

Railtalk Magazine

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Western Courier, back and looking great.

From The Editor

Front cover

D1062 waits in the sun on the Severn Valley Railway.

The loco has just undergone a major overhaul and looks superb, with just some minor jobs to finish.

Richard Hargreaves



Submissions

Pictures and news can be entered through the forum, or by email to: entries@railtalk.net

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When is it published

Railtalk Magazine is published on the last Sunday of each month. More information can be found by visiting Railtalk forums. © Railtalk

Welcome to issue 24 of Railtalk Magazine. This issue marks our second birthday, wow, doesn't time go quick, and as we enter our third year we hope that all of you, our readers, are enjoying reading the magazine as we do producing it. Remember, it is thanks to you that we can put this thing together, with all the great photo's and articles that you produce.

Big thanks this month to a couple of people, Ian Furness for letting us join him on a night time trip round Barrow Hill, fantastic location at night, superb atmosphere, and big thanks to James Palmer for allowing me to join his Retro Railtour at a late stage. Well done to James for an enjoyable tour and we look forward to the next one. Whilst on the subject of railtours, we are looking forward to Spitfire's Class 87 tour to Glasgow on the 15th October. After last Decembers "farce" (not through their fault), we hope that this time it all goes ok.

There is still a lot of speculation about Deltic 16 this month, all the various newsgroups have been inundated with every possible opinion. All we hope is that it does get saved, and that even if the bogies are swapped for an inferior pair, this does not mean the end for the loco, it's not like it will ever go main-line. We also hope that all the work that people have done in keeping this loco going in recent years doesn't go unnoticed. After all if you maintained a vintage car for free and helped in caring and looking after it, would you be happy if it was sold for profit, to someone who was going to cut it up, for Profit.

We have a vast amount of articles and pictures pass through the magazine's doors, if you have ever considered contributing anything to the magazine now would be the time. But we do ask if you could help by sending your articles to the correct people, as its a lot easier on all of us. Information about how to contact members of the magazine team can be found at the bottom of this page.

Once again, thank you to everyone that has contributed to the magazine this month, and I hope that more and more people will contribute to the magazine. As we have always said, it's your magazine!

Once again many thanks this month to:

Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Peter Cheshire, David Mead, Liam, Brian Battersby, Steve Madden, Steve Andrews, Gary S. Smith, Mike Sargent, John Coleman, David Hollowood, Andrew Flusk, Lee Scott, Alan Usher, Nathan Rodgers, Mark Ainsworth.

Andy Patten



Self indulgence this month I'm afraid.

As it's our birthday we thought we'd ask that master of liveries to do one for us.

Thanks as always to Pete for this Class 92.

Peter Cheshire

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Charter Scene

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This months round up of the British charter scene

Welcome to the August edition of Charter Scene, from Railtalk Magazine!

The aim of Charter Scene is to detail the monthly British Charter Scene, whether it be in the medium of pictures, reviews of railtours or of future notice of tours that are scheduled to take place. To contact us, please use the usual address to submit your railtour reviews, pictures and information of future tours. When submitting photos it would be appreciated if you could provide the location of the photos, the working and any relevant information regarding the charter in question. To submit, please email the following address. When submitting images, please send in full size originals taken from the camera.

charter.scene@railtalkmagazine.co.uk

Once again, in true British style, the summer was what could be considered a wash out! Yet despite the rain, the various tours that ran during August were photographed across the country.



Above: West Coast Railways 37/7 No 37712 works the 5Z37 Southall - Carnforth ECS at Winwick Jct. on August 14th. *Dave Harris*

Below: Former Virgin Trains celebrity loco Class 47 851 'Traction Magazine' leads 47 826, with the 1226 1650 Plymouth - Norwich 'Nenta' charter with a mixed rake of stock, ranging from chocolate and cream to Inter-city. The pair are seen accelerating away from Dawlish Warren with Langstone rock in the background.

[Liam Yates](#)



Below: Class 55 022 departs Crewe with 1255 Crewe - Leeds "The Hope Valley Executive" on the 9th August. [Richard Hargreaves](#)



Above: Class 40 145 (with Deltic Class 55 022 at the rear) is seen approaching Newton station coming into stop at a red signal whilst working the 15.04 1255 Ayr - Bo'ness via Ardrossan Harbour, Larkhall, Glasgow Central Low Level and Maryhill to Anniesland, Springburn and Glasgow Queen Street High Level 'Routes and Branches' charter railtour on the 24th August.

[Jonathan McGurk](#)



Above: On Saturday 23rd, WCRC Class 33s 33 207 and 33 025 pass Chetnole with the downwards leg of the 1233 Crewe - Weymouth 'Dorset Coast Explorer'. The train ran via Bristol, Westbury, Castle Cary and Dorchester West on the outward leg and after a rest at Weymouth returned via the South West Mainline as far as Basingstoke.

Nathan Rodgers



Above: The same pair of Class 33s are seen at Fairwood Jn with 1233.

Liam Yates



Above: Class 33 207 & 33 025 head through Ashchurch with the "Dorset Coast Explorer" in rare sunshine!

