

Railtalk Magazine

Issue 12
September 2007

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



Win a CD
Competition

Great Central
2008 Calendar

Win a Bike
With First

More problems
for Virgin

Front cover

Class 50 50049 has been fairly busy lately, one of it's latest runs was this 1Z95 Charter Train seen here passing Berkley on the 18th July.

Jonathan Lewis



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 editor@railtalk.net

Submissions

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

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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

Well if someone had told me 12 months ago that we would still be doing this, I would have said "not likely", but it's amazing how much we enjoy putting together this magazine, and most of the credit goes to you, the reader and the people who regularly send in such wonderful pictures.

This month has been fairly quiet on the railtour and gala's, no doubt due to the fact that a lot of people are on holiday, but we must appeal for your support on the upcoming Severn Valley Railway's Steam and Diesel galas. The rain may have gone away, for a few days at least, but the huge job of rebuilding their railway continues.

On the back cover we have a link to our recent publication "Dawlish Summer Holiday", if you haven't had a look yet then please do, it is amazing how much variety is down in that area, and some of the locations are truly stunning.

We also have, this month, a chance to win a free cd, produced by Hull Trains in support of their charity, and it's actually a rather good song as well.

So once again, thanks to all who have contributed this last year, and let's look forward to the next 12 months together, remember as we said when we started, this is your magazine, if you want us to change anything, let us know.

Railtalk Magazine Competition!

Taking Hull to the top of the charts!!!



Hull Trains have teamed up with soul diva Jocelyn Brown to produce a charity single with the aim of getting Hull and the Humber region to the top of the charts for all the right reasons. We at Railtalk Magazine, are offering 3 copies of the CD for you to win. Just answer one simple question:

What is the name of the Hull Trains Pioneer unit, that was accidentally damaged earlier this year?

Simply send your answer to:

comp@railtalk.net, and the winner selected at random from all the correct entries received by the 22nd of September.



Thanks to: Hull Trains, 96.9 Viking fm, Dove House Hospice and "For The Kids" charity.

66718 passing Taunton Fairwater Road bridge, with the 5Z66 08.30 Plymouth Laira to Old Oak Common stock move, comprising a mixed rake of First Great Western "fag packet" and First Great Western "Barbie" Mk.2's, plus Midland Mainline HST Mk.3 trailers. **Ben Wheeler**



The Editorial bit

Welcome to issue 12 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 11, 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



National Express Wins East Coast Franchise, only days after losing one of the best operated routes in the country

In a shock twist to the majority of the community, National Express Group won the Intercity East Coast franchise. This follows National Express losing some of their key franchises over the past couple of months – the big “switchover” begins from 11th November with Midland Mainline being taken over by Stagecoach Rail Group (trading as East Midlands Trains) and GoVia (trading as London Midland). The GNER management contract will terminate at 2am on 9th December 2007, with National Express taking the franchise over thereof to 31st March 2015, of which the last 17 months are conditional of franchise target levels

being reached during the duration of the franchise.

The most significant commitments by National Express Group for ICEC are noticeably that they plan to pay the government back more than what GNER had originally set out their plans for, with some £1.141bn being planned to be paid back to the government over the course of the franchise. This could lead to the same collapse that GNER and its parent company, Sea Containers, went through a few years ago leading to the re-letting of the East Coast mainline.

National Express Group are committing themselves to a fifth train from Kings Cross to the North East in the off-peak hours running alternately to Lincoln and York – this presumably will be operated by HST rolling stock. To note, this franchise will enable existing services to be accelerated hence allowing more passenger capacity with faster journey times (and therefore more train miles per day, whether this is a good thing or not remains to be seen as maintenance diagrams come in to being). However, in order to do this, HSTs will need to be released from current “under-the-wires” diagrams to Newcastle and Leeds. This is noted by the DfT by referring to old rolling stock from the West Coast franchise being used, this is presumably refurbished Mk3 rolling stock hauled by class 90s between London and Leeds on the half-hourly service. ICEP (the Inter-City Express Programme) will also be a key element of this new franchise, with the majority of train testing being carried out on East Coast services in order to fully test the dual-power capability of the trains.

