

Issue 10  
July 2007

# Railtalk

Magazine

Railtalk Magazine is brought to you monthly with all the latest news and pictures



FGW Fleet  
Changes

Central Trains  
Great Giveaway

3 Franchise down....  
2 to go!

Refurbished  
158s



## Front cover

After all the ups and downs in the last few months, it's great to see her back. The driver of 37906 opens her up good and proper, major thanks, Severn Valley, on 16th June.

David Dawson



## About the magazine

Railtalk is the monthly magazine from Railtalk forums. Featuring news and articles from members and guests.

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## Site/Forum

For more information on our website or joining our forum, please contact the editor at [admin@railtalk.net](mailto:admin@railtalk.net)

## Submissions

Pictures and news can be entered through the forum, or by email us at [entries@railtalk.net](mailto:entries@railtalk.net). Please give a brief description, your name and the date.

## Railtalk editorial team

Andy Patten  
Liam Yates  
Class47  
Robert K  
James P

## When is it published

Railtalk magazine is published, the Sunday closest to the end of each month.

Railtalk magazine is published by Railtalk forums.

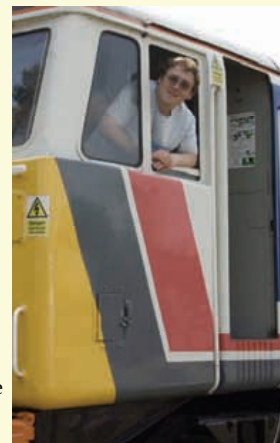
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## The month's review

After recent events regarding thefts on the railway, it was God's turn in June when many parts of the main network and also preserved lines were washed away. Whilst Network Rail have many facilities to hand and to a certain extent "cost is not a problem", the same cannot be said for Preserved and Privately owned lines.

The Severn Valley Railway was amongst the worst hit and has had to endure massive expenses to try and re-establish some kind of service, it will be many months before anything like normality can be resumed. We should all take a moment to think where we would be without these companies and their volunteers, and give them your support in difficult times. It is all well preserving locos and stock but not very good if they have nowhere to run.

On a lighter note, it really is time to catch those liveries on so many of our locos and stock at the moment, with a lot of changes in months coming up. Several new franchises start later this year and with them will be lots of new brandings etc. Anyone with a paint supply company or can provide vinyl's for hundreds of coaches will be in the money. **Andy Patten, Editor**



## Grand Central, making their service even better!

**If Grand Centrals service does not sound tempting enough already. They have just added FREE high speed internet access to the list.**

Grand Central will offer high speed internet access, to all its customers on its high speed services between Sunderland and London. This comes after signing an agreement, between the company and Icomera, the leading company for on-train internet facilities.

While the refurbishment of the high speed train fleet, are being completed by Grand Centrals sister company Sovereign Trains. Grand Central will equip all carriages, with Icomera's Wireless Onboard Internet™ solution.

Grand Central will be the first UK rail operator, to provide free Wi-Fi to all its passengers. The franchised

inter-city operator on the East Coast main line, GNER, only provides the facility to first class passengers. They then charge for the facility to those travelling in standard class.

Ian Yeowart, managing director of Grand Central, says:

*"Being able to access the internet throughout their journeys means that both our business and leisure passengers will enjoy a more productive and enjoyable travel experience. Icomera's track-record in delivery of onboard Wi-Fi services convinced us that it can add huge value to our business both from a passenger and operations perspective."*

In addition to the free Wi-Fi for all passengers, Grand Central is also providing state of the art technology to its train crews. All staff are being equipped with a BlackBerry™ hand held devices,

with drivers and senior conductors also being given laptop computers for use on board trains.

Sean English, Grand Central's Operations Director, says:

*"As a new operator on a busy high speed route, we believe it is vital to be able to keep in touch with staff onboard our trains, so that up to the minute route and incident information can be exchanged without delay enabling the best possible provision of service information to our passengers."*

Grand Central's services are scheduled to begin in September, opening up new journey opportunities to the capital for passengers from Sunderland, Hartlepool and Teesside and providing an opportunity for leisure travellers from the South East to make direct journeys to the Tees Valley and Wear side.



Is the end near for EWS red and gold as they are taken over by DB (Deutsche Bahn)? 66140 at Knottingley. **Class47**

## The Editorial bit

Welcome to issue 10 of Railtalk Magazine, if there is anything you want to say or write for the next edition please let us know.

Many thanks to all who have contributed this month. Remember any news, articles etc can be sent to the address on page 2.

You can send us your email address so that we can email you as soon as a new issue is out. This means that you will never miss another issue ever again. Just contact an a member of the editorial team or see the website for more information.

Remember we are always looking for a wide range of pictures. Your pictures do not have to be digital, if you want to send us slides, or scanned pictures, just contact us for details.

Also if you have any news or information please send this into us. If you want send information into us in a different way please email the editorial team for other ways of contacting us.

If you missed issue 9, just click on the picture to the right. This will take you to the last issue. If you want any earlier issues please visit the website and all back issues will be found on there.

