

# Railtalk Magazine



**2007 In Review**

### Front cover

57311 works the 6J37 Carlisle - Chirk log train. Its pictured here at Chirk on the 30-07-07. It is noticed that the Deliner coupling is missing, this was due to problems found with the couplings on various Class 57's. Picture: Carl Grocott



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### Submissions

Pictures and news can be entered through the forum, or by email us at

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Please give a brief description, including the date, working and your name.

### When is it published

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Welcome to this special '2007 In Review' issue of Railtalk Magazine, if this is the first time you have read the magazine, please go to the website to find our latest issue. Many thanks to all who have contributed to this special issue.

I think that we at Railtalk Magazine should bring the readers, all the wonderful pictures that have brought us the highs and lows of 2007. This year has been full of the strange and extraordinary happenings, that which every photographer thrives for! I think that the front page picture sets the scene, who would of guessed that Virgin Train's Thunderbirds would be operating freight traffic.

One loco this year that has received a lot of glamour and starlight this year, is 40145. This loco has spent most of its time this year on tours, across virtually the who of the UK. The biggest change for 40145 this loco was when it changed its livery, from its BR blue to the large logo livery, when some people thought it had become a Class 37!!!!

From the early part of the year the East Coast mainline, had been waiting for the new Sunderland to London Kings Service operated by Grand Central. After Grand Central's proposed start of July 2007, came and went due rolling stock problems, we all started to wonder if the service would ever start. But after months with more than a few new starting dates, and hiring of stock, Grand Central at last have started their services. I had the pleasure of travelling on one of their first services from York to Sunderland, and the slogan 'The train you have been waiting for' I have to say has come true. The staff are very friendly, and although the fully timetabled service has not started, they are still waiting for their second HST set, they are ready to move forward at full speed.

But we also must not forget the train operating companies, which we have lost this year. With the owners of GNER well and truly sunk (no pun intended), GNER could no longer afford to pay the debts they owed the government. We said good bye to GNER replaced by National Express East Coast, plus Virgin CrossCountry, Silverlink, Central Trains, Midland Mainline, all disappeared.

### Magazine Information

As always i would like to thank everyone, who has shared their views on what they have thought are the best bits of 2007. I would like to say thanks to: Richard Hargreaves, Carl Grocott, Tom Loader, Class 47, Yorkie, Liam Yates, David Dawson, Jon Jebb, Brian Battersby, John Day, Jonathan Lewis, and Mike Byrne, without them this review would not be possible.

I also would like to thank David, who has filled my role as editor, for the January issue of the magazine leaving me time to work on this special issue. Thank you to David for helping out and im sure that he's views and style will suit the magazine well.

All that is left to say from me is that we all at Railtalk Magazine wish everyone a Happy New Year, and hope 2008 brings us an even better year for the rail industry. I also hope with your help Railtalk Magazine, can grow from a strong 3000 reader magazine, to be a magazine that everyone who contributes can feel they are making a difference.

### Andy Patten, Editor

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*Below: Who would of guessed at the start of 2007, that Virgin would lose most of its Voyager fleet and its CrossCountry service!*



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*Above: 2007 saw Long Marston open its gates to the public, and to their surprise, more people than what they expected turned up to the event. Long Marston, stores nearly all of the retired class 86s, 87s and ex Virgin Stock. Staff at Long Marston have said they will try and open the doors again in 2008, before the Class 87's go to Bulgaria.*

*Below: The biggest tour for us in 2007, was 'The Atomic Harbour Marster' for the farwell of the EPS 37s. The tour started at Crewe with 86101 as the motive power, down to London Euston. Then 37601+603 headed off to Ashford and Folkstone Harbour. Both : Andy Patten*





Above: January starts off strong on the charter scene, 37406 rounds the curves into London Victoria with 37410, fresh out of store on the sell out Buffer Puffer 4.0. This tour was so popular it was then repeated in March with the Buffer Puffer 4.1 but due to 37406 being not fit. 37401 was brought out of store specially for the tour. [Tom Loader](#)

Below: Another change that was seen in January was the introduction of the new GBRf Class 66s, these were fitted with new eco-friendly engines. These pair had come to Derby to collect the first set of FGW refurbished stock. [Andy Patten](#)







*Above: All the way back in February, who would of guessed that by the end of the year Midland Mainline would not exist, now called East Midlands Trains. A Class 222 Meridian is pictured in the snow passing a Class 319 at Harpenden on the 8th of Feb.*

*Below: At the begining of 2007, we started to see the new First group corporate livery coming in to service, 319435 is pictured here showing off its new livery at Brighton. Both: Tom Loader*





*Above: Also in February we saw the Network Rail Structure Gauging Train working in the York area, it is pictured here whilst working a Scarborough to Harrogate Service. Class 47  
Below: Another picture that made it into the review because it sums up what a lot of photographers wish for, snow! 319008 is pictured here departing Harpenden. Tom Loader*