The most significant revenue earner within GNERs on-train division was most certainly the wi-fi service provided now on all services (originally fitted as part of the class 91 Mallard refurbishment programme). This, I expect, will be a welcome relief to businesses who will see far greater productivity with live access to corporate networks and email alike – whereas currently passengers would have to pay £9.95 in order for internet access on a 2h10m+ journey in standard class.

Whether National Express are able to continue the high standards we have to come to know with GNER remains to be seen. And yes, we know GNER weren't brilliant on the revenue protection front, but you can't with them all. **Tom Cairns**
Picture: Andy Patten





Above: Spectacular setting for the 'Heart of Wales Explorer', as it climbs to Sugar Loaf summit with 37422 and 37417. [David Dawson](#)
Below: D1015 continues to make history as on the 1st September it worked the Cambrian Coast Express to Aberystwyth. [Richard Hargreaves](#)



SR 4-6-2 34067 'Tangmere' on the outward
Bristol-Kingswear 'Torbay Express' at Norton
Fitzwarren just after departure from Taunton on Sunday
19 August (before it failed with a fractured brake pipe
just outside Exeter & had to be rescued by 66167).
[Jonathan Gill](#)





Above: Network Rail HST and Network Rail Class 31's stand side by side at Crewe. 31602 and 43013 leading. [Richard Hargreaves](#)
Below: 37087 and 37194 work 6M60 Seaton North Ps - Sellafield Past Dilton. [John Day](#)





Above: 66005+66037+66113 on 0D01 Thornaby TMD - Doncaster TMD light engine move past Roughton Gates crossing. [John Day](#)

Below: Making a pleasing change to Class 47 haulage is 87028 as it approaches Doncaster with an overkill of shed stickers on the front. [David Dawson](#)





Above: In connection with a railtour to get the loco back to London. Class 52 Western D1015 powers up through Crewe on the 4th August.

Middle: Once a familiar sight in the North West, now quite a rarity, ex FM rail Class 31, 31459 pauses at Crewe 4th August.

Bottom: Class 67's have been the mainstay on the Northern Belle for quite a few years, but non EWS liveried 67 are still quiet rare. 67005 at Doncaster.





Special thanks go to Jim for this report of a Virgin Voyager derailment on the 30th August,

Whilst working 5E49, Virgin Super Voyager 221107 derailed on a set of catch points just outside Paignton Station.

The derailment is believed to have happened as a result of a SPAD on a shunt signal.

After rerailing the unit was sent to Exeter St. Davids depot for further examination and onwards transit to Central Rivers.

All Pictures © Jim

South West Railways





Above: 66713 pauses at Doncaster on the 11th August, if anyone knows why the name Tina, just visible under the driver window, is on the loco, please tell us.

Below: The Butlins Express formed of a pair of class 31s crosses over onto the relief line, after leaving Taunton. [Liam Yates](#)



Bye bye 450043, catch you on the other side!

It would appear South West Trains has started the class 450/5 overhaul scheme. The first contestant, 450043 will emerge mid-October as a HC 450/5. It will retain the 43 identification but become 450543.

South West Trains needs more class 455 units is the basic motive behind High Capacity (HC) class 450s, as they currently use class 450 units on the Hounslow service, the Windsor service and frequently the Shepperton service on select diagrams.

Class 450/5s are being remodelled inside to incorporate more seats, more standing room and less of the facilities expected to find on a somewhat longer distance journey. This includes First Class accommodation and a second toilet.

The units are expected to remain in their familiar blue guise until the time at which they are going through their repainting cycle, when the class 450/5 units may be painted in to the more appropriate inner suburban South Western Trains colour scheme. Meanwhile class 450s on longer distance services further a field on the South Western Trains network to destinations including Portsmouth and in some instances Weymouth, so



the colour scheme already is slightly confused.

South West Trains have no intention of using the 450/5 HC units on services to Portsmouth, Basingstoke or other Outer Suburban / Long distance services, but most people have, by now,

placed bets on when the first class 450/5 will appear on a Portsmouth direct service!

Look out for these units as of October this year, as they will be plaguing the Windsor lines within a few months.



'one' new fleet, coming right up!

