

# Railtalk

## Magazine

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**GBRf for sale - but who will buy?**

# Welcome

Welcome to Issue 44 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

This month I have to say a really big thank you to all our contributors, this has been a really great month for photography and although we cannot possibly include all your photos in the magazine we really and honestly do appreciate each and every one that is sent in.

Once again like I seem to do every month now, I must comment on the weather, it seems strange that although the nights are getting lighter the temperature is not improving as we head for summer, and with only 14 weeks until August, it will soon be here and gone. But the main event for me this month was the Spitfire tour to Norwich. I would just say a big thank you to Jo Ford and her team at Spitfire Railtours for producing another excellent trip out, and I think that most travellers enjoyed the trip. But just one quick note... West Coast... FIX THE LIGHTS, as with most tours I have been on recently, we've been in the dark at some point. Can these problems not be solved?

Thanks again, as always, and if you have anything to say, or if you wish to contribute, please don't hesitate to contact us.

## Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Josh Watkins, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Richard Langley, Barry Beeston, Darrel Hendrie, Robert Duff and as always a big thanks to the RailUK team for assisting in proof reading.

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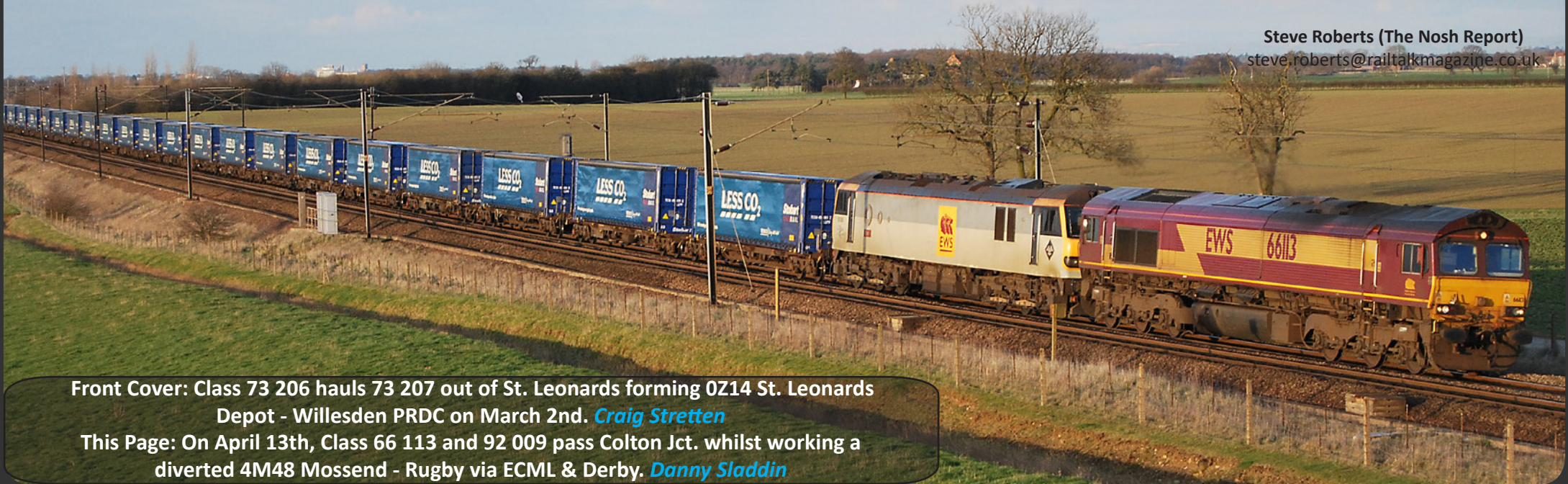
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Front Cover: Class 73 206 hauls 73 207 out of St. Leonards forming 0Z14 St. Leonards Depot - Willesden PRDC on March 2nd. [Craig Stretten](#)

This Page: On April 13th, Class 66 113 and 92 009 pass Colton Jct. whilst working a diverted 4M48 Mossend - Rugby via ECML & Derby. [Danny Sladdin](#)



On April 24th Spitfire Railtours operated a tour from Crewe to Norwich, with additional mini tours from Norwich to either Gt. Yarmouth or the North Norfolk Railway. DRS Class 20 305 is seen working 1220 Norwich - Gt Yarmouth leaving Norwich.

Inset: Class 37 423 with 37 059 just out of sight worked the 1239 Holt - Norwich tour. *Both: Carl Grocott*



Spitfire Railtours 1237 Crewe - Norwich on April 24th with Class 37 059 and 20 305 leading and 37 423 "Spirit of the Lakes" on the rear, pass Middle Drove. Inset: After reversing at Ely, Class 37 423 is leading passing Shippea Hill. *Both: Steve Madden*



Class 37 706 is seen working 1Z56 Wakefield - Aberwystwyth through Battlefield on April 22nd. [Carl Grocott](#)



LMS Princess Coronation Class No. 6233 "Duchess of Sutherland" recently reliveried in LMS black heads "The Welsh Dragon" out of Crewe, taking the Chester line towards her destination at Holyhead on April 24th. [CJ Sutcliffe](#)



Great Western 4073 Class No. 5043 "Earl of Mount Edgcumbe" heads 1250 Slough to Solihull through Kings Sutton on April 19th. [Derek Elston](#)



Left: Following the failure of West Coast Class 47 826 and 760 the previous day, Class 66 412 heads 5Z44 Bedford - Carnforth ECS passed Dutton on April 4th. [Carl Grocott](#)

Bottom Left: Saviour of the day, Class 66 412 waits departure at York after having run light engine to Scarborough to rescue 1Z44 Scarborough - Bedford Charter on April 3rd. [Danny Sladdin](#)

Below: On the outward journey, WCRC Class 47 826 leads the 1Z43 "Rail Tourer" Bedford - Scarborough tour through Clay Cross, April 3rd. [Dave Harris](#)







Left: On April 2nd, Class 67 006 and 67 005 are seen at Crewe with the outward leg of "The Easter West Highlander" working from London King's Cross - Dumbarton Central. [Colin Irwin](#)

Bottom Left: Also working "The Easter West Highlander" tour was Class 40 145, seen here arriving into Perth before heading northbound to Inverness. [Richard Jones](#)

Below: "The Bristolian" on April 17th had Great Western 4073 Class No. 5043 "Earl of Mount Edgcumbe" at the helm working from Paddington to Bristol seen here at Chippenham. [Steve Andrews](#)



# Charter Scene

charter.scene@railtalkmagazine.co.uk



Left: On April 14th, HF Railtours ran the Cumbrian Coast Tornado, which as the title hints used LNER Peppercorn Class A1 No. 60163 "Tornado" throughout, travelling from Crewe to Carlisle via the Cumbrian Coast line, and Carlisle to Crewe via the Settle and Carlisle line. Here the tour is seen arriving at Preston. [CJ Sutcliffe](#)

Bottom Left: No. 46115 "Scots Guardsman" attacks Pleasington Bank with gusto on the afternoon of April 27th whilst working 5Z72 Carnforth to Carnforth test run. [David Hollowood](#)

Below: LMS No. 6233 "Duchess of Sutherland" working 1Z41 Leicester to Scarborough is seen arriving at Chesterfield on April 10th with "The Yorkshire Coronation". [John Martin](#)





On April 7th, LMS 4-6-0 Black Five No. 44871 and BR 4-6-2 No. 70013 "Oliver Cromwell" storm past Cogload Junction in the evening sunshine working the Plymouth to Bristol Temple Meads leg of "The Great Britain III" tour. [Jonathan Gill](#)



Above: LMS 4-6-0 Black Five No. 44871 and BR 4-6-2 No. 70013 "Oliver Cromwell" are seen at the top of Hemerdon Bank working "The Great Britain III" railtour on April 7th. [Steve Andrews](#)

Right: In overcast conditions "The Great Britain III" railtour makes it's way over the Tomatin viaduct on April 13th, with BR Britannia Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" and LNER K4 Class 2-6-0 No 61994 "The Great Marquess" at the helm. [Richard Jones](#)





BR Britannia Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" and LNER K4 Class 2-6-0 No 61994 "The Great Marquess" are seen making the climb towards the Drumochter Summit on April 13th with "The Great Britain III" railtour. [Richard Jones](#)



Top Left: "The Great Britain III" railtour reached the East Coast on was April 14th with the return leg. LMS Princess Royal Class 7P 4-6-2 No. 6201 "Princess Elizabeth" is seen arriving at York where it will be removed.