Dave Dawson



Above: 60009 passes Bamber Bridge with the outward Cumbrian Mountain Express on August 9th. *Mike Sargent*



Above: LMS Class 5MT 4-6-0 no 45407 and 8 coaches are seen approaching Dumbarton Central station heading towards Craigendoran while working the 05.20 5Z47 Carnforth - Fort William Yard ECS. *Jonathan McGurk*



Above: 6201 Princess Elizabeth is seen near Blackburn on a charter to Carlisle from Liverpool running via the Settle and Carlisle line. Seen here from the newly erected Wainwright Bridge. *Mark Ainsworth*



Left:
Oliver Cromwell on a test run at Daisyfield Jct. in preparation for the re-run of the end of steam special later on in August. Taken on 5th August.
David Hollowood

Blue Pullman to return?



charter.scene@railtalkmagazine.co.uk

Left: The running of Class 47 375 and 47 810 "Captain Sensible" on 5Z50, a stock move consisting of the former Blue Pullman stock from East Ham EMD to Barrow Hill has sparked rumours that the Blue Pullman will be back in service within a matter of weeks.

The operation, formally run by Cotswold Rail was withdrawn in 2006 and with the recent withdrawal of the Stobart Pullman it seems unlikely that the Blue Pullman will return to our rails.

It has been suggested that the stock move was took place due to Cotswold Rail not paying the bills for storage at East Ham. As with every rumour on the railways, the Blue Pullman won't return until it officially returns! The photo on the left shows the stock accelerating away from the junction signal at Harrowden en route to Barrow Hill.

[Steve Madden](#)



Left: Class 47 826 sits at the head of 47 851 having arrived at Plymouth at the head on a Nenta tour from Norwich. The pair, with 47826 in advertising livery sit at Plymouth with a mixed rake of stock. [Steve Andrews](#)



Above: Railway Touring Company's "The Scarborough Flyer" from Crewe to Scarborough was fully booked on a number of trips this year. This is 6201 as it passes Copmanthorpe with the return working. [Andy](#)

Top Right: Another popular steam trip this year was the Cambrian Coast Express, which ran during the summer. Here we see 76079 at the start of it's journey on the 15th August. [Peter Cheshire](#)

Bottom Right: Class 37 059 leads 37 423 past Knabbs Crossing, Melton Ross working Spitfire Tours "Meridian Mariner" from Wolverhampton to Cleethorpes on the 16th August. [Steve Madden](#)



Above: Class 55 022 is seen at Platform 7, Glasgow Queen Street High Level station waiting to head towards Helensburgh Central station while working the 07.00 1Z40 Bo'ness - Ayr via Glasgow Queen Street High Level, Helensburgh Central, Drumgelloch and Paisley Canal 'Routes and Branches' charter raitour on the 24th August. *Jonathan McGurk*



Above: Recreating a scene from 40 Years ago, the 1T57 passes Kirkby Stephen on the 10th August with 70013 at the helm. *Ian Furness*



Left: Rare track for a pair of Skips as Class 67 003 is seen on the rear of a charter at Butterley, Midland Railway Centre. The pair had just arrived on the preserved line.

Class47

Right: 1T57 at Blackburn on the evening of 10th August and 45407 & 45231 prepare to part company.

David Hollowood



The Paignton Pudden & Riviera Rat Tour.

Part 2

Paignton & The Return Journey

We didn't do much in Paignton apart from having a walk about. At about 1550 we tried to find a chippie for tea. There was one near the station called Scoffs, where you could sit down and have you Fish & Chips. So we sat down and had our tea, which was very nice. Afterwards we went to SPAR to get some food for the return journey.

We waited on the bridge to get some photos as the train came in from the sidings. But the train was about 5 minutes late coming into the station, so we only had time for a few quick photos and we got on board. One thing we noticed when we got on was that coach A, which was now on the rear, was locked out of use because it was a MK1.

In case you don't know, MK1s are not allowed to carry fare paying passengers on the rear of a train. But strangely that rule doesn't apply in Scotland! Coach A passengers were moved up towards the buffet where there was a spare coach.

We departed about 5 minutes late and headed up to Newton Abbot. We flew through Newton Abbot still about 5 minutes down. We headed along the sea wall in atrocious weather, but there was still a few photters out in force. We were soon passing Exeter St Davids still late. We then had another storming run up Whiteball, and we flew through Taunton.

We briefly stopped at Bridgwater again, and before we knew it we were pulling into Bristol Temple Meads more or less on time. We were due to stop at Bristol for 19 minutes (1849 – 1908) but we weren't allowed to get off for phots! We waited right up to 1910 before we set off again. A few phots were taken of the white 37s on Barton Hill, and of our 37s as they headed round the curve to Lawrence Hill.

We stormed once again up to Filton Abbey Wood, where we turned right and pulled into Bristol Parkway on time. After a brief stop we were away again, I took a few phots of the 'tractors' going round Westerleigh Curve. Another storming run was had to Cheltenham, of course there was nothing really to report on the engines as we were on the back and couldn't hear them, but they seemed to be performing well. After departing Cheltenham the train took a little detour via Worcester Shrub Hill, before attacking the Lickey.

HELLFIRE! We had a slow start and we slogged it at about walking speed to the top, we could hear the 37s where we were sat at the back. No doubt you could hear them for miles!

Something not to be forgotten. Once we got to the top we gained speed again and passed through Longbridge more or less on time and took the Camp Hill line to Birmingham. We stopped briefly at Grand Junction, before rolling into New Street. We were soon underway again on time. We turned right at Soho and headed to the spotting mecca known as Bescot. We crawled passed Bescot and we saw god knows how many sheds and the demic 37s. We gained speed again but before long we were approaching Wolverhampton.