Above: 47812 and 47815 are pictured here on a sunny afternoon at Valley working the 1Z44 1530 Holyhead to Carlisle return charter 24th March. This was in fact the return charter stock for the picture below, the Class 86 worked the train from Crewe. *Carl Grocott*  
Below: One thing that has brought a smile to the AC loco group this year was the return of 86101, the loco had an extensive overhaul to bring it back to its former glory, and can be seen here, at Crewe, just before returning north on its 1st charter in 2007. *Class 47*





*Above: This was to be the one of the last workings for 50049 with Arriva Trains Wales, as shortly after the contract for such trains was cancelled in favour of units. The coaches were stored and offered for sale, eventually finding work doing driver training on the North Wales coast with a Class 67.  
Below: Although this was just a Spring Diesel Gala on the Gloucestershire and Warwickshire Railway, the thought of a train that had three Class 37's at the helm was a definite crowd puller. Both: Richard Hargreaves*





Above: The first of what might be something that one day becomes a common sight on the preserved scene, HST power car 43160 is pictured here parked on the Great Central Railway, not far from where it had been refurbished, at Brush Works, Loughborough. In mid April, the Great Central railway were helping to test the new battery powered HST, for Network Rail.

Below: In April, the Llangollen's Steel, Steam and Stars Gala was host to this magnificent loco SR Battle of Britain 4-6-2 number 34081 92 Squadron (from the North Norfolk Railway). Both: Richard Hargreaves





*Above: The Class 37 fleet has been in a constant state of change in 2007, 37406 now back in traffic in April, is pictured here on a sunny April evening working the 6W66 Bescot to Pwllheli at Upton near Shifnal on the 19th of this month.*

*Below: One of the major tours in April was the 'Jolly Fisherman' which featured 37422 and 37410 working the 1Z74 Onllwyn-Birmingham International pictured here at Birmingham International. Both: Carl Grocott*





Above: In May, the Midland Railway Centre held a Class 20 diesel gala entitled, "Chopperfest!", where amongst other events, they recreated the famous "Three to the Sea" tour. The event was very well attended and here we see one of the services arriving at Butterley with 20 001 leading.  
Below: As it nears the end of its major overhaul, D1062 (right) poses next to D1013 on Bridgenorth Shed, this has been a mammoth task for the WLA and the standard of work carried out on D1062 is exceptional. D1062 should be available for traffic in 2008 on the Severn Valley Railway. Both: Richard Hargreaves





Above: 37410 is pictured here working the 1Z38 Pwllheli to Cardiff service pictured here at Tonfanau on the 19th of May.  
*Carl Grocott*



Left: Still with a few months action left in the EPS 37's at this time, On the 7th May, Pathfinder's 'Ouse - Humberman' railtour, with 47805 in charge from Basingstoke to Didcot before a pair of EPS 37's, 37603 and 37604, took over for the run to York, then an excursion towards Hull. The train is seen here just after leaving York. *Andy*

Below: 50029 and 50030, stand at Peak Rail in May. Sadly neither of them yet is a runner, but we hope that one day they will both be powering again. The Peak Rail Diesel gala was one of the best galas of the year and will be well remembered. We highly recommend it for 2008.  
*Class 47*





Above: Highlight of the June Gala's had to be at the Keighley and Worth Valley. The sheer amount of services run and the number of visiting loco's meant that just about all tastes were catered for. This is D5310, visiting from north of the border, seen waiting to depart from Keighley. *Richard Hargreaves*

Below: Probably the most travelled loco in 2007 was the DTG's Class 52 D1015, and it even managed to do some mainline freight work as well. This was the ECS for 1Z53 Pathfinders "The Cornishman" charter from Penzance to Birmingham on the 23rd June. *Richard Hargreaves*





*Above: 67029 works the 1Z06 Wrexham - Wolverhampton pictured here at Wellington on the 13th June.*

*Regular Wrexham to London trains should start in 2008. [Carl Grocott](#)*

*Below: Not far behind the DTG's Class 52 would be this loco, The CFPS's Class 40, 40145 which has done all kinds of work in 2007. With an 06:05 departure from Leeds, the Whistler is seen here heading west on Pathfinder's "Cambrian Coast Express" tour on 2nd June, after leaving Shrewsbury. [Richard Hargreaves](#)*



*This would be the last year, for the summer HST hire-in's, from Midland Mainline and GNER. 09.40 Newcastle - Newquay passes Dawlish, running a few mins early, with VP185 fitted 43043 on the front and 43166 on the rear. What will 2008 bring?. Andy*





Above: DRS, purchased some Mk3 coaching stock and had them re-liveried in to their own colours, as a prelude to running their own charters, 37510 working 5Z51 Crewe - Oxley seen here at Wellington on the 16th July. *Carl Grocott*

Below: Giants of the Eastern and Western regions meet at the East Lancashire Railway's Diesel Gala in July. D1015 stayed at the line for a while in between railtours, whilst 55022 was about to return to main line duties following a rather long illness (broken leg!!) *Richard Hargreaves*





