a new terminus which it called St Paul's, which was later renamed Blackfriars. This gave the railway a foothold in the City of London. On the facade were engraved 54 destinations in Britain and Europe which could be reached from the new station. The most remote was St Petersburg. They reflected the City's pre-eminence as the centre of international finance. "When the station was rebuilt in the 1970s, the engraved destinations were saved and arranged as a 'wall of names' in the new concourse. A second rebuilding is now under way, and the names will also be preserved, as befits their significance in the history of the City and its railways. We have met with representatives from Network Rail to discuss the destination wall and are pleased with their plans. We look forward to seeing the end result."



£60M+ EAST COAST RAIL LINK PLANS SUBMITTED

A multimillion pound rail link which will help reduce delays and allow extra trains to travel to and from London moved a step closer today as Network Rail submitted its formal application to the Department for Transport. The new section of railway near Hitchin will remove one of the country's worst bottlenecks, taking the line to Cambridge over, rather than across, the East Coast Main Line.

Today trains travelling from London to Cambridge have to cross three other lines to switch between the East Coast Main Line and the line to Cambridge. This reduces capacity for other services and makes the railway less reliable when delays occur.

The new rail link would avoid these problems completely, cutting delays to train services by nearly 18,000 minutes every year and helping create the capacity to run more services to and from the



capital every hour.

Richard Lungmuss, route director, Network Rail said: "The investment we are planning in the Hitchin area is about improving transport links, reducing delays to passengers and increasing the number of services. Rail users in Hitchin and the length of the country will feel the benefits of this scheme as we remove the biggest remaining pinch point on the East Coast Main Line."

Transport Secretary marks start of Southern's new franchise

Passengers in London and the South East are to benefit from more frequent rail services, improved stations, more staff and better security, as Transport Secretary Andrew Adonis marked the start of the new South Central franchise, which has been successfully retained by Southern's parent company Govia.

Andrew Adonis said: "This new franchise will provide passengers in London and the South East with a better quality of service, more trains at busy times and better station and on-train security. "The railways must work for passengers – which is why we've worked closely with rail user groups such as Passenger Focus in drawing up this franchise. It's also encouraging that four candidates entered bids for the franchise, showing that there is still a strong level of interest in running rail services."

The new franchise, which Govia will continue to call Southern, was launched in Eastbourne following a range of improvements to Eastbourne station. The improvements include a deep clean of the entire station, repainting, provision of new customer information zones and signage, additional cycle storage and a new £30,000 passenger lounge, with new customer information screens to be installed shortly. During his visit to the station, Lord Adonis was shown the improvements before formally opening the new passenger lounge.

Keith Ludeman, Chairman of Govia said: "The new franchise will deliver innovation and visible improvements to the trains and stations used by Southern's passengers. We are pleased to be able to provide continuity on the network and build on the successes of the Southern team which were achieved during the previous franchise."

Chris Burchell, Managing Director of Southern said: "There is an exciting array of improvements ahead for passengers. We will grow capacity, improve security even further and provide better service quality at every stage of the passenger journey. We will also develop more ways to listen to and meet the needs of our passengers. The successes of Southern in this new franchise will transform this network and support improvements to the wider railway in the South-East.

"Our relationships with key stakeholders such as the DfT, Network Rail, Transport for London and Passenger Focus will be vital in supporting our plans to deliver a better railway. These next few years are an exciting time of real change for the railways and Southern is proud to be taking a leading role in supporting this as we start our new franchise." Since the start of the franchise on September 20, Southern has already delivered a number of new initiatives. These include the launch of a new Passenger Panel and website, more disabled car parking at ten stations, a more rigorous approach to graffiti removal and a new audit system which will measure service standards on trains and station. The new franchise will run for five years and ten months until 25 July 2015

MORE CHOICE AND VALUE ON THE MENU AS NATIONAL EXPRESS EAST COAST UNVEILS NEW ON-TRAIN CUISINE

35 new dishes, many at reduced prices

Train operator National Express East Coast has introduced a new seasonal menu from 21st September, offering customers greater choice and better value. The new menu, designed using feedback from National Express Chefs and customers, includes 35 new dishes with savings of up to 33 per cent on some dishes.

The new autumn and winter menu sees the introduction of two new menus to the First Class restaurant, each with 11 newly created dishes. The menus will rotate on a monthly basis. The First Class At Seat dining and Light Bites menus have also been redesigned, both with new options and customer favourites from the previous menu.

Customers using the Café Bar can now enjoy a new selection of cold sandwiches, snacks and drinks, as well as four brand new hot food options. Those tucking into the Great British Breakfast will enjoy both the food and a big price reduction in the First Class restaurant (was £16.50, now £14). Breakfast from the First Class At Seat dining menu was £12.99 and is now only £12.00.

Customers travelling in Standard accommodation can enjoy a new selection of hot and cold sandwiches at reduced prices.

As well as offering great value for money in its new menus, National Express East Coast has set out to streamline the preparation of the dishes on board the train, whilst speeding up the delivery of the dishes to customers and improving service quality.

National Express East Coast customer service director Denise Lennox said: "The introduction of our new seasonal menu will provide a wider variety of options, as well as retaining our most popular dishes, with our 'Bistro' style dining remaining great value for money. "We have listened to feedback from our customers and our on board Chefs to devise a menu that is delicious, offers great value and reflects the skills and flair of our chefs. "

Royal Mail hands First GBRf contract for three new mail services

First GBRf has been awarded a new contract with Royal Mail to operate three new mail services starting from Monday 7 September 2009. The contract forms part of Network 2009, a Royal Mail project to review its transportation methods for the bulk carriage of mail around the country.