We came to a stop just outside of Wolverhampton. There seemed to be a lot of commotion going on outside the window, three 'youths' were playing on the track. But they soon were making tracks after they got a 'telling off' by the bashers, idiots. Once they had gone we moved again and pulled into Wolverhampton. Again we were on time leaving and a fast run was had to Stafford were we dropped off more passengers. A fast run to Crewe meant we were a few minutes early into Crewe at about 2235. A few phots were taken and we walked home, getting back at about 2320.

Conclusion

Another excellent tour by Spitfire! Extremely good value for money, friendly and attentive staff, stock and engines were in good condition and excellent food from the buffet. So thanks go to Spitfire, DRS, WCRC, Gravy Train Catering and anybody else who helped to run this tour!



Left: The first of London Midland's refurbished Class 153 units will be back on the rails w/c 18 August after its refit.

London Midland's 10-carriage fleet of Class 153s, the mainstay of the Coventry - Nuneaton line, will all be upgraded by Wabtec Ltd at Eastleigh depot by the end of the year. The units are also used between Bedford and Bletchley, and on the Stourbridge Town Shuttle.

© London Midland

Last month I identified several potential issues with the new "Simple" fares introduced by the train operating companies (TOCs) with effect from 7 September.

Well, all is now clear - clear as mud that is! - and we know that ATOC has given every TOC a free reign to do whatever they like. Of course, it goes without saying that each TOC has done their own thing, resulting in a system that really isn't "simple" by any sane definition of the word!

Last month I noted that if Savers were renamed Anytime it would cause fare rises for 16-25 holders travelling before 0800, and indeed this has happened. First Great Western (FGW), Northern and London Midland (LM) have done this, resulting in these increases taking place. Sadly the pricing manager at FGW (who I am told is an enthusiast!) had not read the article and was apparently blissfully unaware of this result. To their credit, FGW have now pledged to fix this as a matter of urgency, but how they will achieve this remains to be seen.

TPE, Virgin, and others, set their 'Code 8A - Valid on any train' Savers to be called Off Peak tickets, but they are in fact, valid at any time. With Break of Journey (BoJ) now possible on the outward portion, they are now identical to the equivalent Anytime tickets on some routes. Anytime being the replacement for the Standard Open, but the outward portion is now only valid for one day. This effectively creates penalty fares by the backdoor on some routes, for example Penrith to Preston where the Off Peak return is £25.70 and the Anytime return is £42.00. What do you get for your extra £16.30? Nothing. ATOC actually admitted that anyone purchasing a ticket from a ticket office should be sold the lower fare and that the higher fare would only be sold on board where a customer had boarded at a staffed station.

National Express East Coast (NEXC) followed CrossCountry's model - implemented last May - by introducing phoney 'peak' restrictions on their Off Peak tickets. The restriction is 'Valid on any train, except those timed to depart between 0115 and 0400 inclusive.' NEXC do not run any trains that are timed to pick up within those times. So a York to Grantham 'Off Peak' is not valid in the early hours - when no trains run anyway - but is, in fact, valid on any train, but not at 'any time'!

NXEC and Northern's differing policies will cause confusion, as a holder of a 16-25 card informed me, his regular journey from Hull to York, was £12.80 for a 'Route direct' Saver; the 'Any permitted' being £15.10. This the 'Direct' is now Anytime so he has to pay the £16.00 minimum fare for this ticket. The 'Any permitted' is priced by NXEC so is an Off peak ticket valid on any train, and is therefore only £15.10. So his fare is up by 18%, because he is travelling at 'peak' time, but on an Off Peak ticket.

ATOC stated that where two Off Peak fares existed, the more restrictive would be called Super Off Peak. However this has proven not to be the case. On many routes Off Peak Day is not valid until several hours after Off Peak tickets become valid. Using the York-Grantham example, an Off Peak is effectively valid on any train but the Off Peak Day is not valid until 09:15. But what difference does the word 'Day' mean? Travel back the same day? Yes, but sadly, it also means a whole new set of restrictions. Simple? I think not!

Super Off Peak fares exist for some routes, the new fares include the former SuperSavers, among others. By rights, the East Coast route should have SuperSavers in this category but somehow Savers to London have become Super Off Peak. Sadly, GNER withdrew SuperSavers on this route, they then increased the restrictions on the Saver to make them roughly in line with the old Super Savers. A new ticket, with roughly the same validity of the old Saver was introduced, called a Business Saver. The Business Saver has become 'Off Peak' and is valid on any train in the evening peak out of King's Cross. Grand Central decided to do their own thing, and their ticket with the equivalent validity of the Super Off Peak on this route is called an Off Peak. Confused? You will be. It is permitted to use an Off Peak 'Route Any Permitted' ticket on the 08:21 from York to London and 16:50 return, but an Off Peak 'Route Grand Central' is not valid. In this case, just changing the route makes an apparently valid ticket, invalid. At King's Cross in the evening rush hour, Off Peak tickets are valid, off peak Grand Central tickets are not valid, and Off Peak Day tickets are not valid. This makes no sense.