Recently it has been revealed that a new fleet may have been ordered for 'one' railway. Specific information has not been given, and there is therefore no guarantee what we will eventually see on the network.

Information that has been given so far includes the fact that new trains must be here before 2009 in service. The new trains will be 4 coaches in length. The new trains must be able to operate in more than 4 coaches formations. The units must also be AC electric and comply with all DDA regulations. There must be enough for around 30 units.

From these specifications, it has been assumed that class 360s are to be used, quite sensibly, they would seem the most likely type to be made after the ones already on the Great Eastern mainline. However, let's analyse this information further: 4 coaches long. This is the length of a standard outer / Suburban unit.

Must be able to operate in multiple. All units can (and most do)

operate in multiple on the 'one' network, so this is nothing new, however, could this imply that the units must have a corridor connection between units perhaps?

The trains must be AC, meaning they will operate under overhead wires unless the signaller makes a mistake, in which case they will not work! The whole West Anglia, and Great Eastern network (bar the Marks Tey line). They could be for the West Anglia or the Great Eastern side.

Approximately 30 new units... what line requires 30 units? At present: Stansted Express, but this could change and lines may require strengthening. With regards to the manufacturer, 'one' have had an interest in the class 357s, so an electrostar may be possible, whereas the Desiro seems as stated, a far more obvious decision and the order would be in time to coincide with the 37 extra class 350s being knocked up for London Midland

From this, particularly the 30 units point, it would be fairly clear that the new units would be new Stansted Express stock, however, this may not be the case and I am sure that soon we will find out.



London Midland

The London Midland franchise is.... How many days away? How many hours away? How many minutes away? How many seconds away? Check the website!

It seems that London Midland are very concerned about everyone knowing exactly how long until their new franchise launch. Just what changes will be seen in seventy something days and 20 minutes?

Many new franchises start and not much is done, then you start to notice stickers at

stations, new uniforms, stickers on trains portraying the new train company name, but what else? Anything to improve the service?

London Midland have promised so many long term projects, yet what will we see sooner for those of us who are less patient?

December 2008 would appear to host the first timetable change.

We will have to wait and see... hopefully we will see some immediate action perhaps?



Recently it has been said that 'one' are looking at refurbishing their class 321 fleet. This would seem a very sensible idea, as the Great Eastern mainlines largest fleet, currently operate in the livery of a previous company.

First group's 2nd edition green and blue. First group took over and adapted the Network South East livery to incorporate green as opposed to red and changed the blue tone. This livery remained until a full refurbishment, which composed of many changes to the fleet

including putting them what is now known as the "First Great Eastern" livery and interior refurbishment.

'One' Railway were soon dominant over the whole network serving stations from Liverpool Street and have changed the class 360s and class 321s to wear what is known as "ex-First Great Eastern" colour schemes.

First Great Eastern kept these units painted very well until the end of their franchise. The units are

now possibly facing a £10million Refurbishment which will incorporate the complete repainting of the units in to the infamous 'one' livery and this should include 321446 which currently only wears vinyl livery which has been replaced on the class 90s it was originally applied to by a much brighter looking paint job. Although the refurbishment should include CCTV cameras, these have already been fitted, as is C.I.S. Hopefully a new interior will once again give the units a fresh burst of new life.

New Managing Director for Virgin West Coast

Virgin Rail Group have announced today that Charles Belcher is to retire from Virgin Trains after four-and-a-half years as Managing Director, Virgin West Coast. He will be succeeded by Chris Gibb, currently Managing Director of Virgin CrossCountry. After leading the successful Virgin CrossCountry franchise since 2003, Chris will take over the West Coast network from 31 August, with Charles assisting in the handover. Chris will also continue as Managing Director Virgin CrossCountry until 11 November, when Arriva will take on the Cross Country franchise.



RailUK

www.railuk.org | www.railforums.co.uk



Above and Below: From the bridge at Salfords you can get some excellent shots of the South West Trains and Southern region traffic.