**Andy Patten, Editor**



## 'one' railway wins the customer service award at the national rail innovation awards 2007 for its on-board catering

National Express Group company 'one' railway won the Customer Service Award on the 27th June. At this year's national Rail Innovation Awards, for the on-board catering on its mainline intercity service between Norwich, Ipswich, Colchester and London. Over the past year the on-board catering team at 'one' has continued to develop its innovative, customer-focused service with bright, new, buffet carriages offering a wider range of refreshments, a new at-seat light breakfast in First Class on selected trains, extra at-seat refreshment trolley services on morning and evening peak trains and further improvements to its renowned restaurant service (already widely regarded as the best on the UK rail network).

Earlier in the year an assessment carried out by respected rail journalist Barry Doe and summarised in RAIL magazine, gave 'one' 9.7 out of 10 when scored on a variety of measures including value for money, staff attitude, menu choice, on-train announcements, service reliability, providing the food described on the menu throughout the journey and off-train marketing.

The company also secured the runner-up position in the Marketing award for its joint "Let's Go" campaign with East of England Tourism. The winners and runners up were announced last night at a ceremony in London attended by Transport Minister, Tom Harris.

Let's Go – 'one' railway's joint marketing initiative with East of England Tourism – has raised awareness of rail travel, promoted the Eastern region and built an environment in which rail is seen as an attractive option for a variety of leisure trips. The campaign, which was aimed at generating travel into the East of England from around the London area (market that is traditionally difficult to target), significantly increased leisure rail travel.

Commenting on the national recognition for 'one's catering and marketing Andrew Chivers Managing Director for 'one' said :

*"I'm delighted that our one café on-board catering has won the award for innovation in Customer Service at this year's Rail Innovation Awards. It's a fitting tribute to our catering team and worthy recognition for the high-quality, good value service they offer – day in, day out. Their focus on constantly enhancing the*

*service we offer to customers with new products and higher standards is impressive and is one of the aspects of our service most praised by our passengers.*

*It's also pleasing to see our joint marketing campaign with East of England Tourism recognised as an excellent example of two organisations working together to achieve not just their own objectives, but also support the region in which they operate.*

*This partnership strategy has been extremely effective in stimulating rail travel and building the tourism and leisure market in the region, thereby helping to create a stronger visitor economy which benefits everyone.*

*We will continue to improve our customer service standards in line with our passengers' aspirations. These awards demonstrate the progress we are already making in many parts of our network."*

Richard Bowker, chief executive of National Express Group, said: *"we are delighted with 'one' railway's successes at the Rail Innovation Awards. This is testament to the commitment of the team, and their dedication to going the extra mile. Innovation is a key part of any business strategy, and we are proud that the efforts of one of our train operators have been rewarded in this way."*



With National Express rapidly losing franchises, it is good to see that "one" and "c2c" still perform well.

Right: 90015 approaches Ipswich with a 'one' service to London Liverpool street.

**Andy Patten**





Above: 87022 passes Doncaster with the "Great Briton" Victoria Westlink charter to Berwick heading north on the 24th June. [Class47](#)  
Below: 24th June also saw D1015 on a Pathfinder Charter from Birmingham International to Penzance. Seen here near Long Rock. [Richard Hargreaves](#)





West coast's 47826 with 47245 on the rear working 1Z35 Barnatby — Brighton, Green Express "The Brighton Belle" seen here at Shaftsbury Palace on the 23rd June. [Julian G](#)







Above: One good thing to come out of the floods at the Severn Valley was the increased use of 37906 seen clagging away from Kidderminster, with a service to Bewdley on the 22nd June. [Carl Grocott](#)



Left: Proof that there are some Wessex units still in the south 158868 in Wessex Alphaline livery departs Trowbridge. With the 1F24, 1618 to Cardiff Central. FGW has announced a refurbishment of the most of these units.

[Jim](#)





Above: Virgin Voyager 220 021 + 029 operates the 18.10 1M99 Glasgow central H.L. - Birmingham NS. 09.06.07. [Jonathan McGurk](#)  
 Below: Freightliner 57004 is seen here leading 4S59 at Cholsey on the 15/06/2007. [Jonathan Lewis](#)







Two pictures here of the Class 57's that are so very different in reliability. Above: Temperamental 57602 here on standby at Plymouth on the 02/06/07. [Jim](#)  
 Below: Virgin's fleet are considerably more reliable, 57304 pictured here on hire to FGW owing to the failure of the "Green un". [Jim](#)







Left: A Midland Mainline HST set approaches the Brunel Bridge.

**Daniel Bateman**

Middle: Unit 314 203 departs Glasgow central with fellow class member 314213 approaching Glasgow Central.

**Jonathan McGurk**

Bottom: D1015 Western Champion awaits the departure of the Pathfinder Charter to Birmingham, seen here at Penzance station.

**Richard Hargreaves**







Above: Absolutely fantastic shot, stunning location and just the right amount of sunlight as 37410 is seen returning with the 1Z38 charter as it passes Tonfanau on the 19th May. **Jonathan Lewis**



Left: 67006 approaches Glastonbury on one of the mud-ex's as they were known owing to the huge downpour that affected this years Glastonbury festival. **Jim**





Above: On the 24th June 2007, the London Transport Museum's 1938 Tube Stock was taken out for the day on the Northern Line to celebrate 100 Years of the Charing Cross, Euston and Hampstead Railway which is the Northern Line. The Train did 3 Trips on the Northern Line.

**Julian G**

Left: A taste of things to come this summer as a Midland Mainline HST set, crosses over a small viaduct on the Newquay branch. Theoretically this will not be repeated as by next summer these should be Stagecoach liveried.