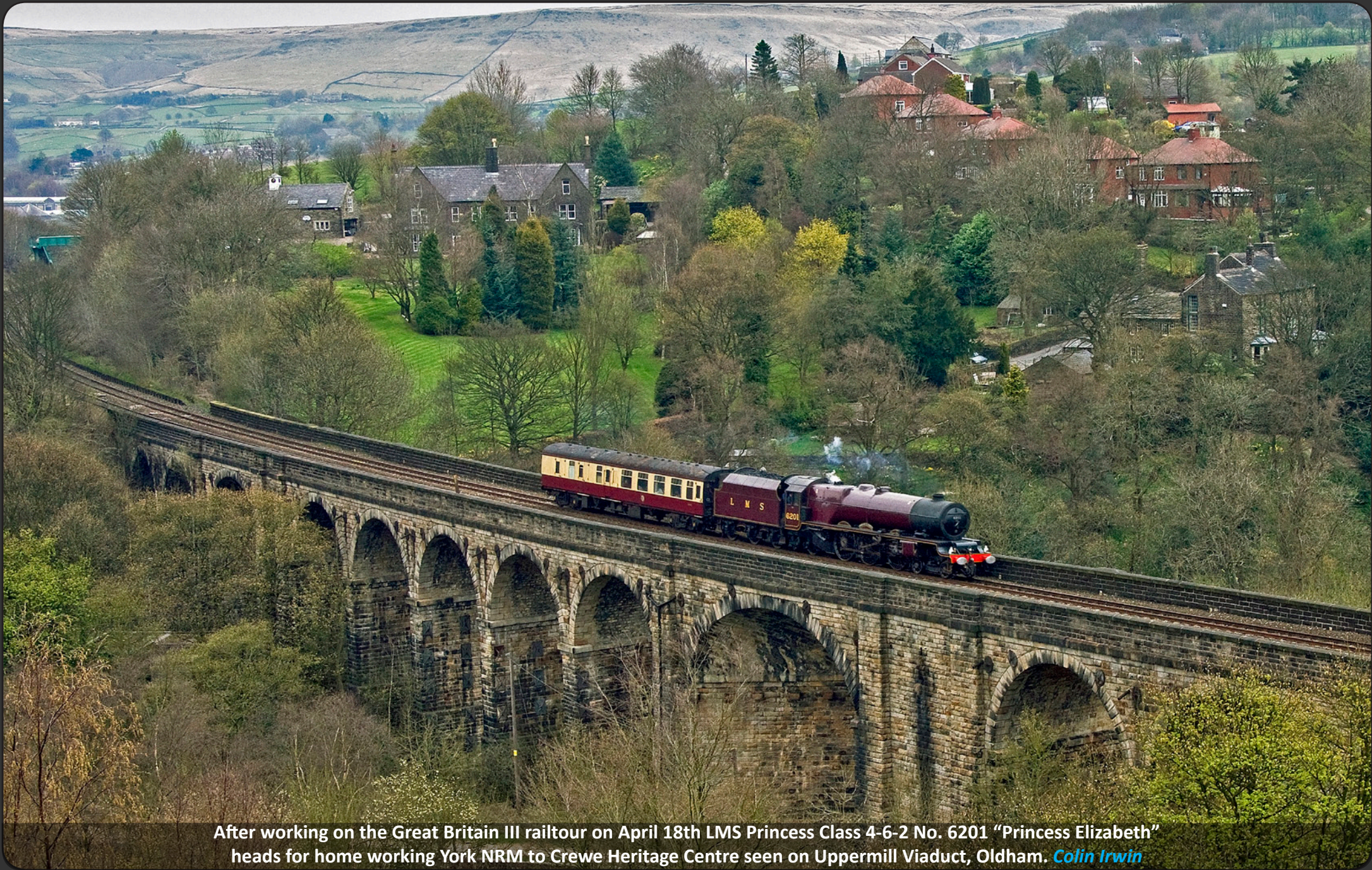
*CJ Sutcliffe*



Bottom Left: Taking over "The Great Britain III" tour from York on April 24th and the last loco of this years tour was LNER Class A4 No. 60019 "Bittern".

The loco was running with two tenders for a non stop run back to London Kings Cross.

*Colin Irwin*



After working on the Great Britain III railtour on April 18th LMS Princess Class 4-6-2 No. 6201 "Princess Elizabeth" heads for home working York NRM to Crewe Heritage Centre seen on Uppermill Viaduct, Oldham. [Colin Irwin](#)



Above: Class 201 DEMU No. 1001 stands at London Victoria with 1281 Portsmouth Harbour - Hastings, the return leg of Hastings Diesels Limited's "Solent Sentinel" Railtour on March 20th. [Craig Stretten](#)

Top Right: On April 3rd, "The Royal Duchy" tour was hauled from London Paddington - Exeter St. Davids by D1015 "Western Champion" where end of steam legendary pairing of LMS 4-6-0 Black Five No. 44871 and BR 4-6-2 No. 70013 "Oliver Cromwell" took over for the run to Penzance, seen here passing Totnes. [Steve Andrews](#)

Bottom Right: LMS 4-6-0 Black Five No. 44871 and BR 4-6-2 No. 70013 "Oliver Cromwell" pass through St. Erith station with "The Royal Duchy".  
[Barry Beeston](#)







The first Class 70 to work a passenger train was 70 003 on April 17th, the loco was working part of a Pathfinder Swindon - Leeds Charter. The loco is seen at Leeds with Class 66 154 tucked inside, with 1270 Leeds - Swindon return. [Steve Thompson](#)

# Scot-Rail with Jonathan McGurk



I visited Shields EMD on April 16th to view progress on the improvements being made on site. The depot is going through a great transformation, making way for the new Class 380 Siemens Desiro EMU fleet of which the first is due for delivery in June/July this year. Clough Smith Rail have won the contract to construct a new Tyre Profile Machine shed, maintenance shed with administration and stores areas inside and a stabling area for the new 38 strong fleet. The new T.P.M. shed is now fully complete and fully operational and heavily used by ScotRail to carryout wheel lathe duties on train sets. The new maintenance shed is currently in the middle of being constructed. It will consist of an administration and stores area and three roads (tracks), two of which will be used for light maintenance and the third for heavy maintenance.

**Top Right:** A general view of the new maintenance shed, two of the roads will be used for light maintenance and the other for heavy maintenance.

**Bottom Right:** The new stabling area will be created at Smithy Lye, just east of the depot. Class 334 006 is seen passing Shields E.M.D. while working the 13.45 1T21 Glasgow Central High Level - Largs service.

**Below:** Laying the new pit roads inside the depot. *All: Jonathan McGurk*





## Edinburgh - Tweedbank - Carlisle (The Waverley Route)

The Waverley Route is an abandoned double track railway line that ran south from Edinburgh in Scotland through Midlothian and the Scottish Borders to Carlisle in England. It was built by the North British Railway Company; the first section, from Edinburgh to Hawick opened in 1849. The final section, Hawick to Carlisle, opened in 1862. It was named the Waverley route after the novel by Sir Walter Scott. Reconstruction work of the Edinburgh-Galashiels-Tweedbank section is scheduled to begin shortly. A visit in early April shows that despite being closed since the early 1970s there is still a fair bit of infrastructure in reasonably good condition.

*All: Jonathan McGurk*



# Scot-Rail with Jonathan McGurk



Right: Class 334 019 is seen calling at platform 3 at Paisley Gilmour Street station while working the 19.43 2K34 Ayr - Glasgow Central High Level Sunday service on April 4th

Below: On April 27th, DB Schenker Class 37 425 in Large Logo British Rail Blue livery is seen skirting the River Clyde with five autoballasters while passing through Bowling Harbour while working the 11.15 6K20 Mossend - Dalmally ballast train.

*Both: Jonathan McGurk*



# RETRO RAILTOURS LTD

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## Deltic Retro Scot 2

The tour will run on **Monday 31st May 2010** picking up at:

Stockport, Stalybridge, Huddersfield, Mirfield and Wakefield Westgate.

We will take a circular route over the famous Settle & Carlisle railway, returning on the traditional route of Deltics, the East Coast Main Line.

Fares boarding at all stations:

Standard Adult: £55

First Adult: £85

Premier Dining: £145



We have made a request for Class 55 'Deltic' 55022 'Royal Scots Grey' which is expected to be back on both engines for this tour.



You can book online at [www.retrorailtours.co.uk](http://www.retrorailtours.co.uk)  
alternatively postal booking can be sent to  
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.  
Enquiries Tel: 0161 330 9055  
Email: [info@retrorailtours.co.uk](mailto:info@retrorailtours.co.uk)



## Gatwick Express

There is still some confusion regarding ticket validity on Gatwick Express branded services.

Informed passengers may know that the separate franchise was abolished and the service has been integrated into Southern, but the separate branding remains. However that knowledge is meaningless by itself. What really matters is the fact that the Gatwick Express website advertises that their services are “operated by Southern”.

I believe it would be difficult for Southern to argue in court that a customer is not valid on a Southern Only ticket on a Southern operated train that just happens to have Gatwick Express branding. Gatwick Express is a brand name, not a separate company.

However, as the brand name does still exist,

then tickets routed Not Gatwick Express are not valid on the service, and I see no way anyone can argue otherwise.

So, my conclusion is that a ticket is valid on Gatwick Express, unless it is routed NOT Gatwick Express. I would be interested to hear from any readers if Southern only tickets are accepted or not.