REWARD OFFER AS VANDALS HUNTED

Northern Rail is offering up to £1000 cash reward after a train driver was injured when vandals threw a large stone at his train. The incident took place near Smithy Bridge, near Rochdale at

approximately 17.50 on Saturday 11 August. The driver of the 16.37 Leeds – Manchester Victoria service reported a barrier of debris had been placed on the line and brought the train to an emergency stop. Vandals then threw a large stone at the windscreen, which shattered, showering the driver with glass. He was treated in hospital and released later that evening. Malcolm Brown, Area Director, Northern Rail said:

"We will not tolerate any act of vandalism that threatens the safety of our employees or passengers. That is why we are offering up to £1000 reward for information leading to the successful arrest and conviction these offenders. I would urge anyone with information to contact the British Transport Police before these people act again with potentially more serious consequences."

BOTTOMS UP FOR FIRST GCR BEER FESTIVAL on the 29th/30th SEPTEMBER

Whatever the weather at the end of September the GCR will prove that ale and rail can mix with a brand new event - a beer festival. (Saturday 29th / Sunday 30th)

25 real ales will be on sale under the all over grade two listed glass canopy at Loughborough Central station. Meanwhile the railway will be running its usual hourly mix of steam and diesel hauled trains with more beers and hot food available on the griddle cars.

"We're looking forward to this brand new event" said Lynn Hill, the railways marketing assistant. "We're even ordering up special glasses with the GCR logo on. Under the canopy it should be quite a bustle."

A barbeque is also being provided serving hot local produce and the railway is hoping to book a skiffle band to accompany the beer tasting.

"If the festival is successful then we'll certainly make it a regular addition to the GCR special events calendar," concluded Lynn.

For further general information, details on the beer festival and all forthcoming events can be found on the Great Central Railway's extensive website:

www.greatcentralrailway.com

Additional information can also be obtained from the Booking Office, Loughborough Central Station, (Daily 9.00 - 5.30) on 01509 230726.

Flying Scotsman made into Jewellery

Scrap metal from the Flying Scotsman locomotive is to be given a new lease of life - as cufflinks and other pieces of jewellery.

Many of its parts are being replaced and scrap bronze from the locomotive's boiler and chassis is to be forged into commemorative jewellery and sculptures.

Profits from the sale of the items will be put into the restoration project.

The locomotive is expected to be ready for mainline operations by the end of 2009.

The cufflinks, designed by TMB Art Metals in conjunction with the NRM, depict the driver's cab with driver and the locomotive number 4472.

East Midlands Trains Managing Director announced

East Midlands Trains, the new train company for the East Midlands and South Yorkshire area, has announced the appointment of its Managing Director.

Tim Shoveller joins Stagecoach from Virgin Trains, where as Business Development Director and previously Operations Director he played a key role in the success of Virgin West Coast.

Tim, aged 34, has 15 years' experience in the industry, having held senior positions in several railway businesses including Virgin, Midland Mainline and Eurostar.

Chappel Beer Festival, extra stops ,Tuesday 4th to Sat 8th Sept

Due to the Beer Festival at Chappel, some trains will be making additional stops at Marks Tey, which will connect with services between Marks Tey and Sudbury. Also during this time there will be some additional bus services in operation. Please note that on Saturday 8th September there will be engineering work taking place on the mainline between Chelmsford and Shenfield which may affect passenger journeys to Chappel.

43181 on the sea wall at Dawlish, 18th August. [Richard Hargreaves](#)



Win a Bike with First Capital Connect

To celebrate the investment being made to cycle parking facilities at stations across the First Capital Connect network, customers are being offered the chance to win one of four stylish folding bikes. There is also a special 10% discount off folding bikes for season ticket holders.

Karen Boswell, Customer Services Director, First Capital Connect, said: "We are committed to encouraging greener and more sustainable transport. In response to growing customer demand, we're investing to enhance cycle parking facilities at 33 of

our stations in partnership with local authorities by increasing capacity and security. Improvements are already underway, so keep your eyes peeled for changes at your local station over the coming months."

Many First Capital Connect customers are now choosing to cycle to the station to catch the train because it's free to park, environmentally friendly and healthy. First Capital Connect season ticket holders are therefore being offered a 10% discount on one of five models from the Dahon folding bike range.

To take advantage of this great offer, visit www.firstcapitalconnect.co.uk/cyclists.

First Capital Connect customers can also win one of four stylish black Dahon Speed D7 folding bikes.