Above: The problems with Grand Central's coaching stock continued during August and the company hired in Class 47's and MkIII stock from DRS. The staff training continued and the commencement date slipped again. 47802 is seen here passing Botany Bay on the 17th August. *John Day*  
Below: 6024 King Edward hauls the 17.15 Torbay Express on its return to Bristol at Sugar Loaf. The town of Brixham is seen in the background. *Liam*





Above: In a final ray of light as the day became rather dull, 43088 is seen at the head of a refurbished rake of coaches, heads toward London Paddington from the West Country. This photo was taken in the final few weeks of 43088 as a Valenta, before being fitted with an MTU engine. This photo became even more special as later in the year Network Rail were to install safety barriers at this location, Cockwood Harbour. *Yorkie*  
Below: 20311 and 20315 are pictured here working the 1Z20 Barrow Hill to Skegness service, pictured here at Spondon. *Carl Crocott*





Above: 44806 is pictured here after it re-enters service at the Llangollen railway after it's extensive overhaul, Black 5 44806 barks away from Llangollen, 16th September. *David Dawson*

Below: Cockwood Harbour on the 8th September and Class 40, 40145 works 1Z56 Kingswear to Banbury return charter. Still no Network Rail fence at this time, but it did appear, honest!. *Carl Grocott*





*Above: 47802 passes Rowton on the 6th September with 7X47 Birkenhead North EMU Depot - Crewe CS unit move. Several 507/508s were being taken to various locations for tyre turning owing to excessive wheel wear. David Dawson*

*Below: Remarkable working from September could be this, when a pair of Virgin Thunderbird's were hired to work the 1Z57 "Queen of Scots" stock on a tour from Kensington Olympia to Chester on the 14th. Carl Grocott*





Above: Class 37's became regular visitors to the North West and North Wales in October, as the RHTT season started. DRS provided traction for many of the services all over the country and this is 37602 paused at Shrewsbury on the 18th.

Below: The Severn Valley Diesel Gala, held to raise funds for the lines rebuilding, ran like the steam gala, from Bewdley to Kidderminster and pride of place was to go to 73101, returning after a long absence, and still in original Pullman livery. Both: Richard Hargreaves





*Above: During October, the Class 37's were still coming in and out of store to suit operating needs, but the return of 37425 and 37411 for a short spell in the autumn, was a pleasant surprise for many. 37425 and 37411 thunder past Conwy Castle running as 0D19 on 31st October. Mike Byrne*

*Below: The sight of a Class 86 at Euston again was only a dream for many years, but the AC loco group must be very pleased with this loco's performance. Seen here after arrival with Pathfinder's "The Atomic Harbour Master's" tour. Richard Hargreaves*





Above: November would see the complete closure of the Blackpool Tramway for engineering works during the winter months. This is a picture on one of the final operating days of 2007 and sees illuminated tram 736 operating an "Illuminations Tour" service, at North Pier. Jon Jebb  
Below: Massive working in November part 1, was this on the 22nd, 47727 with DR73806 and D1015 formed 6Y52 14.12 Westbury - Tavistock Junction. The Class 52 was en route to Laira for tyre turning, whilst the Class 47 and track machine were returning to Tavistock Junction. Jonathan Gill





Above: With the RHTT season in full swing, 47790 worked the 6Z51 Reading - York, seen here at Stafford on the 15th November. Carl Grocott  
Below: Massive working in November part 2, was this, 37422+37417 stand at Preston with 1S26 northbound sleeper service, which had arrived from Crewe via Manchester on the 26th. The pair then returned to Crewe with the Southbound Sleeper. Mike Byrne





*Above: The curtain finally came down on the Class 87's in December. Only two remained in traffic, both working for GBRf. This is one of the last workings of 87028, on the 18th December it worked a southbound mail service. A farewell tour was organised, but that's another story. [Brian Battersby](#)*

*Below: 57009 and 37667 finish their RHTT duties in early December, but don't worry, they'll be back in about 9 months time! [John Day](#)*





Above: Paxman power had nearly finished for First Great Western in December 2007. The fleet was undergoing a full refurbishment program, including fitting of new MTU power units. As a special finale, FGW ran an un-refurbished rake of stock with the power cars specially adorned with original set numbers. *Yorkie*



Left: The changing face of rail travel as we end the year, First Great Western, have taken on some ex Northern Class 142's for services in Devon and Cornwall. These units were pressed into immediate service and some have gained FGW seat coverings. (inset) *Liam*

Below: The announcement that National Express was going to rebrand its services with a new company image and logo, was a shock to many, but during 2008 it is to be rolled out for all its franchises.

So far there has been one Class 90 and MkIII set for one/Anglia and a HST set for East Coast reliveried. *Robert K.*





*"Clag" shot of the year has to go to D1015, seen here on the East Lancashire Railway, in July, during its brief stay for the Diesel Gala in July. Andy*