The new contract will see First GBRf increase the number of mail trains it is operating for Royal Mail from three to six, which will run until the contract ceases on 29 May, 2010.

The first new service will carry mail daily from Willesden's Princess Royal Distribution Centre (PRDC) to Warrington in Cheshire. The second new train will travel from Warrington to Willesden and the third is an additional daily service from Shieldmuir, near Glasgow to Warrington.

Many of the existing mail services First GBRf currently runs for the postal company will also be strengthened by the addition of extra vehicles as part of Royal Mail's Network 2009 project to reflect the fact that more mail is planned to travel by rail.

Class 325 electric multiple units will be used for all three of the services and will consist of four, eight and 12 car units depending on the route taken.

John Smith, MD, First GBRf, says: "Winning this contract shows that we are still committed to providing an excellent service to Royal Mail despite recent developments. We are pleased that First GBRf's high levels of reliability, punctuality and performance have given Royal Mail the confidence in rail to run these additional trains."

"It is also good to see that more mail is returning to rail and we are happy to support a project which provides a more economical and environmentally friendly way of transporting the nation's post."

First GBRf has operated postal services, including the transportation of first class post, for Royal Mail since 2004.

DONCASTER STATION WINS TOP RAIL INDUSTRY 'OSCAR' FOR SECOND YEAR RUNNING

STAFF at Doncaster station are celebrating their second major win in two years at the National Rail Awards, the rail industry's Oscars.

The station at Doncaster, which is managed by National Express East Coast, was voted Best Large Station for the second year in a row.

The National Rail Awards celebrate excellence and achievement in the UK rail industry.

The judging panel, chaired by the former rail regulator John Swift QC, said: "Doncaster is a busy, bustling efficiently run station. Everything about it is designed to make travel as easy and convenient as possible, and there is an impressive array of customer facilities. Staff are smart, helpful and always in evidence. Doncaster is excellent – everything a passenger station should be."

National Express East Coast managing director Susan Goldsmith said: "I am delighted at this excellent achievement by our team at Doncaster station, whose high standard of service has been recognised again.

"Our most important asset is our people who are fully dedicated to providing a high quality travel experience. We constantly review customer feedback to maintain and improve facilities at all of our stations."

Doncaster station has benefited from several improvements in recent years, including a new travel centre, redesigned concourse, rebuilt underpass linking the platforms, and a direct covered link into the neighbouring Frenchgate shopping centre and bus interchange.

Three other National Express-managed stations were also recognised at last night's awards. Newcastle station was highly commended in the Major Station of the Year category, York station was highly commended in the Large Station of the Year category, and Grantham was highly commended in the Medium Station of the Year category.

The National Rail Awards celebrate excellence and achievement among all 2,500 stations on Britain's rail network.

Megatrain offers thousands more budget rail seats

Budget train service megatrain.com has doubled the number of low-cost seats available on routes from Portsmouth and Southampton to London.

The market-leading rail provider, whose fares start from just £1, offers bargain travel on parts of the South West Trains, East Midlands Trains and Virgin Trains networks.

To keep up with passenger demand, megatrain.com has made thousands more seats available every week on its routes from Portsmouth and Southampton to London.

The latest expansion includes:

- Weekday megatrain.com services up from 11 to 19 a day between Portsmouth and London
- Saturday services on the same route increased from 11 to 26.

- The number of low-cost seats between Portsmouth and London up from around 2,600 to almost 5,000 each week.

- megatrain.com seats available on 16 extra services on weekdays from Southampton and London, taking the total to 25.

- An extra 21 megatrain.com services on the Southampton-London route on Saturdays, taking the total to 30.

- Nearly 6,000 low-cost seats on the Southampton-London route a week – more than double the existing number

South West Trains Managing Director Stewart Palmer said: "This latest expansion of megatrain.com will allow us to meet the growing demand from passengers for an affordable, fast, reliable and greener travel option. Our research tells us that train travel is the top transport choice for customers making these journeys and we're responding to that by providing even more low-cost seats on our high quality train services."

Wrexham & Shropshire backed by respected rail firm

Rail firm Wrexham & Shropshire has recently announced that direct services between Wrexham, Shropshire and London will, from the New Year, be operated by a company owned by its largest shareholder, DB.

Wrexham & Shropshire restored the county's direct link to London in 2008 and has since become the most popular train company in rail history, according to statistics on customer satisfaction from the influential National Passenger survey. From the New Year, the company intends to transfer its operating rights to Chiltern Railways, a company wholly-owned by DB which has been providing operational support to Wrexham & Shropshire since launch.

DB, German state railways, is one of the largest rail companies in the world. With an impressive performance record in Germany, it operates the Chiltern Railways franchise - which regularly tops industry performance league tables - and the country's largest rail freight distribution company, DB Schenker. DB has owned 50% of Wrexham & Shropshire since launch, with the other 50% split between the shareholders of Renaissance Trains and John Laing.

Andy Hamilton, Managing Director of Wrexham & Shropshire, said: "This comes at an exciting time for Wrexham & Shropshire. With our improved timetable starting shortly and refurbished trains arriving, this change will be of huge benefit to Wrexham & Shropshire. By operating as part of the Chiltern Railways business, we will be able to serve additional stations such as Leamington Spa and will benefit from the single-minded commitment of one of the world's most successful transport companies."

Adrian Shooter, Chairman of DB Regio UK, said: "We are delighted to be taking the Wrexham & Shropshire brand forward within Chiltern Railways. Having worked closely with the Renaissance Trains shareholders to launch Wrexham & Shropshire, we are aware that we have a winning formula and will be continuing to offer the exceptional standards of quality and service that our customers have come to expect."