## South Pennine Day Ranger on XC

A customer recently travelled from Wakefield to Sheffield using a South Pennine Day Ranger. The guard refused to accept it, and charged for a new ticket. The excuse the guard gave was that the ticket was only valid via Barnsley as the map showed Barnsley but did not show any intermediate stations on the Moorthorpe route. The map only shows significant stations and the inclusion

of Barnsley between Wakefield and Sheffield was probably just trying to be helpful. There is no way a customer can be expected to know which way the train is routed between Wakefield and Sheffield as this information is not in the public domain.

It is disappointing that the RPI refused to call control to check its validity, as another customer reported a guard previously had been confused, called control and got the all clear.

The customer wrote to XC and received an apology and a refund, however I do not feel this goes far enough. The customer should be compensated for the time and inconvenience, not to mention embarrassment caused by the guard making false allegations that they were travelling without a valid ticket.

I hope that the guard is re-trained, not just in terms of ticket acceptance but he

must have his customer service skills improved to an acceptable standard.

## Ticket advice for all

Advice on rail ticketing is available on railforums.co.uk in the ‘Fares, Tickets & Routing’ section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

Never pay over the odds again, and ask us if you need help! See you there.

Photo: A CrossCountry HST arrives into Tamworth heading for Edinburgh on May 1st, with power cars 43378 leading and 43357 on the rear. [Class47](#)



# Pictures



Triple haulage on the Cumbrian coast on April 14th when Class 47 832, 47 501 and 57 012 were employed on the 2233 Maryport - Workington shuttle seen here passing Seaton in the spring sunshine. [Carl Grocott](#)



Class 31 285 leads 31 465 with the Network Rail Structural Gauging Train through Crewe Station, on a move from Scotland to Derby, April 24th. [CJ Sutcliffe](#)





Above: Class 66 124 is seen working the “45.com”, 6067 Daventry - Dollands Moor passed Long Buckby on April 17th.

*Steve Madden*



Left: Recently on the WCML, a new intermodal working has been noted, 4M67 Mossend to Hams Hall with DB Schenker providing the motive power, and once again it is in the hands of Class 92s. Here on April 15th, looking pristine in former operator EWS livery, Class 92 031 “The Institute Of Logistics And Transport” pauses at Preston, awaiting a road south on a half full intermodal service.

*CJ Sutcliffe*



DRS Class 37 608 is seen at Cricceith on March 28th working 6W35 Crewe - Porthmadog ballast train. [Carl Grocott](#)



Above: Class 90 020 leads 67 005 and 90 019 through Church Brampton in Northants on April 17th. [John Coleman](#)



Top Right: London Overground Class 378 016 is seen at London Euston stabled up for the night having just returned from a route learning trip on April 19th. [John Coleman](#)



Bottom Right: After a long journey from London Paddington, First Great Western HST power car 43183 rests at Penzance on April 4th. [Barry Beeston](#)



Above: Class 73 206 leads 73 208 into London Bridge station on April 8th hauling 1Q03 Serco/Network Rail test train returning to Selhurst.

*Charlie Robbins*

Right: The Network Rail New Measurement Train consisting of power cars 43013 and 43014 comes off the Derby line heading north through Clay Cross on April 3rd.

*Dave Harris*





Above: National Express East Anglia Class 156 402, in all over advertising livery, departs Norwich on April 24th.

*Brian Battersby*



Left: National Express East Anglia liveried Class 321 309 is seen departing Stratford on April 10th.

*Brian Battersby*



Left: Fastline's Class 66 303 passes the former Coalbrookdale station - now used by a woodland trust - with the 6Z15 Immingham - Ironbridge. With Fastline's parent company, Jarvis, being put into administration, the owner of the Ironbridge power station, E.on, cancelled the contract with Fastline at the end of March 2010. *Gary S. Smith*

Above: By the end of April, with the closure of the Jarvis owned Fastline operation, much of their "former" traction was stabled at DRS Gresty Bridge in Crewe. Here Class 66 303 in Fastline livery sits awaiting her next turn of duty, with whoever and wherever that may be, on April 24th. *CJ Sutcliffe*



A last look at Fastline's Class 66 301 leaving the Ironbridge Power Station and crossing the River Severn with the 4Z16 empty hopper train to Chaddesden in Derby. With plenty of spare Class 66s already around, what future lies for this group of locos. [Gary S. Smith](#)



On April 22nd Colas Liveried Class 66 843 passes through Helsby working the Carlisle - Chirk log train. *Brian Battersby*





April 21st saw the first visit of the Class 70s to Immingham and, in the process, the first one through Scunthorpe. Class 70 003 worked a trial load of empty HHAs from Hunslet to Immingham RS as 4G70, returning with 4G71 later. This shot shows the return working through Scunthorpe. [Steve Thompson](#)



A rather dirty looking Class 66 703 pulls a British Gypsum container train through Warrington BQ station on April 9th. [Colin Irwin](#)



Class 66 051 is seen working 6E13 Newbiggin to Milford gypsum train crawling onto Arten Gill, April 14th. *David Hollowood*



Above: Class 66 127 is seen crossing the Slochd Viaduct with a Stobart Intermodal service on April 13th.

*Richard Jones*

Top Right: On April 6th, Class 66 160 leads DB Schenker liveried Class 37 419 on a triple headed Bescot - Toton working past Walsall.

*Colin Irwin*

Bottom Right: Network Rail's Class 31 105 and 31 285 pass Meole Village whilst working 4Q10 Mach - Derby on April 16th.

*Carl Grocott*





Above: DBS Class 60 074 is seen with the 6B13 Robeston - Westerleigh at Newport on April 27th.

*Dave Harris*

Top Left: Class 60 011 powers up leaving Doncaster on April 25th hauling 60 040 and two Class 66s to Toton. *Class47*

Bottom Left: Another Class 60 out and about this month was Class 60 054 seen working 6E41 Westerleigh - Lindsey passed Chellaston on April 17th. *Carl Grcott*



A new working for DRS that has generated quite a lot of interest this month is the Sheerness - Tyne scrap traffic. This is DRS Class 37 667 with 37 510 working 6270 Sheerness - Tyne Dock through Elford on April 17th. [Carl Grocott](#)



Loaded with scrap, Class 37 510 leads 37 667 as they approach Harrowden Junction with 6Z90 08:37 Tyne Dock to Sheerness on April 21st. [Steve Madden](#)



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London Transports tube stock sees Hammersmith line unit 5723 pass Circle line unit 5574 at West Ham on April 10th. [Brian Battersby](#)





Stabled in Wellingborough Up Sidings on April 16th were Class 20 901, 20 905, 20 187 and 20 142. *Steve Madden*

Top Right: Class 156 503 in the new Scotrail livery is seen working an Edinburgh to Glasgow service at Haymarket on April 20th. *John Coleman*

Bottom Right: DRS Class 37 259 T&T with 37 069 is seen working Serco test train 1Q18 07:19 Derby RTC to St. Pancras International passed Finedon Road, Wellingborough on April 8th. *Steve Madden*

Below: All credit to East Midlands Trains this month for putting on a Class 222 Meridian for the 1L08 Norwich - Liverpool on April 10th, Grand National day. Seen here departing Warrington Central. *Dave Harris*



Top Right: Freightliner Class 86 628 and 86 610 are seen heading Southbound through Stafford on April 26th with a heavily loaded service. [Richard Hargreaves](#)

Bottom Right: A First Great Western HST is seen entering Cardiff Central with the 1L71 Swansea - London Paddington with power cars 43163 "Exeter Panel Single Box" leading and 43132 "We Save The Children Will You" on the rear, April 27th. [Dave Harris](#)

Below: Network Rail Class 31 105 powers a test train out of Crewe station towards Derby on April 10th. [Colin Irwin](#)



Top Right: Class 57 316 and translator coach clags north through Warrington Bank Quay station with postal unit Class 325 007.

*Colin Irwin*

Bottom Right: Arriva's "WAG" express, the 1V51 from Holyhead arrives into Newport hauled by Class 57 310 on April 27th.

*Dave Harris*

Below: Arriva Trains Wales Class 121 No. 55032 stands at Cardiff Bay station on April 27th.

*Dave Harris*





With a backdrop of Conwy Castle, Arriva Trains Wales Class 158 826 heads across the River Conwy with the 1G20 Holyhead - Birmingham on April 24th. *Dave Harris*



Top Left: Stobart Rail recently changed operators from DRS to DB Schenker. As a result, their Rugby - Mossend “Less-co” intermodal service sponsored by supermarket chain Tesco, has been hauled by electric traction, in the form of Stobart Rail liveried Class 92 017 “Bart The Engine”.

Here 92 017 is seen passing Crewe station via the freight avoiding line from Basford Hall on April 24th.

*CJ Sutcliffe*



Bottom Left: DRS/Colas Class 57 002 takes the empty log VDAs back to Carlisle, seen passing through Winwick, Warrington on March 23rd.

*Colin Irwin*

Right: Class 57 316 arrives at St. Leonards Depot, near Hastings, working 5Y10 Tonbridge West Yard - St. Leonards, formed of two sets of translator vehicles on March 15th. The 57 was on hire to GBRf and it was the very first time a member of the class had visited St Leonards.

*Craig Stretten*

Below: Normally a solid DRS 66 working, Class 57 009 & 57 004 head 4M71 Tilbury to Daventry at Wilsons Crossing, Northampton on April 13th.