**Daniel Bateman**



## Refurbished 158s in service



South West Trains are beginning to receive their refurbished 158s two of these have already entered service. 158888 The first of the two arrive entered service 17th May on a route learner entered passenger service a few days after. The pair have recently been seen on the Totton - Romsey services. Other 158s are starting to arrive these are 158880 158885, 158887 the 170s have now been removed from the Reading-Brighton services. [Both James P](#)







Left: 73136 Tails a Charter To London Victoria Photographed at Woking Station.

Left below: A pair of Freightliner 66s pass north through Eastleigh on a loco move.

Bottom left: A Pair of 455s working the Woking to Waterloo stopper.

Bottom Right: A EWS 66 in the Eastleigh yard

## Your Locations

If you have any good locations that you would not mind to share with others please send it into us. We love to see the weird and wonderful locations that people would

## Railtalk Magazine

not dream of going. We are still looking for regular contributors for the magazine. If you would like to contribute pictures or news please contact one of the editorial team.

[editor@railtalk.net](mailto:editor@railtalk.net)





## New Ticketing Policy causes anger amongst regular travellers

FGW at Bath have obviously got tired of selling tickets to honest travellers from intermediate stations to Weston Super Mare. If the local automatic ticket machine is out of order, then a potential traveller cannot purchase a ticket. So, what usually happens?

You board the train and wait to buy our ticket from the guard. What if the guard does not turn up? Then get off at Bath and buy the ticket there. Not any more. Several travellers have been told in no uncertain terms, that if they board a train without a ticket for any reason whatsoever, they will be counted as criminals/fare dodgers

and legal action will be taken.

I cannot think of another policy (short of physical abuse by railway staff) that is more guaranteed to make the residents of North Somerset take to the roads, and never travel by train ever again.

However, South West Trains is running a system under which guards must sell the most expensive peak ticket and give no railcard discounts, meaning that passengers will usually pay more than double the normal price. Those travelling between London and Weymouth are

being charged £82 on board for a ticket which would have cost £35 at the station.

SWT say that " If a passenger has a legitimate reason for not being able to buy a ticket, such as ticket machines not working or ticket office windows closed because of staff sickness then we tell staff to use their discretion. We use a pager system to communicate out information about extenuating circumstances like faulty ticket machines or closed booking offices"

## News Alert

As England is put on high alert, for a terrorist attack. All security at UK Railway stations has been increased. So be careful while on or around a station environment. You should speak to member of station staff, about being at the station. If you are unsure about the laws, they can be found here.

[http://www.nationalrail.co.uk/passenger\\_services/guide-lines\\_for\\_rail\\_enthusiasts.htm](http://www.nationalrail.co.uk/passenger_services/guide-lines_for_rail_enthusiasts.htm)

Please read through this, and stay by the rules set for your safety and others.

## Nat Express loses Gatwick Express franchise

As part of its plans to increase capacity, in April 2007 the Department for Transport announced the current Gatwick Express franchise will end in May 2008 and be incorporated into the Southern franchise. The DfT has now concluded its negotiations with Southern on the implementation of these changes. The Department has now given 12 months notice on the current Gatwick Express franchise, which will terminate on 22nd June 2008. From this date, it will be integrated into the current Southern franchise, operated by Govia. The DfT has secured a financial agreement for the amalgamation that is at least as favourable as the existing agreements. The new agreement

also secures extra peak capacity into London and a new hourly direct service between Brighton and Southampton, which Southern will introduce in December 2007.

At first, the Gatwick Express will continue as the same service as today. From December 2008, the new-style Gatwick Express service will begin. It will retain the same branding and the same frequency, with non-stop service between Gatwick Airport and London Victoria every 15 minutes. However, it will also run beyond Gatwick to Brighton at the busiest times of day, doubling the number of London-Brighton express

trains in the high peak. Extra carriages for this service will be provided by the leasing of Class 442 vehicles that are currently not in use.

The combined Southern franchise will end three months earlier in September 2009. This will ensure the winner of the franchise competition is in place to implement major changes to their south London timetable in December 2009.

Below: Seen through the haze on a hot summers day (yes there have been some!), a Gatwick Express unit nears Clapham Jct.





## London Overground Announced.

The joint venture between Laing Rail and MTR has been successful and have been awarded the right to operate the London Rail Concession on behalf of Transport for London.

MTRLaing will operate London Overground from 11 November 2007. The railway will benefit from a multi-million pound investment from Transport for London, MTRLaing will

work with TfL to deliver real benefits for passengers.

Following on from the success of Silverlink Metro, commitments to achieving a step change in passengers' experience, including punctuality, security, quality of trains and stations, and customer service.

MTRLaing — a 50/50 joint venture of Laing Rail and MTR —

brings together MTR's experience of running the world class Metro in Hong Kong with Chiltern's expertise.

Our commitment to developing our other franchise, Chiltern Railways remains unchanged, with future investments including the refurbishment of the Clubman trains and increased car park capacity. As such it is very much a case of business



5167 departs West Harrow towards Central London. Most notably showing on the cab of the unit is that the weak field flag is up, allowing the unit to increase its maximum theoretical speed, while reducing the acceleration, which is not particularly required beyond Harrow on the Metropolitan Line. **Tom Cairns**

## 400 Children stranded at station.

Rail staff have been praised for helping more than 400 children left stranded in Oxford for almost nine hours.