John Nelson, one of the four Renaissance Trains shareholders that developed the original idea for Wrexham & Shropshire said: "We are incredibly proud to have been associated with Wrexham & Shropshire and delighted that DB are going to continue to develop and grow the business. We are especially proud of the extraordinary success of the team in achieving 97% customer satisfaction, the highest ever recorded by a UK train company, and growing the market for travel between Wrexham, Shropshire and London by 68%. We would like to place on record our thanks to the staff at Wrexham & Shropshire for their extraordinary hard work."

Chiltern Railways will be working with Network Rail to transfer Wrexham & Shropshire's track access rights to DB-owned Chiltern Railways and is hoping this will be approved by the end of the year. There will be no changes to the branding of Wrexham & Shropshire which will continue to be an open access business unit based in Shrewsbury and operated from Wrexham.

Wrexham & Shropshire brings passengers first refurbished train

From Wednesday 30th September, Wrexham & Shropshire welcomes the first of four new trains into passenger service following an extensive refurbishment programme.

The refurbished trains, which are being phased in over the coming months, have been designed with maximum customer comfort in mind and include a host of benefits including state-of-the-art catering facilities, improved seating comfort, Wi-Fi and four-star hotel standard toilets.

Andy Hamilton, Wrexham & Shropshire's Managing Director, said: "Wrexham & Shropshire was recently rated higher than any other rail operator for passenger satisfaction and we are confident that the introduction of our refurbished carriages over the coming months will further transform the passenger experience. We are seeking to set a new standard for rail travel that provides an excellent alternative to the car for both business and leisure travellers. Modern, comfortable trains with excellent facilities are central to that aim."

Refurbished trains – the benefits:

- Each train has three refurbished coaches – one first class (with catering facilities) and two standard class – as well as a locomotive at the standard class end and a Driving Van Trailer (DVT) at the first class end
- There is plenty of room on-board for luggage; the DVT provides secure storage for bikes, push-chairs and large items of luggage
- Each train has 144 standard class and 30 first class seats, all designed with maximum comfort in mind
- CCTV and modern lighting is used throughout the trains
- Most seats line up with the windows, allowing a great view along the route; curtains are available in both 1st and Standard Class to block out unwanted light across lap-tops
- Free Wi-Fi is available in both First and Standard class and each seat has a power socket – particularly useful for lap-top users
- The on-board toilets – often a real gripe for passengers – have been given particular attention. Throughout the train, toilets are refurbished to four-star, hotel standard, complete with hygienic Dyson Airblade hand dryers and chrome accessories. The first class toilet is wheelchair accessible and also has baby-changing facilities
- The catering facilities and buffet area have had a complete overhaul to allow staff to operate more efficiently; full meals will now be available for both standard and first class passengers
- The new catering equipment is set to improve the restaurant offering for all passengers and includes a bean to cup coffee machine, modern steam and conventional ovens, a panini grill and an ice maker.

DEPOT DEMOLITION MARKS THE START OF MAJOR STATION WORKS

Network Rail embarks on the first stage of a £130m scheme to redevelop Edinburgh's Waverley Station this week, with the demolition of a redundant post office depot on the north-east side of the station.

The work will involve the isolation and demolition of the compound and the roof level conveyor which once linked the station to the General Post Office building on Princes Street. The work will take place between now and the end of November, with four Sunday closures of platforms 1 and 2 taking place between 11 October and 1 November to allow work to take place over the tracks.

Once cleared, the site will be used as a compound for the wider improvement scheme due to take place over the next four years. The renewal of the station's renowned 34,000m² Victorian glazed roof is at the heart of the project, with the aim to create a bright and spacious station environment. New entrances

from Market Street and from Princes Street via Waverley Steps are also planned, along with improvements to the station concourse and building exteriors.

Ron McAulay, Network Rail's director, Scotland, commented:

"This week marks the start of a new phase of improvements for Edinburgh Waverley. In recent years, we have increased the station's capacity for running trains, introduced new platforms and installed new lifts and escalators. The next stage will see passengers benefit even further from an improved station environment.



"Not only will the glass in the famous old roof be replaced, shedding new light on the station below, but we will be creating new, fully accessible entrances from Market Street and Princes Street. Also, our general improvements to the concourse and building exteriors will provide a marked improvement to the look of the station. "The work has a long way to go, but we are keen to minimise disruption to passengers and the creation of an on-site depot will help us deliver that."

The depot building was originally used by Royal Mail to transfer sorted mail from the General Post Office building at the east end of Princes Street onto train services, which would then dispatch mail to locations across the UK. Mail was originally transferred to the depot via a conveyor which linked directly to the lower levels of the General Post Office building. While the conveyor became redundant shortly before the closure of the GPO building in October 1995, the depot was still used for mail sorting until earlier this decade. In recent years, it has been used as car parking space for residents of the Balmoral Hotel.

RAIL REVOLUTION FOR THE NORTH

Rail in the north is set to be transformed over the next 20 years in plans set out by Network Rail recently.

'A bright future for rail in the north' is an ambitious manifesto in which Network Rail sets out its vision for the long-term. Train operators Northern and First TransPennine Express have been working alongside Network Rail on the strategy for the future of rail travel, and the manifesto document includes:

- Double the number of fast and semi fast services between major cities in the north
- Quicker journeys
- High speed rail reaching major cities in the north

By 2020 Network Rail wants to make rail the preferred choice for commuters and businesses right across the north, with faster, more frequent and comfortable journeys helping to attract more people and jobs to the north.

Chief Executive, Iain Coucher said: "Rail plays a vital role in the economy of Great Britain and the north is no different. We have to meet the ambitions of people and businesses and give them the railway they want and deserve. By running more trains, more often with more seats, we want to win even more passengers from the motorways."