*Derek Elston*





Class 37 425 pauses at Sutton Bridge Jct, Shrewsbury on April 21st whilst working a Bescot - Barmouth ballast train. [Phil Martin](#)





Class 66 079 runs south through Docker with 6250 Shap to Hope - loaded stone train on April 21st. *David Hollowood*

Right: Get them while you can!  
With the proposed sell off of the GBRf  
division of First Group, the liveries on these  
locos could soon be changing.  
Metronet liveried Class 66 722 is seen  
stabled at March on April 24th.  
*Brian Battersby*

Below: Freightliner Class 66 532  
“P&O Nedlloyd Atlas” passes Church Brampton  
with 4L57 Daventry - Tilbury on April 21st.  
*Steve Madden*



# 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, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

Well this month I was travelling down to London, hoping for inspiration and having no idea where to go for lunch when I read the latest Virgin Trains Hotline magazine, which included an article about a new American diner that had opened in Euston Station.

Upon arrival at Euston Station I thought that I would go and have a look, and have to say that I'm impressed. Although prices do seem a bit steep on the menu, you do get plenty and most drinks come with free refills.

The place is called Ed's and is located on the main Piazza between Pret and Caffe Nero.

Opening Times: Monday - Friday 7am - 10.00pm  
Saturday & Sunday 8am - 10.00pm



You shouldn't miss the large logo. Burgers were obviously fresh and very tasty, and the Milk Shakes were also a delight. As I said the prices can seem a tad steep, but this is more than just a snack with these generous portions you won't need anything else all day!. The drinks for example, you will pay £2.15 for a large Coke, but then its a free refill, Coffee is

also £1.75 but with free refills. Burgers start from about £5

On the down side, I can believe that the place does get very busy at certain times of the day, and it's not really a place to go for a snack.

Breakfast options are also available including pancakes, and wraps.

So if you are coming down to London and fancy calling in at Euston, it gets my recommendation this month.

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

Until next month,

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

# View from the Outside by Megan Thomason



Trains are very important. I found that out this month when without them we had to drive from Barcelona to Calais. It was typical that when the planes aren't running, there would be a French train strike. Drive or stay in Spain then.

That was what happened to me, Andy, David, and Andy's mum and his nana. It was an Adventure for my 18th birthday. Stuck in Spain, however due to work commitments on Andy and David's part we were pretty much stuck with driving for two days to Calais, just because there were no trains. Hmm...it would seem trains are extremely crucial when all the planes are grounded due to an ash cloud.

Back in England now though, with the planes back up in the air... are trains not as important? ....I certainly hope that

people don't forget how useful they have been recently. Let us not forget the trains, lets keep taking pictures, just to remind ourselves. Just in case other people forget how important the trains are when it comes to living their lives.

Another exciting event this month was the fact that I was bought a camera for my 18th Birthday, it's a nice little camera and you can see from the picture to the right what I can actually take. I think it's good!

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

megan.thomason@railtalkmagazine.co.uk





## BLACKFRIARS STATION PROJECT USES THAMES TO TAKE THE STRAIN OFF LONDON STREETS

Network Rail will take more than 2000 lorry journeys off central London streets over the next two years by using river barges on the Thames to deliver and remove materials from the Blackfriars station project site. During the life of the landmark Blackfriars project, Network Rail will bring to site via the Thames over 14,000 tonnes of materials to build the station's new bridge deck, longer platforms and roof spanning the river. At the same time, more than 8,000 tonnes of deck and pier demolition materials will also be removed. Barges will arrive on a daily basis. Not only does the river allow Network Rail to deliver more materials to site, more efficiently - it also complements the company's carbon reduction agenda and helps reduce the impact the bridge construction work has on residents living alongside the railway.

Jim Crawford, Network Rail's major programme director for the Thameslink project, said: "The landmark Blackfriars station will be the first in the capital to span the Thames, providing a direct link to the cultural centres of the South Bank for the first time.

"Working directly above the Thames, delivering and removing materials by barge, makes a lot of sense to us both practically and environmentally."

PLA chief executive, Richard Everitt, said: "Water and rail are well regarded as the most environmentally-friendly forms of transport, so bringing them together is a winning combination. Moving building materials through the capital's marine highway instead of London's crowded roads will result in less pollution and congestion.

"By choosing barges, Network Rail has ensured the new Blackfriars station will have fine green credentials – not only when it's operational, but also while it's being built."

The congestion-busting barge operation began as a trial in late January and was developed with the Port of London Authority (PLA), Livett's Launches and Balfour Beatty. Materials destined for Blackfriars are loaded onto barges at Thames Warf, near Blackwall and opposite the O2 Arena. Each barge takes approximately 75 minutes to reach the site where the new steel work will be lifted by crawler crane onto the bridge deck.



## TRANSFORMATION OF BIRMINGHAM NEW STREET BEGINS

The next important phase of work to transform New Street has commenced. Network Rail has begun to upgrade platform one, signalling the start of the main work on the station. Platforms will be taken out of use one-by-one but all train services will run as planned throughout the work.

Phase one of the redevelopment will see the creation of a brand new station concourse. The majority of construction will take place off-site meaning the impact on passengers will be limited to platform changes. The Pallasades shopping centre will also remain open for business throughout the project.

Jo Kaye, Network Rail route director, commented: "This is a very important moment in the project and means we are on course to give New Street's passengers the station they deserve. Network Rail has planned work to have minimal impact on passengers and train services will run as normal.

"We are also reducing the impact on the local community by transporting construction material in and out of the station by train, keeping lorries off the road."

Network Rail will transform New Street into a bright, modern, 21st century focal point for Birmingham. The project will double passenger capacity and deliver:

- a concourse that is three-and-a-half times bigger than at present and enclosed by a giant, light-filled atrium
- more accessible, brighter and clearer platforms, serviced by over 30 new escalators and over 15 new public lifts
- a stunning new station façade
- better links to and through the station for pedestrians, with eight new entrances
- the stimulus for the physical regeneration of the areas surrounding the station

The new station concourse is expected to open for use in 2012, and then phase two of the project will see the old concourse redeveloped. The project is due to be fully completed in 2015.

## TOP MARKS FOR WYMONDHAM STATION

National Express East Anglia's Wymondham station has gained maximum scores 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, as well as assessing the quality of public address announcements and information provided. In all of the categories assessed Wymondham station received the top most marks possible – 100%.

James Steward National Express East Anglia's Area Manager for Rural stations said:

"I am delighted that Wymondham station has achieved top marks in the latest mystery shopping survey. It is a credit to our staff and to station adopter David Turner that the station has been awarded the maximum scores possible. The success of Wymondham station in recent years shows that rural stations can be vibrant, flourishing places at the heart of the communities they serve. I'd like to thank David Turner station adopter and proprietor of The Brief Encounter Café for his enthusiasm and dedication in helping to provide a welcoming environment for our customers and station visitors. Wymondham station really is second to none, it just goes to show what progressive partnerships can achieve."

Wymondham station is a picturesque station, situated on the Norwich to Cambridge route. It is a much-loved station, which has won several national awards, including the 'Best Small Station' award at the 2006 National Rail Awards. It has also been cited as having one of the best station café's in the country – The Brief Encounter Café.

This outstanding café, run by David Turner, was winner of the 'Best Retail Outlet' at the 2008 Community Rail Awards and is well-known for its good food, charm and warmth of welcome.



## First GBRf achieves 100th BTR on Transport for London Project

First GBRf, the UK's most reliable freight haulier, has celebrated its 100th Ballasted Track Renewal (BTR) on the London Underground track replacement Project.

Since the contract started in 2006, First GBRf has re-laid over 54km of new track on both the Metropolitan and District lines. It has also renewed some 23 points and crossings on the same Lines.

Clive Maxwell, contract manager engineers trains, London Underground Projects, said: "The achievement of our 100th BTR weekend using the GBRf new engineering train fleet is an extremely satisfying event and one which has only been possible through the combined efforts of all the stakeholders – London Underground and its track contractor, Balfour Beatty together with GBRf and its sub contractor, TransPlant (Tube Lines).

"Only through these parties continuing to work as together as 'one team' have we been able to achieve a consistently high level of delivery and a significant milestone in delivering our track programme."

First GBRf is now in its fifth year of the contract to supply locomotives and deliver raw materials to replace track on the London Underground.

John Smith, MD, First GBRf said: "During the recent Easter BTR at Harrow on the Hill GBRf provided three trains to LU to enable track drainage works between Harrow on the Hill and Preston Road on the Metropolitan Line. As a result of using GBRf trains for this work a record of 1,500 metres new drainage was installed."

In 2005 First GBRf successfully won the contract to operate engineering trains for two thirds of the London Underground network. The ten-year contract was a significant win for First GBRf, which at the time was the biggest deal it had secured in its four-year history.

First GBRf is also currently working with Bombardier Transportation for the delivery of new SSL underground carriages, as part of London Underground's programme to replace all rolling stock on the sub-surface lines.