The children, including some with special needs, were on their way home to Birmingham after a trip to Bath when their train's brakes failed near Oxford Station on its return journey on Saturday 9th June.

The youngsters were left on board for three-and-a-half

hours without any water while engineers tried to repair the fault. They were eventually let off after teachers protested at the delay, but had to be helped down from the train on to the tracks in the dark and led through the streets from near the Royal Mail depot, to Oxford Station at 11pm.

Pc Bob Burrowes, of British Transport Police, said, "First Great Western offered to organise buses back to

Birmingham but Riviera Trains, a private company carrying out the charter with train company EWS, said it would sort out transport home."

However, the promised number of buses did not arrive and those that did were late.

The children had to bed down on the floor at the now closed Oxford Station, overseen by station staff who had finished their shifts but remained to look

after them along with officers from British Transport and Thames Valley forces.

Pc Burrowes said, "Because not enough buses came, 40 of the 11 and 12-year-olds, along with some adults, were still at Oxford at about 3.30am. First Great Western staff then called taxis for the remaining stranded children, who left at about 4am."

## News in brief

**First Great Western (FGW) publishes leaflets which showed a service that does not exist.**

The map showed a phantom direct line between Falmouth and Redruth as part of a cheap fares promotion. FGW has apologised to customers and blamed a production error, saying there was no intention to offer misleading service information.

Julian Crowe from FGW said the artwork had misaligned a station on the Falmouth line, so that Truro appeared as Redruth. He said: "It's one of those easy mistakes. The artwork was drawn incorrectly. The people who checked it failed to spot it and all of a sudden it's in thousands of households across the county."

**Dream come true for Helen and Steffan. Keeping Bargoed station in the Family.**

**Mother and son rail enthusiasts Helen and Steffan McMahon have taken their hobby one step further and adopted their own railway station.**

Helen and Steffan regularly join the train spotting community on Cardiff station and are particularly interested locomotives. Now they have adopted Bargoed station in the Rhymney Valley.

"We just enjoy trains and wanted to use our hobby to put something back into the local community," said Helen.

The pair has already spoken to Jeremy Williams, station manager on the valley routes about their plans for the future which include planting some tubs in time for summer.



## FGW Fleet Changes and Refurbishment

FGW's head of operations has recently confirmed that all the Class 180 DMUs are to be retained by the operator after all. With passenger growth, prolonged HST refurbishment and the handing back of more Class 150s and 158s, there is a definite need for the 180 fleet.

FGW's 158 fleet that is being retained, will start to receive refurbishment from the end of July. The work will be undertaken at Wabtec, Doncaster, and follow the SWT Class 158s through the main shop. The 150s, 153s and 142s will undergo a similar level of refurbishment at Pullman Rail's Cardiff Canton facility.

All units will emerge carrying the new FGW Local Lines livery and be fitted with new seat cushions, new lighting, new laminated windows, revised new grab handles and full CCTV.

## FREIGHTLINER NAMES 66594 "NYK SPIRIT OF KYOTO"

Freightliner Ltd have officially named one of their new Class 66, low emission locomotives 'NYK Spirit Of Kyoto'. The fitting of the new nameplate to Freightliner's new low emission locomotive 66594 demonstrates the determination and desire between NYK and Freightliner, to work together to reduce greenhouse gas emissions by promoting the campaign to shift more freight from road to

## GoVia - London Midland



With effect from 11th November, GoVia will take over the "West Midlands Franchise". This used to be Silverlink County and part of Central Trains (both National Express).

GoVia will operate under the name of "London Midland".

Part of the franchise promises they have made are a replacement of Class 321 and Class 150 trains on the Silverlink lines.

Silverlink class 321s will be replaced by more modern Class 350 Desiro EMUs. These trains will revolutionise travel along this section of the West Coast Mainline. The trains are expected to arrive in two batches, the first one by December 2008, and the second by 2009.

Class 150s will be replaced by Class 172 Bombardier Turbostar type units.

The new franchise also promises the installing of the "Parry People Mover" to the Stourbridge Town line.

The new franchise is set to achieve a lot more than that achieved by the current franchise holders.

Services are to improve drastically, and therefore the "Silverlink" lines should see a vast improvement.

Tom Smith, Govia's Managing Director-Rail Development said: "We are delighted that the Government is entrusting us to run this important new franchise. We submitted a high-quality bid which offered good value for money. Our plans, together with our experience, commitment and energy, will ensure we meet the challenges presented by this exciting opportunity."

"We look forward to uniting the existing operations and creating a dynamic new business. We have chosen the name London Midland to reflect the new franchise's geographical market. London Midland's headquarters will be in Birmingham, in recognition of the city's strategic importance to the franchise."

"Through London Midland we will deliver real improvements to passengers. We have exciting plans for new trains to replace some of the older parts of the fleet. The new fleet will completely transform passengers' travelling experience and play a key part in enabling us to meet our targets for continuous improvement in punctuality and reliability."

"We will also invest in stations and in passenger security and will introduce a new Smartcard ticketing system. We recognise the need for more car parking across the network: our plans will increase the number of spaces by more than 25 per cent."

"The West Midlands franchise serves economically strong and growing cities and regions. As a key transport provider we look forward to supporting and playing a full part in continued sustainable growth."