"Big and small businesses have shown their appetite for growth in the north, and we've got to give them the rail links to match."

The railway in the north of England has already seen unprecedented growth in recent years. In the north west, passengers journeys increased by 20% between 1999 and 2005, and in the Yorkshire and Humber region the growth was a massive 60% in the nine years to 2007/8. This growth is set to continue with a predicted 44% increase in peak hour travel between Liverpool and Manchester by 2018, and 50% increase over the same period for Yorkshire and the Humber.

Over the next year, Network Rail will set out precisely how it intends to meet the ambitions of the north:

- The 'Rail in the north' study to be published in January 2010 will set out the key infrastructure improvements Network Rail needs to put in place before 2020
- The 'Northern Route Utilisation Strategy' (RUS) will explain how we make the best use of the network
- The next new lines study will look at the business case for dedicated high speed lines to Sheffield, Leeds and Newcastle.

Improvements to the rail network could bring economic benefits to the north of England of between £12bn and £16bn over the next 60 years.

Bags of support for rail travellers

This summer kids can also travel free with FTPE and, with more children expected to travel, the new team will help parents who need an extra pair of hands.

Alex Walker, Station Manager for Manchester Airport, said: "With more people travelling by rail to the airport to get away this summer we have employed customer service staff to lend a helping hand. Our kids go free offer has also encouraged more people to travel and we look forward to helping even more passengers travel through to the airport."

Two customer service assistants will work at Manchester Airport Railway Station from 8am until 8pm. New helpers have also been employed at Windermere and Scarborough stations which have seen a big influx in the number of visitors.

Rail passengers travelling to Manchester Airport will be greeted by a team of modern day porters this summer.

The customer service assistants will help customers on and off trains with their luggage and be on-hand to answer any passenger queries.

The team, who have been bought in to help with the increasing number of passengers to the airport station have swapped the traditional cap and long jacket of porters seen in the 1970s with lightweight trousers, a polo t-shirt and fleece. The station, which is managed by First TransPennine Express (FTPE), has seen a 67% increase in the number of passengers travelling to the airport in the last four years - an extra 680,000 travellers.

London Midland to introduce more seats for London commuters

London Midland have announced that from December there will be an extra 1,600 seats on peak commuter services into and out of London.

The extra seats are part of a successful bid London Midland has made to the Department for Transport for extra trains and extra services as part of the Government's High Level Output Specification (HLOS).

The extra seats will come as part of five extra "shuttle services", which will start in December, as part of the new timetable. These will operate from Watford, Bushey and Harrow and Wealdstone, providing more choice and more seats for some of the busiest commuter services operated by London Midland. Two of the shuttles will also serve Tring and Milton Keynes.

The HLOS agreement also confirms an increase in the London Midland fleet by 7 four-car electric trains, over and above the new fleet of Class 350/2 trains introduced at the end of July and the existing Class 350/1 fleet. The seven four-carriage London Midland Class 321 trains will enable the company to provide more 12-carriage trains at peak times.

A number of other improvements will also be made, including extra ticket gates at London Euston to ease congestion on the platforms at peak times and extra staff to operate the services and facilities to support the operation and maintenance of the extra trains.

London Midland Managing Director, Mike Hodson said: "These extra seats are great news for London Midland passengers travelling to and from Euston.

"In addition to our £190m investment in new trains, this successful bid means we can provide more peak services when they're really needed.

Cargo-D fleet update

Cargo-D's fleet continues to change as the business moves forward.

MkII vehicles 3366 and 5810 have been completed at Nemesis Rail and the final three MkII vehicles to be completed, 5901, 5941 and 6001 are being worked on to complete the fleet of vehicles at Barrow Hill.

Elsewhere, the Virgin Trains MkIII set is due to move from DB Schenker Crewe to Willesden to enable it to be called off as an active 'hot set' for use from London terminals, should it be needed.

Meanwhile, vehicle 11083 has moved to Barrow Hill to spend some time operating in the charter set that is currently increasing its use around the country. Vehicles 11065, 11071, 11089 and 10588 are due to move there imminently.

11065 has recently been handed back by Chiltern Railways and 11071 and 10588 have had large exams recently completed. Both these vehicles are to move to Barrow Hill to undergo various body works to complete them. 11089 is currently having an exam and wheelset change at LNWR. It too will move to Barrow Hill when complete.

Charles Belcher appointed as Non-Executive Director of Cargo-D

Charles Belcher, former Managing Director of Virgin Trains' West Coast franchise has joined Cargo-D as a Non-Executive Director. Charles is a career railwayman, having began his career with British Rail in 1971, spending the last 14 years in Managing Director roles with Rail Express Systems, Silverlink, Wessex Trains and Virgin Trains. One of Charles's latter roles was to spend 7 years as Chairman of National Rail Enquiries. Charles is also currently a Board Member of Transport for London and an advisor to the Board of Intelenet, a leading Business Process Outsourcer with 30,000 employees and an international customer base. Charles's appointment will add strength and structure to Cargo-D's expanding business portfolio and will assist with the growth of Cargo-D's key business streams. Dirk Ottermans, Cargo-D's Managing Director said 'Having Charles on board allows us to begin making that vital jump from start-up company to the next level of Cargo-D's generation as a rightful force in the rail industry. Not only will he help consolidate what Cargo-D has achieved so far, but will add considerable robustness in the next stage of Cargo-D's development. We welcome him on board'.

OCTOBER HALF-TERM SPECIAL - KIDS GO FREE

Families departing from London Stansted Airport for a well earned October half-term break can ditch the car, take the train, and walk directly into the airport terminal on time saving money on the way. Train operator Stansted Express is providing a welcome financial boost for parents travelling during the October half-term holidays by bringing back its Kids Go FREE promotion. Under the Kids Go FREE promotion, a return ticket for a family of two adults and two children costs just £53.60. This offer is only available when booking online and runs from 1 to 31 October 2009 for return travel from London Liverpool Street to Stansted Airport (see details below).