## TANKER CROSSING SMASH – SENTENCING MUST BE TOUGHER, SAYS NETWORK RAIL

Network Rail has said a sentence akin to a slap on the wrists for an incident that could have had catastrophic and fatal consequences was undeniably lenient. It called for tougher sentencing for those that break the law at level crossings, and in particular for those whose reckless and selfish behaviour risks the lives of hundreds of people travelling on the railway.



Tanker driver John McDonald was recently given three penalty points and fined £170 after being charged with failing to comply with traffic regulations after ignoring level crossing warning lights and claxons and smashing into barriers at Foxton, Cambridgeshire. Thankfully no one was injured and the approaching train was able to stop in time, however, this incident caused significant damage and delay.

Network Rail chief executive Iain Coucher said: "The toughest consequence of breaking the law at a level crossing is to lose your life – thankfully that doesn't happen very often. But every week we see people who ignore warning signs and lights or drive round barriers at level crossings just to save a few minutes. This behaviour has the potential for massive damage, disruption and death. We think that the judicial penalties received need to reflect the seriousness of these crimes, and are calling on the judiciary to consider all these factors when handing down sentences."

In 2008 Network Rail responded to a CPS consultation on bad driving. In this we said: "The deliberate disregard of level crossing signals (or instructions) should be regarded as dangerous driving (where no fatalities occur). Where fatalities do occur, consideration should be given to a manslaughter charge – such a charge would not be unprecedented, but examples are very few."

Clearly, the CPS must judge each case on the facts brought before them.

## CLEAR IMPROVEMENT FOR WAVERLEY AS NETWORK RAIL BEGINS STATION UPGRADE

Network Rail has embarked on a £130m upgrade to Waverley, with the first work to replace the station's 34,000m<sup>2</sup> roof.

Twenty-eight thousand clear glass panels will be installed over the next three years, flooding the station with natural light and totally improving the environment for passengers.

Part of a five-year £3.25bn investment in Britain's railway stations, Network Rail's improvements to Waverley will also result in new fully accessible entrances from Market Street and from Princes Street via Waverley Steps. The station concourse will also be resurfaced, station furniture will be cleaned or removed and station building exteriors will get a welcome makeover.

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

"Waverley is a vital rail hub for Scotland, with over two million people a month using the station facilities. Network Rail is committed to improving passenger experiences while using Britain's railway stations and we will be investing £3.25bn to make that a reality. At Waverley, our investment will allow for easier access to and from Market Street and Princes Street and it will improve the atmosphere of the station to make it cleaner, brighter and lighter.

"After months of planning and preparation, I'm pleased to see work beginning at the station. We will do all we can to keep passenger inconvenience to an absolute minimum. I look forward to seeing the gradual unveiling of the new roof as work progresses over the next three years."

The work begins with the assembly of scaffolding in the east end of the station. The scaffolding will support a crash-deck which will lie just below the station roof, providing a safe platform to work from and protecting the station environment from the worksite above. The construction will allow workers to begin removing old glass, strip old layers of paint from the metal framework, carry out any required repairs and apply a new paint. Only then will new glazing be installed.



## STATION REVAMP PLANS GO BEFORE COUNCIL

Network Rail has submitted plans to Carlisle City Council for a £550,000 revamp of passenger facilities on platform four at the city's Citadel railway station. The work includes a completely new passenger waiting area towards the southern end of the platform and a £10,000 contribution from the Friends of the Settle – Carlisle Line (FoSCL). There are three main areas of work, covering two seating areas and a waiting room.

Jo Kaye, Network Rail route director, said: "The station recently underwent a transformation as part of a television advertisement but our plans are more permanent than that. What we are planning will give the 1.7m passengers who use the station every year both extra seating and shelter from the winds that can whistle down the platform."

Virgin Trains is delivering the work and Sue Howarth, group station manager for north England and Scotland, said: "These improvements will make the station more attractive and comfortable to the increasing numbers of people travelling by train to and from Carlisle. We look forward to working with Network Rail to deliver the enhancements."

The new seating area will be created at the head of platforms five and six where trains for the Carlisle to Settle line and Hadrian's Wall Country line (Carlisle to Newcastle) depart. It will be surrounded on three sides by a low stone-clad wall topped with glazed screens to cut out draughts. There will be special diagrams depicting both railway lines and the crowning glory will be a sign across the end of both railway tracks defining them as the 'Gateway' to both lines.

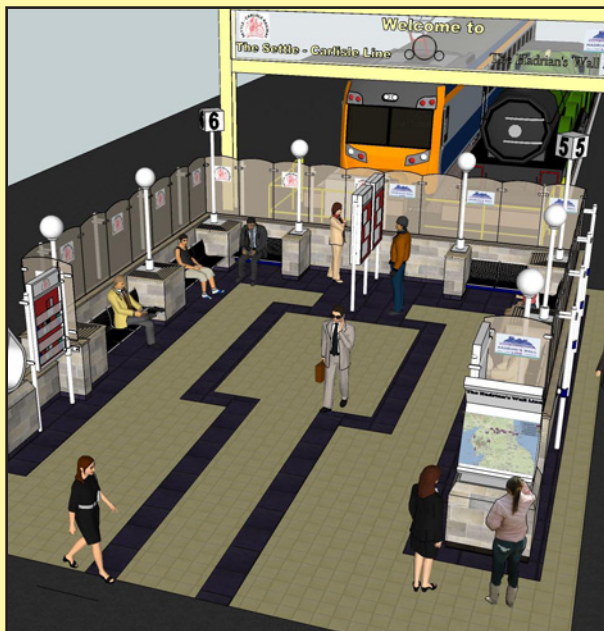
Mark Rand, chairman of FoSCL said: "We very much welcome and support what is happening at Carlisle Station. The world famous Settle-Carlisle Line is getting the northern terminus and gateway it so obviously needed. We have been working with Network Rail, Virgin and Northern to get to this stage and look forward to

playing our part in making it all happen."

At the other end of the platform the existing waiting area will be refurbished to complement its new counterpart. The red hoops that define the seating area and restrict access to the platform will be removed and a new 'totem' will be provided for train service information and the station clock.

Within the enclosed waiting room half way along the platform, the galvanised metal framework supporting the emergency lighting system will be removed and the lighting relocated so that the wooden beams in the ceiling can be fully appreciated.

Network Rail is hopeful that the work, which will be project-managed by Virgin Trains as the station operator, will start early in the summer and be finished in the autumn.



## PHASE ONE COMPLETED ON £3M SCHEME FOR NEW CAR PARK AT HARLOW TOWN

The first phase of the £3m scheme to build a new multi-storey car park increasing car parking capacity at National Express East Anglia's (NXEA) Harlow Town station was officially opened on Tuesday 13 April by Guy Dangerfield, Passenger Link Manager for Passenger Focus.

Work began in December last year on phase one of the new car park with construction taking place in two stages to help provide continuing parking facilities for existing car-park season-ticket holders at the station while the work takes place. The construction is being carried out by Bourne Parking and phase one of the scheme sees the ground and levels one and two of the multi-storey opened to allow all customers to park at the station, while work continues on the adjacent phase two stage which on completion will increase the total capacity at the station to parking for 700 cars. This increases the total number of parking spaces by an additional 300.

The project forms part of NXEA's Service Improvement Plan to improve capacity on the East Anglia network through the introduction of 188 additional train carriages and extra car parking at key locations. This will provide new trains for Harlow Town customers and more 12 carriage trains from the station, with the new car park's increased capacity tailored to meet the expected further growth in passengers consistent with the introduction of new trains on the West Anglia route in 2011.

Mark Phillips, Deputy Managing Director of NXEA said: "I am delighted that phase one of the car park expansion scheme at Harlow Town has been completed making it easier to park at this busy station and we look forward to the completion of the £3m project later this year. The work at Harlow Town is another important project in our Service Improvement Plan, increasing capacity for our customers by delivering more seats and parking spaces across our East Anglia network."



## The Trains take the strain once again..Virgin Trains launches new incentive for leisure passengers.

Virgin Trains has announced the launch of a brand new 'Small Groups product' to enable groups of three to eight people to travel together on the train for even less than before. The product is particularly aimed at small groups of friends travelling to events and will be on sale via the website from March.

The launch of the new product comes in response to Virgin Trains reporting an increase in passengers traveling at weekends to events, such as sports matches. The product offers more cost effective and pleasurable train travel for small groups going to sporting events, gigs, or simply visiting friends. The new group ticket is aimed at groups of between three and eight people traveling together on the same train(s) where the first two passengers pay the full applicable Advance fare with the subsequent third through to eighth passenger receiving a 10% discount on their own Advance fare.

Says Jim Rowe, Senior Communications Manager at Virgin Trains, "We are always looking at ways to innovate and offer better deals, so are keen to monitor how popular this new ticket will prove to be with our passengers... half the enjoyment comes from the journey...Quicker journey times, no traffic, free WI-FI and now cheaper tickets – what better way to make a journey!"

## Spring has sprung – so has Club 55

From 1 May, ScotRail will be putting a spring in the step of customers aged 55 or over with the return of its most popular offer.