First Capital Connect has joined forces with www.world-wheels.co.uk, Dahon's officially appointed UK internet reseller for this competition. To be in with a chance of winning, simply visit www.firstcapitalconnect.co.uk/cyclists.

East Midlands Trains

Ian Dobbs, Chief Executive, Rail Division, Stagecoach Group talks about the new franchise.

I am delighted that Stagecoach has been selected to run the new East Midlands rail franchise.

On a personal level, as an East Midlands man, I see this as a chance to strengthen further our links with my home patch. But more importantly, on a professional level I know that Stagecoach can improve the service that you receive in the East Midlands.

Stagecoach has strong existing links with the East Midlands. We operate buses in counties and towns across the franchise area, and in Sheffield we operate the highly successful Supertram. Through our part-ownership of Virgin Trains we also

have experience of running high-speed long distance services. In short, we have expert, practical knowledge and experience of transport needs in the region.

We add to that local knowledge the leading role in the rail industry taken by Stagecoach over the past decade, managing one of the most complex and challenging rail networks, South West Trains. There we have achieved dramatic improvements for our passengers. Our work has just received the ultimate recognition - we have won the franchise for another ten years and we are about to take customer service to the next level.

We are looking forward to doing the same with East Midlands Trains. The area is one of the economic power-houses of the UK, with core cities such as Leicester, Nottingham, Derby and Sheffield, and rural areas, including parts of Nottinghamshire, Derbyshire and Lincolnshire. The

franchise needs an operator used to managing a complex railway and providing high-quality services on different types of routes.

Our experience means we are best-placed to deliver.

We are committed to working with stakeholders to meet the challenges of the East Midlands franchise.

Our mission is to take rail services in your region to the next level, using our knowledge and experience to meet today's, and tomorrow's challenges - tackling overcrowding, improving passenger security, and making it easier for people to travel by train. We want to be part of the economic success story of the region and help to improve the quality of life of all users of its rail services.



News in brief

EWS sell more class 37's

EWS have put 18 more class 37 locos up for sale. The locos are from across the country, at EWS's Toton, Old Oak, Bescot, Healy Mills, Immingham, Margam, Eastleigh, Barton Hill and Hither Green. The locos are 37047, 37057, 37065, 37109, 37114, 37174, 37308, 37375, 37379, 37403, 37513, 37519, 37676, 37677, 37682, 37694, 37708, 37887. These locos are available for sale till, the 24th of September.

Beavertail Observation

Saloon celebrates 70th birthday with a gong!

It took seven years and tens of thousands of pounds to restore but an art deco railway carriage has done it's custodians proud by winning an award.

1937 built BEAVERTAIL® Observation saloon, number 1719E won the best special project prize at the Leicestershire Heritage Awards. It's already in service at the Great Central Railway treating passengers to a taste of style with plush luxurious armchairs.

"We're very proud to receive this prize," said the Great Central Railway general Manager Robert Crew. "The observation saloon really has to be seen to be believed and it's already delighting passengers. It opens up a whole new view on our unique double track network. I couldn't be more pleased for those who donated money and time to make this project happen."

The saloon is called the BEAVERTAIL® because of an unusual curved end which allows passengers terrific views. The carriage is privately owned and has been restored by volunteers from Railway Vehicle Preservation Ltd.



GREAT CENTRAL LAUNCHES 2008 CALENDAR

The 2008 calendar has gone on sale at the Great Central Railway, featuring 12 stunning images captured on the heritage line.

The chosen pictures were sent in by photographers as part of a competition. They include Alan Crotty's amazing high speed pan shot of Canadian Pacific and Matt Allen's atmospheric picture of passing freight trains.

Robert Crew, general manager said, "The calendar is a new venture for us. We've printed a strictly limited run this year, and if it sells well we'll repeat the competition early next year to find 12 new stunning images. With so many photographic charters happening on the line in a year we were inundated with quality pictures, making the final decision difficult."

The brief was to try and find an aspect of the railway slightly removed from the traditional front shot of a train. The selected shots capture the railway and it's place in the Leicestershire

landscape. The selected photographers will get a Saturday lunch train ticket as a thank you for their permission to use their image.