Adrian Warren, Marketing Manager for Stansted Express said: "We're pleased to be promoting another great offer for families travelling with Stansted Express this forthcoming October half-term. Our Kids Go Free promotion is aimed at helping families save money on their journey to the airport and is a great incentive to leave the car at home."

SEVEN-UP FOR NORWICH TO CAMBRIDGE RAIL SERVICE

National Express East Anglia (NXEA) has revealed that the Norwich to Cambridge train service is continuing to go from strength to strength as the popular direct link between two of the major centres in East Anglia celebrates its seventh birthday. Over 800,000 journeys are now being made on the route each year which has seen consistent growth since the service launch in 2002 and increases in passenger journeys of over 70 per cent in the last 5 years.

The rail link was launched 7 years ago following a successful campaign to restore a regular direct train service between the two cities amid strong support from county councils, MPs, rail user groups, and the business community who recognised the need for improved direct services, avoiding the need to change trains at Ely. Utilising new, fast and comfortable Class 170 diesel trains the service was an instant hit, encouraging additional journeys by train and offering an excellent alternative for road users on the A11. There are 17 trains each way (34 trains in total) on Mondays to Saturdays, plus 10 trains each way (20 in total) on Sundays.

The service has attracted users with a variety of needs. Daily commuting from towns such as Wymondham, Attleborough and Thetford has increased and students travelling between the universities in Cambridge and the UEA in Norwich, as well as business users and leisure travellers continue to benefit from the hourly services. Day Leisure fares between Norwich and Cambridge are £13 return for adults or £27 for a three day pass, and £2 each for up to four accompanied children with both tickets. A range of other fares including season tickets are also available. NXEA is now looking to the future as consultations have been taking place with a view to increase seating capacity on the Norwich to Cambridge line as part of the company's wider plans to deliver more seats and increased capacity on many of its routes from December 2010.

NORWICH STATION TEAM SCORE A MAXIMUM

National Express East Anglia's Norwich station has been rated 100% for customer service, cleanliness and information provision in the most recent mystery shopper survey carried out at the station.

All stations are assessed for customer service and quality standards on a regular basis by mystery shoppers who visit stations and experience the service as any member of the public would. The mystery shoppers rate the provision of customer service and cleanliness in all parts of the station including the car park, as well as assessing the standard of waiting areas, station platforms, the quality of public address announcements and information provided. National Express East Anglia has recently appointed a new team of locally-based station managers at key stations including Norwich to help provide an even better focus on customer service. Anita Miles is the station manager at Norwich, and is assisted by Alan Trett. Anita, Alan and their team are continuing to make every effort in improving information for customers and making the station a pleasant and welcoming environment for rail passengers and visitors.

Anita Miles, National Express East Anglia's station manager at Norwich commented: "I am delighted that the commitment and dedication of the customer service team at Norwich station has been recognised by a perfect score in the latest mystery shopper survey. Everyone has been working really hard to improve the station environment and focus on the needs of our customers and visitors, and I would like to thank the team for their dedicated work." Anita continued: "The surveys are valuable to us in highlighting areas where we can improve the service we offer our customers. A perfect score is great news but we will ensure there is no complacency and the team will continue to work towards further improvement in the quality of service."

The photo shows the Norwich station team pictured by the station floral displays Eve Benedito, Fay Billing, Phil Stone, John Chapman, Christine Skae and right Alan Trett, Assistant Station Manager



BRIGHTER FUTURE FOR PADDINGTON COMMUTERS AS WORK TO RESTORE HIDDEN ROOF BEGINS

The transformation of Paddington station has moved a step closer as major work starts on Network Rail's £35m project to fully restore platforms 9 to 12 and the Edwardian roof. The important milestone is being accompanied by an exhibition at the station, which runs from Wednesday 23 to Saturday 26 October, where passengers can find out about the project and other exciting improvements coming to Paddington in the future.

Today span 4 – the section of roof above platforms 9 to 12 – is hidden by a false ceiling which was erected in 1996 to protect passengers from the ageing glass above. From now until late 2010, engineers will work high above the station's tens of thousands of users to repair the metalwork and replace all the glazing, allowing the light to flood back in to the soon-to-be refurbished platforms.

The span 4 extension includes not just the roof, but the platforms, the structures supporting London Street, and a network of bridges and walkways – as well as the mechanical and electrical systems. All of these are being either renewed or replaced as part of Network Rail's multimillion pound investment.

Each piece of work is designed so that Span 4 should not need major maintenance again for a quarter of a century – while the new and restored structures can expect to be used for another 75 years. All this will be achieved without closing the station and with minimal disruption to passengers.

Chris Rayner, Network Rail route director, said: "For more than a decade, passengers using Paddington have been deprived of one-quarter of this wonderful station's architecture and atmosphere. The work to restore span 4 will make the station lighter, brighter and lays the foundations for further improvements including Crossrail and the future electrification of the Great Western mainline."

The span 4 project is just part of a wider programme of improvements at Paddington station. Following the restoration of the original three spans of the roof, passengers have also benefited from new customer information systems, new platform surfaces and a new shopping, eating and waiting area. Further improvements to the customer information systems are soon to be installed. With the transformation of span 4, the restoration process will be complete. This side of the station will be opened up to the light for the first time since the 1990s, and all of Paddington's users will be able to enjoy the station's magnificent roofs. As well as restored roofs and refurbished platforms, tomorrow's passengers will also benefit from the integration of Crossrail services at Paddington. The span 4 project will pave the way for this exciting new development, with the taxi rank relocated to the span 4 side of the station – making way for a brand new Crossrail interchange.