A Club 55 fare is £15 for a return journey anywhere in Scotland – plus Berwick upon Tweed and Carlisle. And, for an extra treat, customers can travel First Class for just £19 return on selected routes with Club 55 Premier.

Graeme Macfarlan, ScotRail's marketing manager, said: "Club 55 remains our most popular offer. It allows customers to get out and about without breaking the bank, especially since – fingers crossed – some spring weather has appeared."

The offer runs until 20 June 2010 for outward travel – with return travel valid for one month from the date of the outward journey.

Senior Railcard holders and Disabled Persons Railcard holders over 55 get the additional bonus of a further £2 discount on both fares.

## First GBRf adds two coal flows to contract with Rio Tinto Alcan

First GBRf announces that it is extending its recent contract with global aluminium business Rio Tinto Alcan to include two further flows of coal to its power station in Lynemouth.

Starting in early April the new traffic will see on average three trains running per week and is likely to run for three months.

Jonathan Scott, power commercial director, Rio Tinto Alcan, said: "Giving this additional business to First GBRf indicates how our organisations are working together to balance and optimize our flexible coal sourcing strategy."

Phil Webster, head of coal, First GBRf, said: "We were thrilled with the contract with Rio Tinto Alcan so are obviously very pleased that we have been able to expand on this and thereby further increase our presence in the coal market. It was the team's hard work which enabled us to respond quickly and win the additional coal movements."

In February, 2010, First GBRf announced it had won a new £2 million, three-year contract with Rio Tinto Alcan for the carriage of coal and alumina.

## LOCO FLEET LIST 2010

This 74 page book contains everything from early prototype shunters to the latest Class 70 General Electric/Freightliner 'PowerHaul' locomotives and includes unclassified types.

This information was put together to give fellow rail enthusiast easy reference to the numbering and naming of each loco and lists all withdrawn, preserved and currently operating machines in TOPS classification order. This will be very useful for spotters, photographers and bashers alike to clearly identify everything they've either: spotted, photographed, had or missed out on 'all in one book'.

### Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Channel Tunnel Locomotives
- Unclassified & Prototype Locos



Loco Fleet List 2010 is available via mail order for just £6.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and send to: Milz Publications, 7 Wood Street, Warrington, Cheshire, WA1 3AY or with Paypal through the web address below:

Web: [www.milzpublications.co.uk](http://www.milzpublications.co.uk) | Email: [lee@milzpublications.co.uk](mailto:lee@milzpublications.co.uk)

Loco Fleet List



2010

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK





## NEW £1.1m CARRIAGE WASHING MACHINE OPENS AT ILFORD TRAINCARE DEPOT

In another project as part of National Express East Anglia's (NXEA) Service Improvement Plan, a new £1.1m Carriage Washing Machine has been installed at the company's Ilford Maintenance Depot to enhance the exterior cleaning of its train fleet which is being expanded by 188 new and additional carriages, increasing capacity at peak travel times at London Liverpool Street station by 11,000 seats.

Installed by Birse Rail, the carriage washer was officially operated for the first time on Wednesday 28 April when 360 115, the 13.40 London Liverpool Street to Ilford Depot empty train working proceeded through the new washer. The train was driven by Trevor Weal, Ilford Depot's longest serving driver, with John Coates, Ilford Depot's longest serving maintenance person on board to ensure everything proceeded like clockwork.

NXEA's Service Improvement Plan is improving capacity on the East Anglia network through the introduction of 188 additional train carriages and extra car parking at key locations. This will be achieved through the construction of 30 x new 4 car Class 379 electric trains and the transfer of 17 x additional 4 car Class 321 electric trains to provide a total of 188 extra carriages to be added to East Anglia services. The 120 new carriages will be introduced on Stansted Airport and Cambridge – Liverpool Street services from later in 2011. The other 68 additional carriages are being introduced on the Great Eastern mainline route through North Essex into Liverpool Street with some already in service and most improvements expected to be introduced from December 2010. The capacity enhancement project also includes work to improve car parking capacity with a scheme already completed at Audley End, and partially completed at Harlow Town station.

A further new carriage washer is also to be installed at NXEA's Orient Way train servicing facility as part of the Service Improvement project. Mark Phillips, Deputy Managing Director of NXEA said: "The installation of a new Carriage Washing Machine at our Ilford Depot is another important milestone in our Service Improvement Plan, increasing capacity for our customers by delivering more seats and parking spaces across our East Anglia network and a better travelling environment."

## £10M TO INVEST IN THE FUTURE OF A BRUNEL MASTERPIECE

The most complex plan ever to refurbish the Royal Albert bridge has been finalised and Network Rail will soon be tendering for contract to carry out the improvement work.

The 151 year-old structure, which carries a busy mainline that is frequently used by around 30 trains each day, will be strengthened, restored and repainted over the next three years.

Corroded elements on the bridge will be repaired and extra efforts will also be taken to restore Brunel's original design. These include removing redundant bridge elements - lower diagonal bracings - installed in the 1970s and using special bolts that are similar in design to Victorian rivets.

The rail landmark and gateway into Cornwall will also be spruced up with a new lick of paint to significantly improve the surrounding environment. A total area of 20,000 square metres – about three football pitches – with 30 coats of paint on the main spans will be blast removed before being re-painted over, using a more effective three-coat painting system.

The Royal Albert bridge will be painted goose grey, so that it is compatible with the colour of the bridge when it was listed and the bridge's aesthetic can also be sustained for a longer period of time.

The structure was listed Grade 1 in 1952 by the English Heritage, which has also backed the improvement scheme.

The effort to improve the bridge has also helped trace the bridge's original colour of pale stone (off-white) that it was painted in 1859, replacing the missing piece that completes the jigsaw of Royal Albert bridge's colourful history.

Two 1m square patches of the existing paint layers on the bridge will be preserved for posterity.

The discovery was made from an unprecedented paint analysis commissioned by Network Rail. It is to help Network Rail's engineers understand the bridge's existing complex paint system and define an effective approach to repaint the structure's two main spans.

Chris Rayner, route director, Network Rail said: "This effort has affirmed a piece of Royal Albert bridge's history that has been obscured under 30 coats of paint for more than a century. It will also be the first time that the colours of the bridge is officially chronicled for posterity.

"Most importantly, the industry has an ambition to transform the railway on Great Western in

the coming years and our investment on the Royal Albert bridge will play a part. It will be the most complex refurbishment work since the bridge was built and will inject a new lease of life into this vital rail link, keeping it robust for many years to come."

The Royal Albert bridge has been painted over on 20 occasions since it was completed in 1859. However, its parapets and main spans were repainted in red-brown for £1,700 in less than a decade.

In 1868, the 'I K Brunel Engineer 1859' lettering on the portals of the two main spans were painted at a mere cost of £2.31.

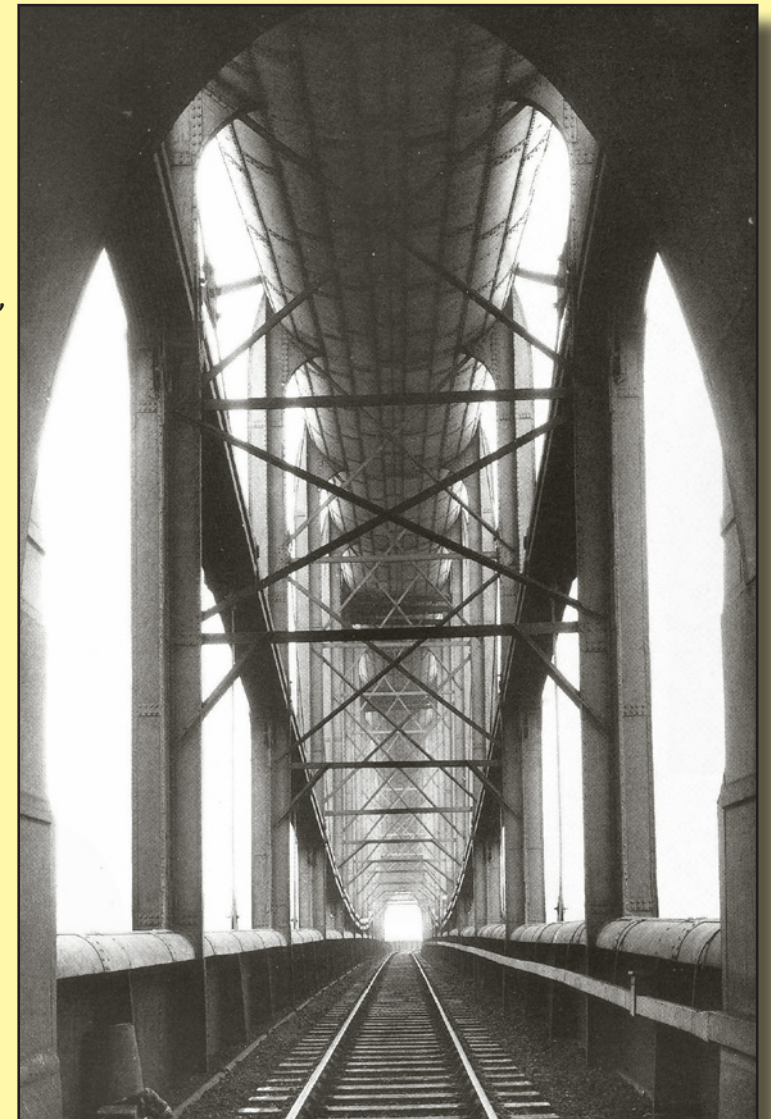
Network Rail is planning to start work on site by the end of the year.