The GCR 2008 calendar is on sale now for £9.99. It can be ordered by post for an extra £2 postage and packaging by contacting Loughborough 01509 230726.

FURTHER INFORMATION:

For further general information, details on the calendar and all forthcoming events can be found on the Great Central Railway's extensive website: www.greatcentralrailway.com Additional information can also be obtained from the Booking Office, Loughborough Central Station, (Daily 9.00 - 5.30) on 01509 230726.



Carillion bubble car 977968, still going strong after many years in service and regular visitor to Crewe. Seen here on 8th August. [Richard Hargreaves](#)

ARRIVA OPENS NEW £3 MILLION TRAIN CARE FACILITY

A new purpose-built Arriva Trains Wales train care facility at Machynlleth has been officially opened by David Martin, chief executive of Arriva Plc on Monday 13 August 2007.

The facility creates 10 new jobs in addition to an existing 14 positions and has been specially built to service ATW's entire fleet of Class 158 Units, which serve the Cambrian routes and other lines across Wales and the English borders.

The dedicated team at Machynlleth is responsible for ensuring that this fleet is maintained to the highest standards of reliability, cleanliness and comfort.

Arriva Trains Wales has invested £3 million in the new facility which has state-of-the-art cleaning and maintenance equipment. These facilities include two full length servicing pits complete with full garage services as well as exterior washing facilities, purpose built cleaning platforms and advanced fuelling facilities. A key feature of the facility its environmental features which include a water harvester, solar panels, a wind turbine and automatic lighting that dims when there is enough daylight.



David Martin, chief executive of Arriva Plc said: "This is a significant investment by Arriva which demonstrates the company's commitment to further improving the reliability and standards of our rail services throughout Wales and the Border counties.

Arriva Trains Wales managing director Bob Holland said. "This is a further major investment by Arriva in Wales. Until now only nightly routine servicing has been carried out at Machynlleth.

This investment will allow full servicing of all units used on the Cambrian lines at Machynlleth by a dedicated team. Previously they had to go to Cardiff.

FRIDAY, SATURDAY AND SUNDAY THRASH BASH IN SEPTEMBER PROMISES CLOSE TO 1,000 MILES OF HAULAGE.



The Great Central Diesel Gala in September promises 9 locos in action, close to one thousand miles of haulage over three days and the chance to take the controls yourself. "Our three day diesel event in September has always been popular and we're grateful for the continuing support of enthusiasts. We're looking good for a nine engine line up," said GCR general manager Robert Crew. Locomotives currently expected to feature include a Class 10, a Class 20, popular green liveried Class 25 D5185, Class 31 D830, Class 33 D6535, Class 37, Peak D123 and Class 47 D1705. A two car Met Camm DMU will also feature. It will also be one of the last chances to see the 2007 guest diesel Class 27 D5401 in action on the GCR before it returns home. On Friday 14th of September visitors will have the chance to turn up and drive a large locomotive. Details will be announced on the GCR website at www.gcrailway.co.uk soon, along with a full passenger timetable. There will also be a Friday and Saturday night real ale and food train, departing from Loughborough Central around 7pm.

Special offer for Marshlink line

As part of the Association of Community Rail Partnership's Community Rail Festival, Southern and Southeastern train operating companies and the Sussex and Kent Community Rail Partnerships have teamed up to offer a great weekend out for just £10.66 per adult, and £1 for children.

This special price will give unlimited travel between Tonbridge, Maidstone, Dover, Canterbury, Ashford, Hastings and Brighton over the weekend of Saturday and Sunday,

September 29 and 30.

A special commemorative ticket, valid for both days, can be bought at all staffed stations at and between these points. Tickets go on sale a week before the event, but can also be bought during the weekend itself. No advance purchase is necessary.

The ticket will allow customers to enjoy a number of special events which have been organised along the Marshlink Line between Hastings and Ashford on Saturday, September 29, and to enjoy the numerous attractions in the area over the whole weekend.



GREAT CENTRAL RAILWAY YOUTH GROUP ON TRACK.

Teenagers give up free time to restore historic brake van

Seven, 14-21 year olds put their backs into the job for a whole week this summer, completing the restoration to a very high standard. The railway has now set up a dedicated young volunteers programme to engage with teenagers to encourage them to make a positive difference to the award winning heritage attraction and the wider community.