LM have not only increased fares for 16-25 holders, but they decided to replace the Saver with two products. One of these is the same price as the Saver and is called Anytime. While previously, LM Savers were valid at any time, the Off Peak

tickets are not valid until 09:00. Replacing a ticket with the same validity of the Saver is Anytime, but this costs more - a rise of 6% on average. Worse, these fares will rise considerably in future. The Saver was protected, but LM will argue that the true continuation of the Saver is the Off Peak fare, therefore the cost is 'regulated' to the rate of Inflation +1%. The Anytime ticket is not 'regulated' so, come January, you can be sure these fares will rise by a hefty amount.

Finally, we come to BoJ. This is now possible on the outward and return tickets of all walk-on fares, which is welcome. However there is a catch, "Break of journey is now permitted on all Off-Peak tickets unless otherwise indicated by a restriction shown against the ticket's validity code." Again this is not simple, but early indications are that only NXEC are introducing this restriction, which applies to the outward journey only. It's unenforceable and I suspect it will be quietly dropped in future.

Off Peak ticket validity on the 0844 Newcastle-Bournemouth service at peak time between York (dep 0744) and Leeds (arr 0808).	
VALID - Accept	NOT VALID - Excess
Darlington-South Milford	Darlington-Leeds
York-Bradford	York-Manchester
Darlington-Cheltenham	Darlington-Birmingham
York-Taunton	Newcastle-Derby
York-Shireoaks	Newcastle-Leeds

To go back to the original point, "Passengers have told us that they want a simpler fares system. We are listening and responding," said David Mapp, commercial director of ATOC. Their response appears to be to confuse us to the point that our brains hurt. They want customers to "buy their tickets with confidence", but I am not aware of anyone looking to the 7th of September with any "confidence", least of all guards who are given the impossible job of enforcing these ludicrous restrictions.

I hope you have understood this article, but if you have any questions or concerns about any of your regular journeys, please feel free to ask them in the 'Fares, Tickets & Routeing' forum at railforums.co.uk.

Derailment at Yoker Depot

Jonathan McGurk

On the morning of Saturday 16th August 2008 around just before 06.00 in the morning a derailment took place in the middle of the yard beside the Y.M.S. (Yard Movement Supervisor) portakabins at Yoker Depot. Class 318 270 was the unit involved.

The set had just come into the depot and was taking the North Yard Line to go into the West End Yard at the depot. The Y.M.S. portakabins are located in the middle of the yard and has a set of king points sitting outside the portakabins also which control the points to get to and from the East End and West End Yards and to get in and out of the main line. The king points and the rails were the cause of the derailment and the previous derailment which happened in May. The rails within Yoker Depot Yard are over 30 years old and these are now going to be replaced as well as the king points. The kings points are thought to have changed automatically as Class 318 270 was making its way into the West End Yard and therefore derailed the train.

I had just finished a nightshift at work on the Saturday morning and I was standing waiting for my train home when a train pulled into the opposite platform at the station and one of my driver friends put his head outside the opposite drivers window and shouted up to me telling me that a train has derailed and that I should get myself up there with my camera and analyse the going on at the site because there was no trains going down to Balloch (which is the line I was taking to get home). So since I had nothing better to do, my friend waited for me to get myself over to the other platform and

he took myself and a few other passenger to Dalmuir station where the train terminated.



When I arrived I noticed that all the train stabled in both the West and East End yards all had their pantographs down as the power to the overhead wires in the depot had been turned off due to there being engineers from different railway related companies investigated and analysing the incident. Babcock Rail, E.W.S. and First ScotRail engineers were at the scene.

The train had came completely off the rails and it did take the de-railing engineers some two hours to complete the re-railing.

No trains could get in or out of the Yard for three hours because of what happened hence why no trains were going down to my local branch line, Balloch.

All trains within the depot yard were trapped until Class 318 270 was back on the rails and moved away from king points.

A nine – car set Class 334 EMU Juniper (3 three – car sets coupled together) and a 6 car Class 318 EMU (2 three – car sets coupled together) were brought over to the depot from Glasgow Central High Level station to cover for services on the North Clyde Electric and Argyle lines for the morning.

As I was leaving the scene trains were able to move from the West End Yard onto the main line and ran E.C.S. to Hyndland to start services to Balloch and Milngavie.



Left: Advenza Freight Class 47 237 is seen receiving attention inside the Maintenance Shed at Barrow Hill.

Class47

Part One...

Hello to all the readers of Railtalk magazine. I have visited Yoker Train Depot four times this year and I wanted to find out as much information as I about the depot's present time and history in order to do a written and illustrated depot report. I will talk more about my visits to the depot as the report goes on. All of the photographs included in this in depth report are taken by myself and I have been giving permission to take and use them for the magazine. I hope that all the readers enjoy the report as well as the photographs that go along with it.