Development of two London Midland sub-brands: London Midland City, the network for the West Midlands cities and region which will give full prominence to Centro's Network West Midlands brand; and London Midland Express Lines, for the longer distance routes.

Robert K.

## Bristol –Weymouth loco hauled Summer Saturday workings

It's time to get the buckets and spades out, as First Great Western announce that the following services are to be loco hauled on a Saturday.

Running 07/07 – 25/08  
2O67 Bristol depart 0834, runs via Bath and Westbury and arrives Weymouth 1103

2V67 Weymouth depart 1747 for a run back to Bristol arriving 2004

## Central Trains Great Giveaway

Sightseers, shoppers and day-trippers can claim reductions and offers totalling a staggering £250,000 this summer, thanks to Central Trains' biggest ever giveaway of special deals for some of the country's top attractions. Passengers travelling with Central, which is part of the National Express Group, can help themselves to a huge range of seasonal offers for popular destinations including Alton Towers, Cadbury World and the National Sealife Centre in Birmingham, the Beatles Story in Liverpool, the Manchester United Museum, Cardiff's Millennium Stadium and Nottingham's renowned Tales of Robin Hood adventure. In addition there are hundreds of free rail tickets to be won during June and July, making it the best ever time to leave the car and traffic jams behind and take advantage of a great day out by train.



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## ANGEL TRAINS JOINS CONSORTIUM FOR INTERCITY EXPRESS BID

Bombardier and Siemens are joining forces with Angel Trains and international investment and advisory firm, Babcock & Brown, in a consortium, *Express Rail Alliance*, bidding to win the Intercity Express Programme (IEP) which will replace the existing High Speed Trains (HST) with a new generation of long distance trains by 2014, the companies announced today. The Intercity Express Programme is the most significant rolling stock investment initiative in the UK for over 30 years.

Three unique train sets – diesel, electric and hybrid – are needed to fulfil the requirements of the IEP and no rail manufacturer currently has a suitable train design within an existing platform. For this reason, developing and supplying up to 2000 new cars to stringent delivery deadlines carries less risk with two manufacturers involved and sharing the major engineering resources required.

Colin Walton, Chairman of Bombardier Transportation UK explained: "A new high speed train platform typically has up to 800,000 engineering hours behind it. In the case of the IEP, a family of three train types must be developed simultaneously with the bulk of the engineering to be completed within 18 months of contract award. The programme has a potential requirement of approaching 400 engineers committed full-time to one project. Combining our resources will enable us to collectively deliver the best possible engineering back up for the IEP."

Left: Not a failed HST, but just the signalling at Doncaster that allows 66219 almost up to the end of the preceding London service.

## Chiltern Railways announces £6 million train makeover

Chiltern Railways has begun a £6 million refurbishment of their West Midlands trains this month which will add another dimension to passengers overall journey experience.

Over the next 5 months, passengers will gradually see the changes take shape in the entire fleet of Clubman trains, which predominantly travel between Birmingham and London Marylebone via Banbury, with the project due for completion by autumn 2007.

The Clubman trains were the first to be manufactured once the railways were privatised. These trains were very popular with our passengers. Now, 10 years on, the passenger's needs have changed.

### "One" takes on extra trains.

6000 seats a week extra for passengers on 'one' railway's peak Metro services between Shenfield and London Liverpool street. 'one' railway has leased two additional Class 321 trains from sister company Silverlink for the next six months, offering increased capacity on this crucial commuter route.

National Express are continuing to upgrade their fleet of trains on the 'one' network and while this programme is ongoing the two additional trains will ensure that they can continue to provide as many seats as possible on some of their most popular services. Each train incorporates 275 standard seats and 28 first-class seats, providing a total of 606 extra seats in all and other key locations along the line including Brentwood, Romford, Ilford and Stratford will also benefit.

## c2c Help the environment

On the eve of World Environment Day, c2c, part of the National Express Group and Britain's most punctual railway, announced the completion of a new initiative to dramatically reduce the power consumption of its fleet of 74 electric trains. Since March 2007, c2c trains have been switching over to a new regenerative braking process designed to reduce power consumption by returning the electrical power generated by applying the brakes directly back into the supply network. c2c is already experiencing energy savings of up to 20% and is the only train operator whose entire fleet of 74 trains has adopted this energy saving process.



To celebrate the completion of the landmark project and underline c2c's commitment to energy saving and the environment the train operator has launched a Green Train which will carry passengers across the c2c network – from Fenchurch Street through to Shoeburyness.

Managing Director Mark Hopwood welcomed this development:

"Energy conservation is a priority for everyone at c2c. All our trains are electric, modern and quiet, and now energy efficient too. An 8 coach train can seat up to 560 customers resulting in a significant reduction in co2, when compared to people using a car to make the equivalent journey."



## For EWS now read DB Railion Uk

Its been on and off for many months but at last it would seem that a deal has been done.

According to the EWS website, on the 28<sup>th</sup> June, following the approval of the Supervisory Board of Deutsche Bahn AG granted at yesterday's meeting, the company plans to take over the entire shares in English Welsh & Scottish Railway Holding Limited (EWS) and acquire a majority share in the Spanish company Transportes Ferroviarios Especiales (Transfesa). Once the contracts have been signed and the approval of the relevant authorities obtained, the acquisition of these two companies will consolidate DB's leading position as a global player in the transport market, especially in the rail freight sector in Europe. As a result of this move, DB Logistics will extend its central corridors in Western Europe and will be able to develop even better products for its customers as a one-stop shop.