Real nuts blog at Railnuts.com

RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



Rail-Blue Charters

Rail Passenger Solutions



**DELTAIC 55 022 "ROYAL SCOTS GREY"
RETURNS TO MAINLINE PASSENGER WORK!!**

As many will know, the only mainline registered Deltic locomotive – 55 022 "Royal Scots Grey" owned by Martin Walker has not worked a passenger train on the mainline since August 30th 2008, following problems with coolant entering the engine oil lubrication system on the Number 2 ex-marine engine. Apart from a day on the North Yorkshire Moors Battersby – Whitby trains as part of their recent diesel gala!

Despite running on 1 power unit, 2009 has nevertheless seen the loco travel extensively both on the mainline and visiting preserved railways. Events attended this year have included the Swanage Railway Diesel Gala, Eastleigh 100 Open Days, Keighley & Worth Valley Railway Diesel Gala, Barrow Hill Diesel Gala/Type 5/Twin Engine Event, Neville Hill Community Rail Day and the North Yorkshire Moors Diesel Gala. All in addition to regularly operating at the locos' East Lancashire Railway home. In all instances, 55 022 has provided power hauling visiting diesel locos to and from events.

The most frequently asked question is always, 'when will the loco next be working a passenger train on the mainline??' So, following what is considered a huge demand and following careful negotiations with TOC West Coast Railways and Charter Operator Rail Blue Charters (a division of coaching stock provider Cargo-D). It is fantastic news that 55 022 is now planned to work the first mainline Deltic hauled charter for over 16 months.

On Saturday 12th of December, the train is planned to start from Cargo-D's coaching stock base at Barrow Hill Roundhouse, calling at Sheffield and then taking a circuitous and demanding route via Buxton, Manchester Victoria, passing the site of the locos birthplace – The Vulcan Foundry at Newton-Le-Willows and on to travel over numerous freight routes around Cheshire, returning back over the Pennines to Sheffield via the Hope Valley and back to Barrow Hill. It is hoped that there will be an event at the Roundhouse offering a pre-Christmas celebration with 'RSG' being the centre of attention, real ale on draught, food as well as a photo shoot etc.

Due to restrictions placed by West Coast Railways, the maximum number of coaches hauled on this special train is seven; unfortunately this has had a bearing on the price for tickets, despite minimising costs by starting and finishing the train at Barrow Hill.

At this stage a complete overhaul and rebuild of 55 022's engine Number 413 is well in progress and associated costs are much higher than anticipated and all funds generated will be assisting the rebuild which once completed should allow regular mainline twin engine operation for this iconic loco once again.

Departure time from Barrow Hill should be a leisurely 09.00, picking up at Sheffield around 09.40, returning to Sheffield around 17.20 and Barrow Hill around 18.00. Not the usual rail tour marathon, but timings which allow travel out and back the same day from virtually anywhere in the UK. Fares are £85 first class (children aged 10 and under £55) and £65 for standard class (children aged 10 and under £35). Private tables for two in First Class are available at a supplement of £10 per person, group bookings of 4 adults qualify for a 10% discount. There will be a buffet service on board selling a range of hot and cold food and draught ale, also be a raffle on board, with all proceeds going towards 55022's damaged power unit rebuild and the 'Royal Scots Grey' sales stand will be open for business on the train throughout the day.

We sincerely hope that many will be able to join us on the day and play their part in helping 55 022 run again on two engines. Further details regarding other ways that you can assist and a booking form for this train are available on the RSG website www.royalscotsgrey.com Alternatively please contact Deltic 22's Railtours manager Guy Middleton by phone on 07973-756418 or by e-mail to railtours@royalscotsgrey.com.

Photo: On Sunday 20th September whilst working the North Yorkshire Moors Railway Whitby - Battersby Mainline section, the only mainline Deltic passenger action at all since August 30th 2008! 22 is seen passing Dundale. © Phil Wright.



Pictures with a different view



Nocturnal view of Highley station on the Severn Valley Railway. [Class47](#)



It's good to start at an early age, and it appears that this gentleman follows that theory, as he shows the two children he is accompanying the cab of Class 67 026, which in turn was at the head of a Northern Belle charter in Preston on September 19th. [Christopher Sutcliffe](#)



Above: A traditional oil filled Tail Lamp flickers at the rear of this service..
Class47



Top Right: The staff from the Royal Scotsman stand in a line being inspected by the punters as they leave the train. This is the most expensive train journey in the UK with a 7 day trip costing £5,500 pounds each!
Dave Harris



Bottom Right: The inside of a Third Class carriage from the Severn Valley Railway, where the only lighting was this Toilet sign. *Richard Hargreaves*



September has produced some excellent galas to visit, and to start off this month's section we see some photos from the Battlefield Line. Top marks to the line for having an excellent "Gridlocked" gala on September 18th - 20th. We start with an impressive shot of Class 56 086 and 56 040 departing Shackerstone, "Carry on Clagging" need we say more. [Jon Jebb](#)



Above: Some more from the Battlefield Line, starting with the only thing to be better than a Class 31, a pair of Class 31s. Class 31 101 and 31 130 are seen waiting to depart Shackerstone on September 19th. *Richard Hargreaves*

Top Right: The lines Class 33 019 works a service from Shackerstone - Shenton passed Market Bosworth on September 20th. *Carl Grocott*

Bottom Right: Complete with a rat sat on the top of the headlight, this "Rat", Class 25 067, is ready to depart with the 16.15 service to Shenton on September 19th. *Jon Jebb*

Moving on to the Great Central's Diesel Gala, and again a great line up and an excellent gala.