Steps will be taken to protect the environment while the work is being carried out. For example, the bridge will be encapsulated to prevent dust and/or paint from escaping and a special extraction system will be created to remove any waste materials without contaminating the surrounding.

The improvement work will also be carefully planned to be carried out when trains are not running to minimise any disruptions.

The bridge has carried more than 1 billion tonnes of rail traffic since it was built.

Photo: Inside the bridge.  
© Network Rail



## New era of rail travel as London Overground's east London route opens to the public

A new era of rail travel for the Capital began in April as the Mayor of London and Chair of Transport for London (TfL), Boris Johnson, opened the first section of London Overground's new £1bn east London route, delivered early and on budget. The railway, which builds on and extends the old East London line, will give Londoners fast and reliable cross-river rail journeys in a fleet of new air-conditioned trains running from Dalston Junction in the north via the City and Docklands to New Cross, Crystal Palace and West Croydon in the south.

It will support the regeneration of some of London's poorest boroughs and provide access to jobs, education and leisure opportunities for many who were not previously well connected to the city's transport network.

The line will open at first under 'preview running' status which will offer a limited service of eight trains per hour from 7:00 till 20:00, Monday to Friday, from Dalston Junction to New Cross Gate stations.

On 23 May, a full service will start operating from Dalston Junction to West Croydon.

Every station will be staffed while the trains are running.

The new London Overground line delivers:

- A brand new fleet of 20 walk-through and air-conditioned Class 378 Electrostar trains with a capacity of 494 each, carrying some 100,000 passengers a day in year one. Each has driver-monitored CCTV, wider doors and gangways, and wheelchair spaces. A further 13 trains will join the fleet by 2012
- Four new bright, modern and fully-accessible stations for Hackney, which also feature state-of-the-art audio-visual customer communications and CCTV. The stations at Dalston Junction, Haggerston, Hoxton and Shoreditch High Street put the borough on the Tube map for the first time
- Fourteen refurbished stations with upgraded CCTV, passenger information systems and lighting, with staff on duty at all times when trains are running
- A key component of the 2012 Olympic and Paralympic Games transport network, delivered early and on budget

Mayor of London Boris Johnson, said: 'This new railway will bring jobs and opportunities to communities up and down the line, massively improving access for hundreds of thousands of people.'

Managing Director of TfL London Rail, Ian Brown, said: 'This new London Overground route has long existed in the planners' imaginations and I'm very proud that after two-and-a-half years of actual construction, we are standing on this platform today.'

'This is the sort of rail infrastructure that will take London into the future - air-conditioned trains, turn-up-and-go services and staff on every station. 'In spring next year, we will connect this line with London Overground's existing network in the north and in 2012, the route will be linked in the south at Clapham Junction thus completing the London Overground orbital railway around London.'

When the line is connected to the wider London Overground network - in the north by spring next year and in the south by mid-2012 - the Capital's orbital railway will be complete.

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## Pictures with a different view



Not bad considering its age. This is the inside of APT-P coach 48103, which was open to the public during the Crewe Heritage Centre open weekend in April. [Richard Hargreaves](#)



Above: Are you sure that this is the right way to Inverness!,  
A road-rail vehicle passes Whistlefield on April 27th. [Darrel Hendrie](#)



Right: Dwarfed by the giant wind turbines that are on the Cumbrian Coast,  
Class 37 departs Workington North heading for Flimby on April 22nd.  
[TeesideAnth](#)



Carefully restored to its original condition at Crewe, the Exeter West signal box must have been a very busy place when operating, and looking at all those levers, only a job for the fit! [Richard Hargreaves](#)

# Preserved Railways



Not often does a loco get repainted just before going to the scrapyards, however Class 47 575 was spruced up at the Crewe Heritage Centre for their open weekend on April 3rd and 4th. Just a few days later the loco would be in the scrapyards at Booths. [Richard Hargreaves](#)





Star of the open weekend at Crewe Heritage Centre was the unveiling of Class 87 035 “Robert Burns” in BR Blue. [Richard Hargreaves](#)



Above: More from the Crewe Heritage Centre open weekend sees DRS Class 20 304 on display in the yard. DRS Class 37 608 also attended the event.

*Richard Hargreaves*

Top Left: BR Blue Class 03 073 gave brake van rides along the short track at the centre.

*Richard Hargreaves*

Bottom Left: An opportunity to see the work in progress, and some yet to commence, such as this GWR Castle Class No. 7027 "Thornbury Castle"

*Richard Hargreaves*



Inside the York NRM is the fastest steam locomotive in the world officially, LNER Class A4 No. 4498 “Mallard”, the official record holder after reaching 126mph on Stoke Bank in 1938 after 6 months of service for the LNER. However soon she is due to move out of the NRM, and be moved by rail for the first time since her boiler ticket last expired to Locomotion at Shildon for the long term, due to the NRM’s recent decision to include more interactive exhibits at their York site. Here Mallard is seen attached to her dynamometer car which was used on the record breaking run in 1938, in the NRM’s Great Hall on April 14th 2010. [CJ Sutcliffe](#)



At the Great Central Railway on April 4th, Gresley N2 No. 1744 is seen working the 10.45 Loughborough to Leicester North approaches the A6 overbridge at Loughborough. [Derek Elston](#)



On March 27th, during the West Somerset Railway's Spring Steam Gala, ex. BR 4-6-2 No. 71000 "Duke of Gloucester" gleams in the evening sunshine as it powers uphill past Watersmeet Bridge with the 1800 Bishops Lydeard to Minehead service. [Jonathan Gill](#)



### Llangollen Railways Spring Steam Gala

Above: Great Western Railway 0-6-2T No. 5643 is seen ambling through the Welsh hills on April 24th.

*Phil Martin*

Top Left: LMS Stanier Black 5 No. 44806 is seen at Carrog on April 24th.

*Phil Martin*

Bottom Left: GWR Collett 2-8-0 No. 3802 is seen arriving at Glyndyfrdwy with a freight train on April 24th.

*Phil Martin*



BR Standard 2-6-2T No. 80072 is seen arriving at Carrog with a service from Llangollen on April 24th. [Phil Martin](#)



On the Llangollen Railway, Class 26 010 is seen arriving at Glyndoverly on April 10th. [Phil Martin](#)



# 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](http://www.c58lg.co.uk), e-mail [info@c58lg.co.uk](mailto: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!



## Deltic 55 022 is now back running on 2 Engines!!

The engineering and maintenance team have been extremely busy over the last few weeks, Power Unit 418 was removed from D9016 "Gordon Highlander" for work at Beaver Sports' premises in Huddersfield including a thorough inspection, a full re-paint, fitting of overhauled fuel pumps and injectors, new hoses, new lagging, new jubilee clips etc. and re-fitting to 55 022. Originally we anticipated 3 to 4 weeks to complete this task, which was running well on schedule, before we decided to carry out a light overhaul to the main generator adding a few more weeks to the work, but considered this to be beneficial for the future.

Following completion of work and the removal from "Royals Scots Grey" of the defective Number 2 Unit, Power Unit 418 was installed in to 55 022 at the East Lancashire Railway on April 6th, and following completion of attaching all necessary pipe work and electronics, plus a few rectification jobs the engine was started late on April 8th. We have experienced a few minor problems, as expected with this type of job and a twin engine test run was completed on the morning of April 11th, hauling a loco convoy equivalent to approximately a 12 Coach load. All was found to be sound with adequate power for hauling and accelerating the heavy load up Broadfield Bank.

Following the Test Run, the loco spent much of its time involved in shunting locos around at the ELR, part of this was removing 50 008 from Castlecroft Shed, making space for 55 022 to enter. The loco is now inside and work has commenced on repainting the Yellow Nose Ends, bogies, underframe detailing and various other areas of paint, a full polish of the BR Blue sections, repairs to the Number 2 Engine Pre-Heat System, repairs to the engine control Electro Pneumatic Valves and a light overhaul of the Number 2 Power Unit Main Generator. All the above tasks should be completed prior to May 1st when "Royal Scots Grey" should once again make her Public Twin-Engine Debut, operating also on Sunday May 2nd and Bank Holiday Monday May 3rd.

Following this the loco should travel light engine to Barrow Hill for testing on the HNRC Load Bank and then work Retro Railtours "Deltic Retro Scot 2" tour to Edinburgh on May 31st and for Spitfire on "The Capital Deltic" from Preston to Kings Cross and on to Oxford on June 12th. Bookings for both these tours are being taken at a rapid rate, if you have notbooked yet, please do so soon to avoid possible disappointment, booking forms and other information on all aspects of our 2 Deltic Locomotives can be found on the web at [www.royalscotsgrey.com](http://www.royalscotsgrey.com).