Regards.....Jonathan McGurk

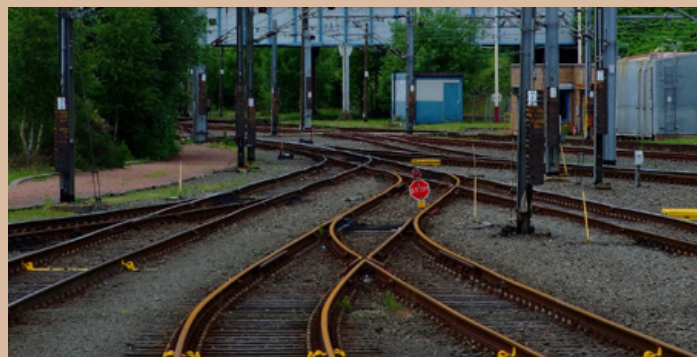


Yoker Depot, opened on May 21st 1987 is the main train crew and EMU servicing depot for the North Clyde Line area. It was opened to replace and close down the old Bridgeton Central and Hyndland train depots. Yoker is an operations depot and is built on the site of the former freight marshalling yard which served the Rothesay Dock branch line and the Whiteinch Tramway in bygone years. Evidence of the old Rothesay Dock branch line is visible beside the YMS' (Yard Movement Supervisors') portakabins within the depot yard where some of the original track still lies.

Yoker Depot's geographical location is towards the western boundary of Glasgow and in railway terms it is adjacent to the North Clyde Electric Line from Hyndland to Dalmuir via Garscadden. At the time the complex cost £5 Million to build and the new facilities were required to replace the carriage cleaning and stabling capability which had been installed at the time of the original electrification of the North Clyde lines as long ago as 1959, before the opening of the Argyle Line in 1979. The depot provides EMUs for Balloch, Helensburgh,

Dalmuir, Milngavie, Springburn, Airdrie, Drumgelloch, Motherwell, Lanark and Larkhall routes and is also a major train crew depot providing drivers for these routes. There are also drivers based at Helensburgh, Airdrie and Motherwell who are rostered from Yoker. The units which are stabled in the depot yard are Class 318s 320s and Class 334 EMU Alstom Junipers. Before Class 334s were brought up North to Scotland from Alstom, Class 314s and the old Class 303s were stabled here (what was known to a lot of enthusiasts and long term train drivers as 'The Good Old Days').

As an operations depot Yoker has its very own signalling centre that covers signals up to Dalarnock on the Argyle Line, Duke Street on Springburn Line and all other North Clyde routes and West Highland Line to Helensburgh Upper. The signalling centre is due to close down in the years to come as a new state – of – the – art signalling centre will be / currently is being built at Cowlairs beside Eastfield DMU depot in Glasgow. This will close down all the major signalling centres that are currently still in use until the new signalling centre is open. Network Rail also has offices within the Yoker operations depot building. Yoker depot consists of a yard which all together has 22 sidings, 6 of which are used for cleaning purposes, number 1 – 10 sidings in the west known as the West End Yard and number 11 – 22 sidings are in the east end known as the East End Yard. There is a total track capacity in the yard to accommodate 54 3 – car EMU sets. The yard also contains of over 6,000 metres of track and around 10,000 metres of overhead electrified wire.



Number 18 and 19 roads are currently out of use in the East End Yard at present due to a derailment which took place overnight one night in May this year during a shunt movement. The sidings have been closed down and will be until further

investigation has been carried out. The points on the track that lead trains into the different sidings are controlled manually by push / pull levers within the yard. These can be controlled either the shunter driver or YMS (Yard Movement Supervisor). There is also a head shunt sidings which takes you just outside the depot yard and trains go out to this siding from the yard in order to get the path to use one of the two train washing plant facilities. Trains get to the head shunt by using the North Yard Line which is the line in the yard which takes you from the West End Yard out onto the mainline. Trains entering the depot from the mainline normally use the South Yard Line although they can use the North Yard Line which can also be used for running round movements if required. External cleaning of the train vehicles is carried out in a fully automatic fixed washing plant through which each train can pass before going on to be interior cleaned or stabled. This particular washing plant sprays and brushes on to the bodysides of each set a chemical cleanser which is designed to attack dirt and brake block dust.



A wash, brush and final rinse of plain water is then applied to each vehicle. The washing plant does not cater for the driving cab ends of the sets and are therefore are hand – brushed at the buffer end of the cleaning sidings. Each set receives an exterior clean once every 24 hours in traffic. Also on site within the complex is a Train Maintenance Team who have their own portakabin beside the operations building. The train maintenance team consists of fitters who fix minor train repairs and defects on site. Any major or serious repairs, defects and exams on the trains are undertaken at Shields Road TMD (Train Maintenance Depot) in Glasgow. When trains have to get transferred between Yoker and Shields Road TMD depots they travel ECS as a 3, 6 or a 9 car set movement via the Argyle Line, Rutherglen West Curve and Larkfield Junction.

Continued Next Month





Above: In August, several Class 91's have been running "Blunt End First" because of cab faults. One such example is this, seen at Doncaster working a London Kings Cross - Leeds service on the 2nd August.

Class47

Top Right: Class 60 040, in sunshine for a change, works the 6M57 Lindsey - Kingsbury Tanks passed Elford on the 2nd August.

Carl Grocott

Bottom Right: Network Rail are continuing to use DRS traction for many of its trains. This is Class 37 602 and 37 038 working 1Q18 Crewe - Crewe passed Slindon on the 7th August.

Carl Grocott





Above: Class 150 127 is about to depart Newquay on July 28th with the 12.59 service to Par.

Dave Harris

Left: Class 334 040 is seen calling at Platform 1 at Duke Street station while working the 18.19 2V33 Springburn - Garscadden service. The train was meant to work the 17.49 2V55 Springburn - Dalmuir service but was late coming into Springburn station because of the floods at Duke Street station on the way up from Dalmuir station due to heavy and torrential rainfall. As you can see in the photograph the rain flooded the tracks to just below ballast - rail level. There were no services to and from Springburn on the North Clyde Electric line for an hour or so.