What does this mean for the UK, who knows, will at last some much sought after loco's get sold or will DB take up the huge task of resurrecting those aged classes, releasing more 66's to go to Europe. Only time will tell. But not everyone is happy about the deal. In a more recent statement, France's Anne-Marie Idrac and SNCF in general have voiced their firm conviction that DB/Railion is about to take over at least a substantial part of the capital of both EWS and Transfesa, seeing it as a serious threat to SNCF's freight business.



## FREIGHTLINER HEAVY HAUL BUYS LAFARGE CEMENT WAGON FLEET

Freightliner Heavy Haul Ltd (FHH) are pleased to announce a significant milestone in the trading relationship with Lafarge Cement. FHH is to purchase the fleet of 322 51-tonne cement wagons currently owned by Lafarge.

## More services to Chester from 2009, and a facelift for Warrington Bank Quay

Virgin Trains has today announced that it is to provide an additional eight trains a day between Chester and London, when its new Virgin High Frequency timetable starts in January 2009. Chester will also get its fastest-ever train service to London. There will be 13 trains a day linking Chester and London with a journey time of just two hours. Most trains from Chester to London will call at Crewe and Milton Keynes Central, with six services on the route also serving stations in North Wales.

A major facelift is coming to Warrington's Bank Quay Station and rail users and residents will have the chance to see what's in store. Warrington Borough Council and Virgin Trains are working in partnership to develop improvements to the station building and forecourt. The improvements will include a major upgrade of the booking and entrance areas together with better pedestrian and public transport access on the forecourt. The plans, which will start to take shape during the next few months, are being funded by the council, Virgin Trains and North West Regional Development Agency.

## Soapier Suds and cleaner trains means whiter figures with 'one' railway

National Express's 'one' railway are running shinier trains on their local services, thanks to the introduction of a new train washing formula at their Chingford Train Washing plant. The appearance of the trains has improved considerably since the introduction of the new train wash; they are staying cleaner for longer and have a far more polished exterior.

This is the latest in a long line of improvements that 'one' railway has made over the last year to their train presentation services, including investment in additional staff and new equipment. These improvements are set to continue over the following months with the introduction of further train cleaning innovations. The recently published National Passengers Survey noted improvements in 'one' railway's 'cleanliness' and 'upkeep of trains', confirming the good progress 'one' railway are making in this area.

Moreover, this progress is part of a wider initiative being made by 'one' railway to improve all of their services, which has resulted in 'one' railway recently achieving the best performance figures for the whole of their franchise.

## Virgin Trains leads Europe with biodiesel train

Sir Richard Branson and Gordon Brown launch Europe's first biodiesel blend. In advance of the launch, the then Chancellor of the Exchequer said: "I want Britain to be a world leader in the development and use of environmentally-friendly fuels, and I believe they will play a fundamental part in our efforts to reduce emissions and tackle climate change. I wish Virgin every success with these pilot schemes and I look forward to hearing the results."

The train is the first in Europe to use a practicable blended fuel which can significantly reduce CO2 emissions. The Virgin Trains trial is a major step in a national biodiesel programme, conducted by Virgin Trains, the Association of Train Operating Companies (ATOC) and the Rail Safety & Standards Board (RSSB), to pioneer a sustainable fuel breakthrough for the rail industry.

As part of a national trial, Virgin Trains will run one of its Voyagers on a 20 percent biodiesel blend. Sir Richard explained how this can help reduce emissions: *"This is a pioneering step we're taking. If the trial is a success – and we believe it will be – and we can convert our Voyager fleet to run on B20 biodiesel we could cut our CO2 emissions by up to 14 percent\*. This means 34,500 tonnes less CO2 being emitted into the atmosphere each year, and is equivalent to taking 23,000 cars off the road. Government wants to see a reduction in transport's carbon dioxide emissions, and Virgin and the rail industry are at the forefront. We're starting with 20 percent biodiesel and hope to increase this amount to 100 percent in the future which would potentially see 100,000 cars off the road."*

Virgin CrossCountry Managing Director Chris Gibb said: *"Sir Richard set out a vision that Virgin should be at the forefront of developing sustainable energy. I am really proud that it is the people at Virgin Trains who are the first to have risen to the challenge."*

## One hurt in level-crossing crash

**A steam train carrying a party of school children and a coach have collided at a level-crossing on the Swanage Railway in Dorset.**

The 52-year-old driver of the coach, who is from Swanage, was flown to hospital with serious injuries. The school children and the train driver were unhurt in the crash, which happened at just after midday on the 12th June. It occurred at Quarr crossing near Harman's Cross, south of Corfe Castle on the Isle of Purbeck. Police, fire and ambulance services were called to the scene. The coach driver, who was the only person in the 52-seater coach when it crashed, was trapped in the wreckage for more than an hour.

## Butlin's Seaside Joy

Through trains to Bristol for holidaymakers and local residents will run from Minehead from Friday 20 July 2007. For the first time since the branch line between Taunton and Minehead was closed as part of the 'Beeching Cuts' in January 1971 regular public service trains will be running from Minehead to Taunton and Bristol on selected dates through the peak summer weeks. The trains are the outcome of several months of planning between The West Somerset Railway, Butlins, Mainline Rail and Victoria Westlink Rail, the last of whom will provide the train services. There has also needed to be complex negotiations with Network Rail and the Office of the Rail Regulator. The outcome is that services will run on Mondays, Fridays and Saturdays between Friday 20th July and Monday 27th August.