The railway's General Manager Robert Crew said, **"I couldn't be more delighted with the finished job. These teenagers have done themselves proud. At a time when young people face plenty**

of criticism - this project has come along at the right moment. They've really proved themselves. I hope the group goes from strength to strength setting a great example and encouraging other young people to get involved."

Steven Chapple, one of the younger volunteers at the railway set the youth scheme up to attract new volunteers and find dedicated projects for them to do. The group of 14 to 21 year olds now numbers 27. Completing the overhaul of the vintage brake van was the first project.

More problems for Virgin

The Department for Transport has announced that it has turned down an offer of new trains in return for a longer contract.

With Virgin losing the Cross-Country network to Arriva, the company had hoped that it was in with a chance of securing and finalising a plan to buy new carriages to lengthen its Pendolino tilting trains.

They carry 20m passengers a year from London to stations on the west coast and Virgin had offered to introduce the new rolling stock, which would have given a much-needed boost to capacity, in return for a two-year extension to its west-coast franchise, which ends in 2012.

It is understood that the DfT has written to Virgin saying it will not agree to a franchise extension. Industry sources said officials had taken a decision in principle not to grant franchise extensions, and that other train operators that had discussed similar deals were also likely to be turned down.

On Friday 4th August Virgin confirmed receipt of the letter, but said it was still in talks with the department. "There is a realisation on both sides that the west coast will need more capacity, so we are continuing with discussions as to how best to address that," a spokesman said.

Scottish built steam loco returns home

On the 24th August, a famous Scottish steam engine has ended a remarkable 6,000 mile journey home to Glasgow from South Africa after more than 60 years.

Completing the final leg of its journey, the locomotive travelled by road on the evening of 23 August, from Immingham Docks, near Hull, to Glasgow. The engine and tender takes up almost the entire length of one side of George Square – the city's main civic square.

The steam engine is the largest ever acquisition by Glasgow Museums and destined to be the focal point within the new Riverside Museum – another iconic object, designed by internationally celebrated architect Zaha Hadid, and scheduled for completion in 2010.

The engine will be in position in George Square from the morning of 24 August where it will remain for the weekend, to mark the launch of the Riverside Museum Appeal, which aims to raise £5 million of the £74 million cost of the new Clydeside attraction. The engine will then be fully restored before becoming the centrepiece of the Riverside Museum. The transport and restoration is being partly funded by FirstGroup, the UK's largest rail and bus operator. FirstGroup is the sole founder patron of the Riverside Museum Appeal and is partly funding the transportation and restoration of Locomotive 3007 providing a massive boost to the fund.

Steve commented, "Seven of us worked on restoring the brake van, stripping away the old paint and then repainting it all over. Our next project is to improve wheeled access to one of the line's passenger carriages. I've made loads of new friends at the railway and found something I can be proud of."

Volunteers are accepted at the railway from the age of 14. The railway accepts help in most departments from the engine shed to the station platforms.

Grand Central, is it to be a September launch?

At the end of August Grand Central continued to prepare for a September launch of its high speed train services between Sunderland and London Kings Cross, and is expected to make an announcement about the exact date in the very near future.

The fleet of three High Speed Trains (HSTs) - comprising six power cars and 18 carriages - is nearing completion of an extensive refurbishment

programme. The power cars have been overhauled by DML in Devonport and are now coming off works as scheduled, with final route and handling testing to be undertaken in the coming weeks.

Work on the carriages is being undertaken by Marcroft Engineering. Ian Yeowart, Managing Director, states: "Whilst nearly everything is in place, with familiarisation training on the route going very well, and the remaining small number

of compliance issues being finalised, we still await a confirmed delivery date for all the passenger carriages, the first of which are very close to completion." Over the past two weeks Grand Central has been undertaking an intensive programme of route refreshing and familiarisation training, using a hired-in set of carriages and two Class 47 locomotives. These have been running between Sunderland, York and London Kings Cross each day.



Hitachi's Javelin lands in UK



A piece of railway history was made at Southampton Docks in August, when the first of Southeastern's new generation of high-speed trains touched British tracks for the first time, after its six week, seaborne journey halfway around the world from Japan.