Class 334 040 was waiting here for around 15 minutes due to the SPAD repeater signal for controlled signal 'YS 213' being illuminated. The SPAD signal triggered automatically because of the heavy rain and the driver (also a D.T.M. (Driver Team Manager) assessing the driver of the train) had to wait until the signaller gave them the all clear to proceed once the SPAD signal was clear (not flashing red).

Jonathan McGurk



Top Left: This is the 6G09 Goonbarrow - Fowey loaded China Clay hoppers, and the train is seen just passing the home and distant semaphore signals at Par as it comes off the Newquay branch on July 29th.

Dave Harris

Bottom Left: Class 320 305 is seen sitting at Platform 4 at Springburn station while working the 14.50 5H35 Yoker C.S. - Springburn - Bellgrove E.C.S. move.

When the train arrives at Bellgrove it will work the 17.15 1H35 Bellgrove - Helensburgh Central evening rush hour express service.

Jonathan McGurk

Bottom Right: Network Rail Class 37/9's or is it 97/3's?? Anyway 97 304 and 97 303 TnT with 97301 (at the rear) enter Sheffield on 14th August on the 5Z97 Test Train.

Mike Parsons





Top Left: Semaphores Galore! At Par in Cornwall on the Western Region mainline with a Plymouth bound HST set entering the station led by 43034.

Derek Elston

Top Right: Class 60 096 works the 6K23 Santon - Immingham at Worleby Crossing on the 16th August.

Steve Madden

Bottom Left: Class 73's 73 206 & 73 208 haul Wessex unit 442 408 out of Eastleigh Depot.

Lee Scott

Bottom Right: Class 142 034 enters New Mills Central, with a service bound for Sheffield on the 14th August.

Mike Parsons



Top Left and Right:
Two views of Colas Class 47 727 "Rebecca"
hauling an ex-SWT Slammer unit 1884
through Millbrook to collect a Class 508 unit from
Marchwood. The loco then returned
through Millbrook later in the day with the Class
508 the consist. [Lee Scott](#)
Below: One of the Massive Workings in August
was this, Class 59 204 somewhat away from it's
usual working area working 6256 Southall Yard
- Healey Mills passing Irthlingborough Road,
Wellingborough on the 18th August.
[Derek Elston](#)





Top Left: Class 66 719 "Metroland" works 4M40 Washwood Heath - Wellingborough up sidings train of sleepers past Harrowden Junction on Friday 18th August. [Derek Elston](#)

Bottom Left: Class 170 414 is seen at Platform 2, Glasgow Queen Street High Level station on the 19th August. [Jonathan McGurk](#)

Above: This is the Cornish Riviera (still named in the First Great Western timetable), departs Penzance at 0842, to London Paddington seen here approaching the curve at Langstone Rock, Dawlish with HST 43172 leading the train on Aug 1st. [Dave Harris](#)



Left:
Displaying the new National Express East Coast livery, Class 91 111 is seen departing Glasgow Central High Level station while working the 13.50 1E19 Glasgow Central High Level - London Kings Cross East Coast service on the 12th August.

Jonathan McGurk

Below:
It was thought that with the erection of lineside fencing at Cockwood Harbour, the view of passing trains would be spoilt. We are pleased to say that we don't think that is the case. This is a class 220 Cross Country Voyager skirting the River Exe at Cockwood Harbour Devon with a Birmingham-Plymouth service on August 7th 2008.

Dave Harris





Above: Class 60 018 works 6E38 Colnbrook - Lindsey empty tanks past Harrowden Junction on the 18th August. [Derek Elston](#)

Top Right: This shot is at Par in Cornwall with EWS Class 66 No 66 104 with the 6C51 Burngullow - Exeter Riverside China Clay Tanks for IMERYS on July 29th. [Dave Harris](#)

Bottom Right: Just another Virgin Voyager, or is it??
Virgin have started reforming their fleet and all units modified have a blue band applied on the front. Class 221 106 is seen coming into Glasgow Central High Level station to terminate the 13.03 1S58 Birmingham New Street - Glasgow Central. [Jonathan McGurk](#)





Top Left: Class 92 034, 92 002 and Class 86 610 and 86 604 are all seen sitting stable in the Freightliner Up Yard at Moseend on the 12th August. [Jonathan McGurk](#)

Bottom Left 60044 is seen departing a signal check at Harrowden Junction with 6E38 Colnbrook - Lindsey empty tanks. [Derek Elston](#)

Above: Class 66 139 is seen approaching Paisley Gilmour Street station while working the 13.00 7G18 Hunterston - Longannet Power station coal train working on the 5th August. [Jonathan McGurk](#)



Left: Class 47 828 is seen at Platform 1 Springburn station, being held at red for the 16.53 Glasgow Queen Street High Level - Cumbernauld train to come into the station while working the 09.05 5Z60 Gloucester - Glasgow Works. The locomotive is seen trailing 2 translocator vehicles plus three Mk II coaches which the locomotive will drag from Glasgow Works, Springburn - Inverness C.S.D. tomorrow (Wednesday 20th August 2008) where the coaches will be getting overhauled and prepared for starting work on the Fife Circle services in Edinburgh which are due to start in December 2008 to free Class 170 DMU Turbostars for other routes. [Jonathan McGurk](#)

Above: 43 074 with newly attached EMT branding seen on 15th August at Artlingborough Road, Wellingborough. [Steve Madden](#)

Below: Class 60 062 approaches Severn Tunnel Jct. station. [Liam](#)





Network Rail, busy as always...