The trains will leave Minehead at 11.10 and will call at all West Somerset Railway stations before reaching Taunton at 12.55 and then run non-stop to Bristol Temple Meads, arriving at 13.46. The return will depart from Temple Meads at 14.06 and will stop at Taunton at 14.42 and then all WSR stations to Minehead, where arrival is at 16.25.

WSR General Manager Paul Conibear is keen to see how the trains will develop business for the West Somerset Railway and the communities along its length. *"Ever since the Railway re-opened in 1976 it has been asserted that there is a strong local demand for trains to and from Taunton. However, this can only work if the trains are used by enough people to pay for their costs, which are considerable. No subsidy is being paid by Central or local government, so the trains have to stand on their own financially. But, we are encouraged by the growth in excursion traffic to and from West Somerset since the upgrading of the junction at Norton Fitzwarren, and we hope the trains to and from Bristol will be equally successful"*.



## Out of the window?

Can you actually see out of your local train's windows?

Sometimes they are completely covered in etchings or exterior and interior graffiti.

In some cases especially in London, would you even want to sit near the window, knowing what could have been smudged up

against that glass?

This is a very trivial matter, yet perhaps it is something that we get used to. It was only the other day when I realised that we get used to this sort of mess on our trains and forget about the fact that some mindless "gangster" has decided to tell everyone their

opinions of their friends, or their tag or even sometimes their name and the fact they were there.

It is with great urge that I remind you, if you see one of these "people" in action, phone the British Transport Police, or speak to a member of staff... don't let vandalism take over!



Yesterday afternoon whilst taking a journey round the "pleasant" area of South West Trains, namely the "Hounslow Loop", at Hounslow the train was subject to an outburst of very haunting sounding music and a bit of rapping from a "gangster" in the background. The words rapped were "OK, YEAH, OK, THIS IS STUPID" and then the music stopped.

It is quite amazing what a boring little journey calling at all stations via Hounslow can turn in to when some idiots decide to test their passenger communication skills.

These "gangsters" were caught as the train doors had not been released, but seeing as no law

## Over the PA

protects the train company in these situations, nothing could be done to punish them.

ALSO... Later in the day on a train from London Euston to Tring calling at Bushey, Watford Junction then all stations to Tring, the following event occurred:

Approaching Harrow And Wealdstone the train slowed to an amazing 15mph. As the train runs through the station the PA comes on and all that can be heard is: "Hi mate, Hi mate, we aren't stopping here are we? Nah mate straight through you go, cheers mate, yeah ta"... and we're supposed to have faith in Silverlink?

## 3 Franchise down.... 2 to go!

Having lost Central Trains, Midland Mainline, Gatwick Express and Silverlink Trains all in the same few days, National Express are really not looking at a very bright future unless they keep "c2c" and "one" Railway.

The franchise for "one" railway is estimated to be

either cut short to 2008 at the latest or extended to 2013 at the earliest due to the Olympics, so 'one' had better get themselves sorted, even though they have provided many due improvements, they need to really impress the DfT.

National Express were a very wide spread company until they lost

ScotRail, and since then they have been continuously losing franchises with only c2c and 'one' gained.

Let's hope we aren't going to witness the end of National Express on rail!



## When it's not "All go to Heathrow" this is what happens!

When the Piccadilly line has Severe Delays owing to a signal failure, it is only fair that the Heathrow Express and or Connect are opened for use when you have only a travel card.

This was the case until about 5 minutes after the delays started on the 27th June 2007. Then the Heathrow Connect resumed normal ticketing and the Heathrow Express had never been opened for use by

people in possession of a travel card. So, wearily the crowd head down to the Piccadilly line... the other side of London.

On the train at Barons Court heading for Heathrow, and all is looking good. Suddenly the train stops in the tunnel.

We have now waited at a complete standstill for about 15-20mins. Then I notice... the scrolling screens are now scrolling across: "This train is for Rayners Lane". No

announcement has notified anyone of this change. There is then an announcement explaining that someone has been taken ill on the train ahead at the station and that the ambulance is on the way. 5mins later we are being told that the ambulance has arrived, BUT it's not looking too good. We were going to be transferred on to the district local line, however the signal that controls that movement has just failed "so, we're stuck". We were then