The train is the first of four to be imported this year for testing purposes, with 25 more set to follow prior to the £260 million fleet entering passenger service in December 2009.

Utilising High Speed One, the Channel Tunnel Rail Link, they will significantly reduce journey times to London from many Kent and South London locations, including the international stations at Ashford, Ebbsfleet and Stratford as well as places further afield, including Canterbury, Dover, Folkestone and Ramsgate.

David Miller, Southeastern's SLC2 Programme Director, said: "The safe arrival of the new train is a landmark moment for us and for Britain's railways

in general -- a state-of-the-art product that promises to transform the lifestyles of many London commuters."

The Class 395 trains will also provide the high-speed Javelin shuttle service for the 2012 Olympic Games in London, carrying sports fans from London St Pancras station to Stratford International, where the games will take place, in just seven minutes.

Wrong kind of door, sir

"Sorry, this is a first-class door and you have the wrong ticket.", that's the new announcement from some rail companies

"First class is first class, even in the vestibules" Jonathan Denby, head of corporate affairs at One, said that train managers had discretion on whether to allow people through. "The conductors know the situation and know the first-class customers they have in," Other operators point to the National Rail Conditions of Carriage, in place since the days of

British Rail, these rules state that those without a first-class ticket are banned from "occupying seats or standing in any part of the carriage".

South West Trains said that it would be "fine if someone wanted to walk through first-class and disembark from the doors that are technically attached to first-class" and that they are not aware of any complaints on the subject from those who had paid to sit there.

First Great Western said that, although train managers could use their discretion towards standard-class customers if trains were full, "part of the first-class benefit - for which a premium is paid,

just as with airline travel - is to be first on and first off. Standard-class passengers are not normally permitted to use first-class vestibules, aisles, etc nor to leave the train via first class."

Virgin Trains was a little more relaxed. "We are happy for people to go through and use the toilets if those in standard are full and they are not trying to use the excuse to dodge into a first-class seat," a spokesman said. "Really, it shouldn't be necessary to rush forward to the front like that when leaving the train. But a few people probably do that and we don't have anyone standing there telling them to go back. That wouldn't be very subtle."



Network Rail track unit, passing Eastleigh [Jim](#)



Above: The sign says it all, this picture could have been of just the Class 37, but by putting the focus on the sign, it takes on a new feeling. [Tom Loader](#)

Below: A spotless waiting room window and some careful positioning, gives this great view at Wolverhampton, on the morning of 18th August.





Above and Below: 37906 has been working hard for the Severn Valley Railway recently, showing what a great asset it has been to the railway, here are two great shots, at Kidderminster by [Tom Loader](#) (above) and arriving at Bewdley by [David Dawson](#) (below)





Above: Ex French Class 20, 2004 (20228) is stabled outside the shed at the Barry Island Railway on the 27th August. [Jim](#)
 Below: Just to show it's not how it looks, but how it performs. 47768 runs round the stock at the Barry Island Railway 27th Aug. [Jim](#)



Above: GWR 4-6-0 6024 'King Edward 1' & SR 4-6-2 34067 'Tangmere' double heading the outward Bristol-
Par 'Holiday Express' charter at Whiteball on Friday 24th August. [Jonathan Gill](#)





Above: Just like the 153's in the UK these modern units have transformed the rural lines in France. X73606 approaches Amiens on the 25th July.
Below: Elderly locos also feature in rural areas, here we see 16765 at Calais station on a very wet 26th July.





Above: In the 1990's, regular Class 37 hauled trains along the North Wales Coast were one per hour, this is 37420 arriving at Crewe. [Paul Godding](#)
Below: You would also see practically any loco on a Virgin Cross Country service. Here is the usual power in the form of 47853 at Stafford. [Paul Godding](#)





Above: With power car 43031 leading, First Great Western HST in old livery, (how many liveries have they had) through Didcot Parkway . [Paul Godding](#)
 Below: Once the mainstay of the North West coal traffic, Class 56 number 56110 waits for a replacement driver at Warrington Bank Quay. [Paul Godding](#)



Railtalk Magazine

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Dawlish Summer Holiday