Top Left: Class 31 190 with 31 454 working 4Q07 Derby RTC to Selhurst Serco test train past Headlands Bridge, Kettering.

John Coleman

Top Right: Class 31 602 with DBSO 9703 working a Serco test train from Peterborough to Derby RTC on 14th August.

John Coleman

Left: Class 43 014 and 43 013 are seen sitting at platform 10 at Glasgow Central High Level station while waiting to work the 13.35 1Q26 Glasgow Central High Level - Edinburgh Waverley - Larbet - Motherwell T.M.D. Network Rail New Measurement Train on the 5th August.

Jonathan McGurk



Above: After leaving the Elford goods loop, EWS/DB Class 60 040 approaches Portway, north of Tamworth, with the 6M57 Lindsey oil refinery - Kingsbury laden oil train on Saturday 2nd August 2008.

Gary S. Smith

Left: Here is an unusual shot of a Class 91 running on its own through Peterborough en route to Doncaster for tyre turning on the 14th August.

John Coleman



Class 60 007 Working 7B42 Toton to Forders trip. Seen here just crossing onto the Bletchley Branch at Bedford Station on the 21st August.



Above:
Class 57 315 passes a filthy Class 56 302 on the 8th
August near Cossington.

Peter Cheshire

Top Right: Splendid long lens shot of Class 60 066
working the Scunthorpe Iron Ore circuit,
as it approaches to Barnetby,
13th August.

Ian Furness

Bottom Right: The glorious Peak district
scenery, as a pair of ex-Central Class 158's pass Edale
on the 14th August.

Peter Cheshire





Left:
On Tuesday 26th August West Coast Railways
Class 33 025 took one coach from
Carnforth to Southall. The train, running as 5Z33, is seen
approaching Banbury.

Gary S. Smith

Bottom Left:

The engineering work along the West Coast Main Line at
the end of August required freight trains to be diverted. On
Tuesday 26th August 2008 the GBRf container trains were
routed via the Chilterns. 66724 takes the
4L22 Hams Hall - Felixstowe through King's Sutton.

Gary S. Smith

Bottom Right:

Class 86 101 works the 1S96 Willesden - Shieldmuir
through Stafford on the 22nd August.

Carl Grocott



Railtalk
Magazine





CASTLE CEMENT

Clitheroe Castle

60029

Top Left and Left:
During the weekend of August 30/31 - Castle Cement at Clitheroe held an open day.
Guest appearance of Class 60 029 "Clitheroe Castle" especially cleaned up for the occasion.
It is seen here at Clitheroe with its HM Driver, Ian Tunstall
David Hollowood

Top Right:
The Class 37 fleet has seen an increase in it's workload recently, and trip workings such as this are becoming more frequent for Class 37 allocation.
This is Class 37 417 as it gets the signal at Peak Dale, with the Dowlow - Warrington Aprley on 14th August.
David Dawson



Copmanthorpe - York

This month we visit a location that is very close to our home. Copmanthorpe, York can be a great location for East Coast running frequent services departing York heading south including Class 91s, 185s, 158, 220, 221. Also frequent freight operation are seen consisting of Class 66s, 60s, odd Class 92s and Class 90s

This location only became known to me after the accident last year, where (if you remember) a car crashed through a fence and collided with a Virgin Voyager.

Although Copmanthorpe is a well populated village, the location is very quiet and at many times you will never see another person. The only company, (and be warned, "very hungry") is the very friendly local cat, who will always investigate what you are doing.

If you want any information on how to get to this please email me for directions.

All pictures: Andy Patten





Welcome to the another “Nosh Report”, remember that this is your chance to let everyone know where to go for something to eat or drink, (ie cafe, takeaway, sandwich shop) when out and about.

This months top place to get something to eat is:

SPOONERS CAFE, THE FFESTINIOG RAILWAY,
PORTHMADOG.

<http://www.greatlittlerailsofwales.co.uk/ffestiniog.html>

After a trip on West Coasts Railway’s Cambrian Steam service a stop was made by myself & two other members of the Railtalk Team (Pete Cheshire/Neil Davies & family).

Sampled was a hot beef sandwich priced at £2.99, and locally produced cake served by enthusiastic members of staff.

A note for Vegetarians the spicy bean burger was highly rated.

A pleasant cafe adjacent to the famous Spooners bar that doubles up as a small museum. Ample room for kids & pushchairs. For early travellers “The Railwaymans Breakfast” is highly recommended but healthier options are available.

With the Welsh Highland connection from Caernarfon to come into service in 2009, a visit to this railway and cafe located in a beautiful corner of North Wales is highly recommended..

Also this month we received the following from National Express East Anglia.

**NATIONAL EXPRESS FEATURES IN COMMUNITY RAIL AWARD
SHORTLISTING**

‘Best Station Retail Outlet’ category

David Turner’s Brief Encounter café at Wymondham station has been shortlisted.

Mr Turner has developed a sustainable business at the station, offering an excellent range of food and drink with great service, in an atmosphere that is truly nostalgic and comfortable.