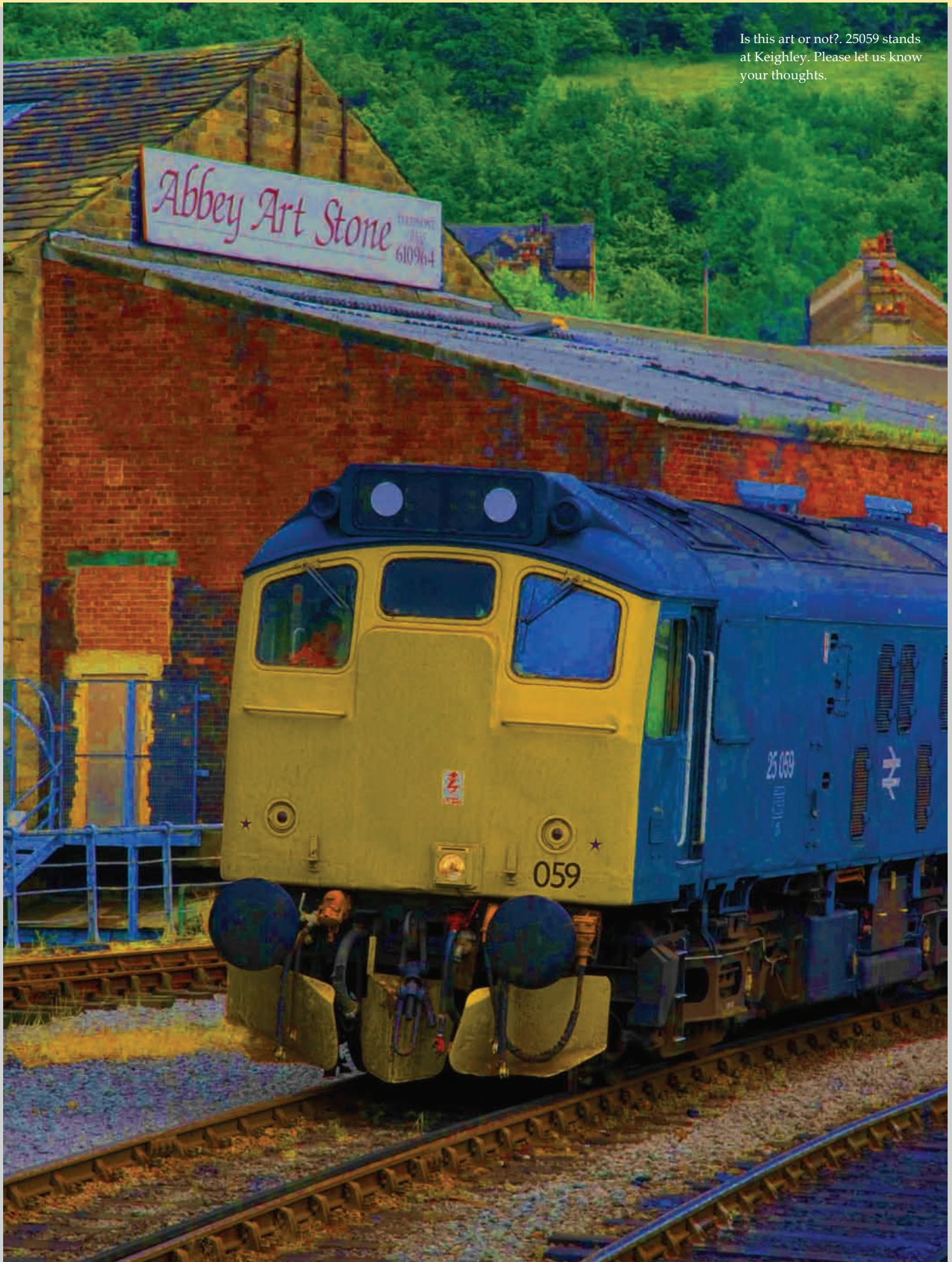
moving again after about 5mins more waiting.

Upon arrival at Hammersmith the driver kindly suggests that we all get off the train immediately as further disruption is likely.

At which point we get off, phone National Rail enquiries and are informed there is "no way to get to Heathrow at present"... Great!



Is this art or not?. 25059 stands at Keighley. Please let us know your thoughts.





## Long Marston - Open Day



What a fantastic day, loads of sunshine and some excellent shots of locos that might never be seen again. For the wagon and coach spotters, the vast array of both ex BR and privately owned vehicles were amazing.

Well done to Motorail Logistics, the MOD and Stratford and Broadway Railway for making this a memorable day

Top: Wow, such an amazing line up of class 86's some looking ready for use.

Middle Left: 56128 with some of the stored locos on site.

Middle Right: The site's super shunter 73138 gave cab rides all day.

Bottom: The inside of STORED Class 37220, not sure why this is being kept!



## Keighley and Worth Valley Diesel Gala 2007.

The ever popular Keighley and Worth Valley Railway returned to the Diesel Gala scene in June with an excellent array of locomotives.

All credit must go to the lads who got the Class 26 back into working order following it's generator problems.

Left: DRS's 47237 leads out of Keighley.



Middle: Class 26 D5310 pauses between turns.



Bottom Another star of the show was Class 37, 37175 in Civil Engineers livery.







Above: A French TGV set traverses the river just outside Lyon Perrache.  
Below: SNCF loco 25239 passes through Ambreu in late summer 2003.







Above: The splendour of Swiss railways is evident in the vast number of locos and liveries. SBB 11141 seen here at Geneva.  
Below: SNCF loco 68002 is pictured stored at Culmont-Chalindrey depot.







Above: A Gatwick express Class 73 is pictures here at East Croydon on the 22nd June 2002 .

Below: Probably the best thing GNER ever had and they got rid of them, a GNER eurostar is parked at London Kings Cross with a service to Leeds.







Above: One of the many liveries that Great Western HST power car's have had, 43016 is seen here at London Paddington. 23rd June 2003.  
Below: South West Trains slam door stock was the norm, seen here at Clapham Junction on the same day.





67006 approaches Trowbridge on an additional service for the Gladstonbury festival, 20th June 2007. [Jim](#)