We also hope to announce further Railtours and Events with 55 022 soon.



Top Left: A recent visit to the Wensleydale Railway saw Class 47 715 operating passenger services. The loco continues to perform well following repairs to the governor and has just had a new drivers straight air brake valve fitted.

Above: Class 25 313 is seen having the cooler group components removed.

Bottom Left: Class 101 678 with 51210 leading is seen at the Wensleydales home station of Leeming Bar on April 12th.

*All: Alan Usher*



Also at the Wensleydale Railway in April, English Electric Class 20 166 now sports new exhausts and is available for light passenger work and works trains. A repaint of the loco is still planned but a shortage of locos for the busy summer season is likely to delay it again. [Alan Usher](#)



### Statfold Barn Railway

Above: "Trangkil No4" Built in Leeds by Hunslet to works number 3902 in 1971. This locomotive worked at Trangkil Sugar Mill in Java, Indonesia. [Pete Cheshire](#)

Top Left: SRAGI No1, built by "KRAUSS" in 1899 to works number 4045. Sragi is the largest sugar mill in Central Java, Indonesia, with an extensive 600mm guage system, operating steam locomotives from 9 different European manufacturers. [Pete Cheshire](#)

Bottom Left: Pakis Baru No5. An 0-4-4-0T locomotive built by Orenstein & Koppel to works number 1473 in 1905. The locomotive became resident in the United Kingdom in 2004. [Pete Cheshire](#)



GWR 0-6-2T No. 5619 is seen at Sheringham on the North Norfolk Railway on April 24th. [Richard Hargreaves](#)



## The A1 Steam Locomotive Trust New Steam for the Main Line

### FEASIBILITY STUDY INTO BUILDING GRESLEY CLASS P2 STEAM LOCOMOTIVE ANNOUNCED

The A1 Steam Locomotive Trust, the registered charity behind Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, has announced that it had started a feasibility study into the construction of a second new main line steam locomotive, a Gresley class P2. The Trust also announced that by the end of June 2010 the Trust will have halved the debt incurred during the construction of Tornado and that the only remaining debt associated with the locomotive will be the £500,000 bearer bond due for repayment by the end of 2016.

The first Gresley class P2 No. 2001 Cock O' the North was completed in 1934 by the London & North Eastern Railway (LNER) at its Doncaster works. It was the most powerful express passenger steam locomotive ever built for a British railway. Designed by Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER who also designed the famous class A3 4472 Flying Scotsman and world speed record holder class A4 4468 Mallard, the class, which was eventually to number six, was constructed for use on the arduous Edinburgh to Aberdeen route. The P2's 2-8-2 'Mikado' wheel arrangement and 6ft 2in driving wheels enabled them to haul 600 ton trains on their own, replacing two older locomotive. However, the P2s never lived up to their potential. The advent of the streamlined trains in the late 1930s and then the second world war meant that the design was never fully developed and all six were rebuilt as 4-6-2 'Pacifics' in 1943/44 by Sir Nigel Gresley's successor Edward Thompson following Gresley's premature death in 1941.



Speaking to supporters at 'Locomotion: The National Railway Museum at Shildon' where Tornado is paying a visit, Mark Allatt, chairman of The A1 Steam Locomotive Trust commented: "It has long been the desire of the Trust to build a second locomotive as it would be a great waste to allow the skills and experience that we have developed in the construction of Tornado to go unused. However, we first had to ensure the successful commercial introduction of Tornado into main line service and then work to secure her future financially.

"We are therefore delighted to announce that thanks to the hard work of our volunteers and the generosity of our Covenantors and other supporters, the debt incurred during the construction of Tornado has been halved. By the end of June 2010, all that will remain to be repaid will be the £500,000 bearer bond which is due at the end of 2016. In addition, we are able to predict with some confidence our future income streams and set aside funds for maintenance, overhauls and Tornado's support vehicle.

"The P2 is the most frequently requested locomotive the Trust is asked to build next. In addition to its striking looks, incredible power and undoubted glamour it also has around 70% commonality with Tornado, including the boiler, tender and many other detailed fittings. However, the design was never fully developed and the locomotives failed to reach their full potential. The Trust is therefore conducting a feasibility study into the construction of a new Gresley P2, to be numbered 2007 as the next in the series. As a part of this study we are examining the commercial, engineering and certifications challenges that we would face in completing that development work to make a new P2 a success. Initial conversations with the regulatory bodies have been very positive but we have a long way to go yet." "The aim of the study to answer the question once and for all as to whether the Trust can successfully and commercially build, certify and operate a P2. If the answer is yes, then we will launch the project. If no, then we will look at an alternative locomotive to build. Anyone wishing to play a part in this exciting venture should come on board as one of our Covenantors if they are not already."



## GOLDEN OLDIES COMING TO THE GREAT CENTRAL RAILWAY

THE MAIN LINE GOES BACK IN TIME AS PASSENGERS GET TO EXPERIENCE TRAIN  
TRAVEL VICTORIAN STYLE

Spring Bank Holiday, 28th, 29th, 30th and 31st May 2010

Four vintage machines are on their way to Leicestershire to take part in a one off celebration of Victorian railway travel. The Golden Oldies Gala will showcase locomotive design from as far back as the 1820s and see the oldest working standard gauge steam engine in Britain in action.

The four guests engines are:

- Furness Railway number 20, built in 1863 and now the oldest working steam locomotive in Britain. Its visiting the Great Central Railway for the first time.
- The tiny 'Beattie Well Tank' built in the 1870s, visiting the GCR for the first time, from a railway in Cornwall.
- The replica of 'Planet', an engine built in 1830 by Robert Stephenson visiting from the Manchester Museum of Science and Industry.
- And finally the famous replica of Rocket, (owned by the National Railway Museum) the 1829 built winner of the Rainhill trials.

Both the replicas, while built recently are almost identical to their historic counterparts. Each will visit with their distinctive open carriages, giving travellers a taste of the Victorian railway experience.

"We are very excited about this event which is a strict one off," said GCR president Bill Ford.  
"This line will be fascinating and educational for visitors. We've spent some time drawing up

a special timetable for the event which will respect the limitations of these machines.  
Our main line railway will really be going back in time!"

Two of the older resident engines at the GCR, a Class 04 freight engine built in 1912 and an engine which hauled commuter trains out of Kings Cross station in the 1920s will also be running.

With six engines in steam the event will showcase evolving locomotive design from the 1820s to the 1920s. Other Victorian era themed attractions are being planned for the event.  
All locomotives are subject to availability, and details are subject to confirmation.



## EXTRA SPECIAL EVENT: "TYPE TWO WEEKEND"

10th and 11th July 2010

The Great Central Railway is taking advantage of having four type two diesels on the railway for the summer with an extra enthusiast event.

During type 2 weekend, Class 25 D5185, Class 27 D5401 and Class 31 D5830 will be joined by special guest Class 26 007.

A super intensive passenger timetable will see the railways normal steam hauled departures running, with the type 2s working top and tailed shuttle trains between Loughborough and Rothley. The class 26, normally resident at Barrow Hill is remaining on the GCR for the 2010 summer season.

# From the Archives



Class 73 005 is seen at London Bridge station on May 21st 1988 with a service for the South Coast. This loco still survives today and has recently moved from the Severn Valley Railway to Eastleigh for repair. [Richard Hargreaves](#)





Class 37 019 and 37 218 crawl through Worcester during an open day at the station on May 2nd 1993. *Brian Battersby*



Class 37 320 "Shapfell" and 37 323 "Clydesdale" are seen stabled on Motherwell Depot on May 30th 1987. [Derek Hopkins](#)



Top Left: From an era when trains were proper trains and one of the most frequently visited places by many was the North Wales Coast. Class 31s and 37s ran to Birmingham, Liverpool and Manchester, both day and night. This is Class 37 429 which was regarded by many to be the best of the fleet seen at Holyhead.

*Paul Godding*



Bottom Left: Freightliner Class 47 283 rounds the curve at Didcot Parkway with a Trafford Park to Southampton Freightliner service on a summer Saturday in 1998.

*Paul Godding*



For many years, the Class 52s were predominant working both passenger and freight trains on the Western Region. They were introduced in 1961 and were built both at Swindon and Crewe Workshops. They became very popular with enthusiasts as they consisted of two Maybach V-type engines, which certainly made a noise at speed! Here D1059 Western Empire is seen on September 1st 1969 working the 14.45 London Paddington - Bristol Temple Meads passing Keynsham, prior to the demolition of the GWR footbridge. *David Mead*



Top Left: Class 26 040 is seen stabled at Ayr Depot on June 1st 1987

*Derek Hopkins*

Top Right: Class 31 272 makes light work of hauling a Mk1 Buffet coach through Crewe in August 1993.

*Brian Battersby*

Left: Class 60 084 heads along the sea wall at Dawlish with a northbound China Clay working towards Exeter on August 8th 1995.

*Richard Hargreaves*



Returning from its winter retreat in Scotland this month has been Class 37 425, seen here working 6W91 Pwllheli - Bescot through Walcot on April 22nd. [Carl Grocott](#)