Right: Class 20 D8098 arrives at Rothley, during the Great Central Railway's Autumn Diesel Gala, on September 12th. *Craig Stretten*

Bottom Left: Visiting "Deltic" Class 55 019 was used extensively during the gala and proved to be very popular with the crowds. *Richard Hargreaves*

Bottom Right: Still wearing faded Anglia livery, Class 47 714 was making a rare appearance on the line, and shortly after the gala it moved to the Old Dalby test track. *Craig Stretten*





Above: Some more from the Great Central including a rare outing for Class 03 D2158 seen here running light engine to Loughborough Shed on September 11th.

Steve Madden

Top Right: Looking superb both inside and out, the lines 4-BIG unit 7059 stands at Quorn on September 12th.

Richard Hargreaves



Bottom Right: Class 47 D1705 "Sparrowhawk" is pictured with one of the lines newest arrivals, Class 08 694 still wearing EWS livery.

Class47





Above: One of the visitors to the Great Central for the Diesel Gala was Class 50 007 "Sir Edward Elgar" its unique lined green livery still looking good. [Richard Hargreaves](#)



Top Right: Class 55 019 "Royal Highland Fusilier" prepares to run round its train at Leicester North after working 2A06 09.40 Loughborough Central - Leicester North on September 11th. [Steve Madden](#)



Bottom Right: Class 31 D5830 works 2A06 09.40 Loughborough Central - Leicester North passed Woodthorpe on September 13th. [Steve Madden](#)



Two Class 50's both carrying unique liveries that were never carried in their BR days. Could this be the future for preserved locos, painting them in liveries not normally carried, it certainly seems like it could be. [Richard Hargreaves](#)



The Severn Valley Railway's Autumn steam gala featured an excellent line up of loco's and all night running. Another really great gala, with many visiting locos and the Railtalk team certainly can't wait for next year already!!

Above: Great Western "Hall" Class 4-6-0 No. 4936 "Kinlet Hall" is pictured arriving at Kidderminster on September 26th.
Richard Hargreaves

Top Right: On loan from the Gresley Society and normally based at the Great Central Railway is GNR 0-6-2T No. 1744, seen here departing Kidderminster, complete with a matching Gresley rake of stock. *Richard Hargreaves*

Bottom Right: Visiting GWR 0-6-2T No. 5643 from the Llangollen Railway is pictured departing Bewdley. *Class47*





GWR 0-6-2T No.5643, GWR 2-6-2 "Small Prairie" No. 4566 and GWR 4-6-0 Manor Class No. 7812 "Erlestoke Manor" are seen at Bridgnorth on September 26th. *Jon Jebb*



Above: At the end of the day, the ashes from No. 4936 are cleaned out ready for the next days duties. [Class47](#)

Right: Visiting from the Keighley and Worth Valley Railway was Ivatt tank No. 41241, seen here with an overnight service at Bewdley. [Jon Jebb](#)



Top Right: LMS Ivatt locomotive - 'Mickey Mouse' tank No.41241, a celebrity guest from the Keighley & Worth Valley Railway, but which from 1959 to 1963 was a 'local' engine, based at Wellington, Shropshire, leads Ivatt 2-6-0 No. 46443 on a departure from Kidderminster. [Jon Jebb](#)

Top Left and Left: 1934-built LMS First Class Dining Car No.7511, which volunteers have painstakingly restored from a derelict wreck over the last 10 years, at a cost of £75,000. Intended to take its place in a new Pullman-standard 'Super Diner' train which the SVR aims to launch in 2011, the coach was used to provide dormitory accommodation for volunteers at Bridgnorth for 18 years, and then spent a further 10 years sidelined out of use. [Richard Hargreaves](#)



GREAT CENTRAL RAILWAY WELCOMES DISTINGUISHED ARTIST.

An Audience with David Shepherd Saturday 17th October 2009

Art lovers and railway enthusiasts will get the chance to brush with an internationally renowned artist this October at the Great Central Railway.

David Shepherd has had a remarkable career. His famous paintings reflect his passionate belief in wildlife conservation and his enthusiasm for railways. He is the owner of a '9F' locomotive, "Black Prince". The 9Fs were some of the last engines to be built in Britain and were well known for working passenger services and heavy freight trains.

The award winning heritage railway in Leicestershire is arranging an exclusive night out on the 17th of October 2009 bringing man and machine together and this is your chance to meet them both.

The Great Central Railway's president Bill Ford said, "David is a very entertaining speaker with fascinating tales to tell. We are delighted he is coming to Leicestershire to talk about all of his interests and exhibit some of his artwork."

The event will be held in the grounds of the Manor House restaurant in the Leicestershire village of Quorn. It's next to the Great Central Railway station in the village.

Guests will be treated to a sumptuous buffet before getting the chance to inspect David's work at an exclusive gallery showing. His locomotive, 9F no. 92203 will be on display. Later David will talk about his love for railways together with the work of his Wildlife Foundation, which helps to save critically endangered mammals in the wild.

David Shepherd said, "I am very excited by the prospect of being on Black Prince's footplate at the GCR and meeting so many other steam enthusiasts. It's going to be a fantastic event."



All proceeds from the event will be divided between the GCRs supporting charity and also the David Shepherd Wildlife foundation. There will also be a fundraising auction.

Tickets are on sale now priced at just £58.50 a head. This includes a train ride behind 9F 92203 "Black Prince" along the Great Central Railway.

Photo: © Becky Thomas.



Above: This little Ruston loco, ZM32 is pictured at the Steeple Grange Light Railway. [Jon Jebb](#)

cfps preservation society

The latest news from the CFPS

"There have been some statements in the railway press concerning the repaint of the Class 40 Preservation Society locomotive Class 40 145 into green livery from its present 'large logo' livery which it has carried since 2007.

Some of the reports infer that a repaint is imminent.

This is not the case.

However, the CFPS hope that a repaint into green livery may take during the summer of 2010."



Class 50 026 is pictured starting up at Kidderminster in late September. The loco is undergoing final tests before entering service after its lengthy overhaul. [Richard Hargreaves](#)

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!

At the Keith and Dufftown Railway

Top Right: The lines BR Derby Class 108 DMU formed of units 51568 and 52053 is named "Spirit of Banffshire" was parked out of use.

Below: On loan from UDV (Distilling) Ltd of Leven, Fife this loco, with works number D1193, was built in 1967 by English Electric at Vulcan Foundry, Newton-le-Willows, Lancashire and delivered new to the Seaham Harbour Dock Co for transfer duties.

Bottom Right: Forerunner of the pacers on today's railway, currently out of traffic, this is Class 140 001, built in 1981 and pioneered the use of road-bus bodywork on a railway chassis.

All: Brian Battersby





From the recent events at the Midland Railway Centre

Top Left: Class 45 041, 45 133 and Class 47 401 line up at Swanwick. *Jon Jebb*

Top Right: Possibly the oddest double header recently seen as Sir Berkeley leads No. 73129 past Butterley. *Jon Jebb*

Bottom Left: Class 31 108 back from its travels around the country. *John Coleman*

Bottom Right: Another Peak at Swanwick is Class 45 108. *John Coleman*





North Yorks Moors Diesel Gala was an excellent affair, once again several visiting loco's and an opportunity for a mainline trip behind a Deltic or a Class 47 certainly brought out the enthusiasts.

Left: The might of English Electric at its best, Class 55 022 at Grosmont.

Above: A pity that this loco doesn't get more use on the line, but in that livery, it does tend to stick out a bit! Network South East liveried Class 50 027 at Goathland. *All: Class47*



Some more from the North Yorks Moors Gala

Above: The NRM's Wizzo D1023, approaches Levisham.



Top Right: "Slug" Class 37 901, visiting the line from the East Lancs Railway, was taken off passenger duties on the Sunday in order for it to shunt some engineers wagons at Levisham.



Bottom Right: Another Visitor Was Class 26 007 looking great paired with the lines Class 25 D7628. *All: Class47*



Llangollen Railway

Left: Class 26 D5310 passes through Glyn whilst working a service from Carrog - Llangollen on September 26th.

Carl Grocott

Bottom: Running at speed passing Glyn is Great Western 2-8-0 No. 3802 working a service from Carrog - Llangollen, also on September 26th.

Carl Grocott





Top Left: Recently repainted in departmental grey livery, Class 33 110 is pictured working at the Bodmin and Wenford gala on September 26th.

Steve Andrews



Top Right: Class 33 063 passes Coldbath Bridge, near High Rocks, while working the 16:42 Groombridge - Tunbridge Wells West service, during the Spa Valley Railway's Autumn Diesel Gala, on September 19th. *Craig Stretten*

Bottom Right: Class 37 254 approaches Pokehill Farm Crossing, between High Rocks and Groombridge, while working the 11:00 Tunbridge Wells West - Groombridge service, during the Spa Valley Railway's Autumn Diesel Gala, on September 19th.

Craig Stretten





Top Left: A1 class No. 60163 Tornado hauls two GWR coaches on one of the demonstration lines at the Didcot Railway Centre, on August 29th.

Craig Stretten



Top Right: Seen at Norden during the Swanage Steam Gala on September 13th, are S&D No. 88 and Standard Tank No. 80078 awaiting their next turn of duties during early morning sun.

Derek Hopkins

Bottom Right: Class 44 D8 "Penyghent" and Class 31 270, still carrying its Regional Railways livery are seen stabled at Darley Dale on August 28th.

Steve Madden





British Railways English Electric Type 4, introduced in 1958 were general workhorses and were seen working almost throughout the UK, on both passenger and freight. Here, D339 is seen heading bogie bolster empties southbound through Dalston on the northern section of the Cumbrian Coast Line, 4 miles from Carlisle, on a very wet 27th July 1970. The station is still open but the signal box has gone, the building on the platform remains and is entirely unstaffed! [David Mead](#)



Above: A Wintery Scene near Appleby on 27th December 1984, as preserved 777 "Sir Lamiel" leaves light engine for Carlisle. The loco had brought a "SLOA" Santa steam hauled excursion from Leeds and it returned with a Class 40. 777 having been serviced in Carlisle over-night, then went south the following day to pick up another excursion at Appleby. *David Mead*



Right: Hard to believe that it is 20 years since this photo was taken, and that Network South East livery was around back in 1989. MLV (Motor Luggage Van) 9001 is pictured at London Bridge on October 28th of that year.

Pete Cheshire



Top Left: Class pioneer 85 001 was one of several Class 85s to succumb to a major fire. The former E3056 bears the scars of its transformer having burst into flames on a Euston - Manchester service. It is seen in this photo at Crewe Works on July 4th 1984 awaiting disposal.

Pete Cheshire

Top Right: When BR was sectorised, it created a pool of locos which were allocated to the telecommunications department. One such loco was Class 20 187 seen here at the Crewe Works open day on August 17th 1996.

Brian Battersby

Left: Another shot taken at the Crewe Works open day on August 17th 1996 is that of HST power car 43074, which was having a new cab fitted.

Brian Battersby



Several Class 25s and Class 27s can be seen awaiting scrapping at Vic Berry's yard on May 15th 1988. [Richard Hargreaves](#)



CrossCountry Class 221 138 crosses the Tay Bridge on September 20th. *Richard Jones*