So if anyone is in East Anglia, perhaps they can give me their own verdict.

Until the next time, and don’t forget if you have any reports or thoughts for this column, email me at :

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts



Left: A general view of Queens Park station which is the first of few stations to be painted into the new Transport Scotland blue and white Saltire colours.

This photograph was taken from the Victoria Road entrance and exit to the station.

Eventually the whole Scottish railway network will see the Transport Scotland Saltire blue and white ‘uniform’ including all of the EMU and DMU rolling stock operating in the country.

Jonathan McGurk

TRAINEE GUIDE DOG HOPE TRAVELS WITH NATIONAL EXPRESS

Trainee guide dog Hope has become a familiar face at National Express East Anglia's Colchester station, after making regular visits there for her nearby training sessions.

National Express East Anglia is providing complimentary rail travel to The Guide Dogs for the Blind Association's volunteer puppy walkers. The puppy walkers look after the puppies from six weeks of age for 12-14 months, during that time they will get them used to a number of environments including public transport. Hope is one such puppy and regularly travels from Bury St Edmunds to Colchester by train. Hope has become a popular figure with staff and customers alike at Colchester station.

From an early age guide dogs need to be confident with busy, noisy places and train stations make ideal places to get used to a range of sights and sounds, particularly as blind and partially sighted people often use public transport to get out and about.

Neil O'Hare National Express East Anglia Group Station Manager said: "Hope has become a popular figure at Colchester station. We are pleased to assist Hope and other trainee guide dogs. Guide dogs provide life changing freedom and independence to their blind or partially sighted owners. We welcome people with disabilities onto our services and our staff are only too happy to provide assistance if required."

Guide Dogs is a registered charity and National Express East Anglia is pleased to help with the puppies' training.

Richard Huggins, Puppy Walking Manager for Guide Dogs in the South East, said: "It is fantastic that National Express East Anglia is supporting us. It makes such a difference and will really help our puppies get used to travelling on trains plus saving the fare for the volunteer during the training of the pup."



Homesick Superlambanana leaves London

One of only two Superlambananas to take up residence outside of Merseyside has returned home. Lovemedoodle, who was reported to have jumped on a Virgin Train from Liverpool in June, and taken up residence on Platform 13 at London's Euston station has returned to his homeland. Lovemedoodle has attracted loads of interest from rail passengers arriving, and departing Euston station, but was reported to have become homesick.

The opportunity of get a 10% web booking discount on the already low £13 Advance one way ticket to Liverpool was just too good to miss.

Virgin Trains Station Manager Liverpool, Keith Millard said: "Reports from our staff who regularly visit London have said that Lovemedoodle had become homesick, so we made arrangements for him to return home to an emotional welcome."

Lovemedoodle has now been reunited with his friend Superlambanana on the concourse at Liverpool's Lime Street station. The journey north enables Superlambanana spotters to see Lovemedoodle without having to travel to London.

Superlambananas were on display until 26 August, when they will all go to the 'SuperHospital' to be prepared for auction.

All 100 Superlambananas will be auctioned and further information can be obtained by visiting www.gosuperlambananas.co.uk.

TRAIN COMPANY ON RIGHT TRACK FOR RECYCLING

THOUSANDS of newspapers and magazines discarded by the two million passengers who pass through Hull station each year are being put to good use in a new recycling initiative.

Train operator and station manager, First TransPennine Express has joined forces with Kingston upon Hull City Council and local environment charity The City of Hull & Humber Environment Forum (CHEF) to recycle tonnes of the paper waste.

Waste paper is collected from trains and segregated at the station by train staff before being collected by the City Council. The paper is transported to Cheshire to be turned into newsprint and last year over 8.5 tonnes of waste paper collected at Hull railway station was recycled in this way.

Without this recycling project, much of the waste would be costly to dispose of and would otherwise have been deposited in landfill sites. The collections from the station are provided free, which helps the environment and reduces waste disposal costs.

Dean Lancaster, station manager at Hull station says: "Train travel is already one of the greenest forms of transport so by recycling our waste First TransPennine Express is going that bit further to help the environment."

The charity already works with First TransPennine Express and other train operating companies to promote public transport in the region through its regular transport surgeries and partnership working.

Adam Fowler of CHEF says: 'First TransPennine Express is taking the lead in showing how businesses can take simple steps to reduce their impact on the environment and reduce their operating costs.'

100% FOR WALTHAMSTOW CENTRAL STATION

National Express East Anglia's Walthamstow Central station has seen an improvement of around 20% in recent mystery shopper surveys. In 2006 Walthamstow Central was scoring around 80% in the assessments, now the figure has gone up to 100%, a perfect score, in the most recent survey.

The Service and Quality Standards assessment is very thorough and the team of mystery shoppers experience the station as any member of the public would. The Service and Quality Standards criteria are based around the cleanliness, customer service and condition of all areas of the station including the ticket office, car parks, concourse, waiting rooms and shelters, bridges, stairs, platforms, announcements, customer information and toilets.

A team of mystery shoppers attend large stations once a week and smaller stations once every four weeks and score the stations against the Service and Quality Standards criteria.

A team of two Station Care Assistants staff work at Walthamstow Central station and Group Station Manager, Kevin Walton, said, 'The team at Walthamstow Central station have been working really hard to improve the station environment. They are taking greater care and paying much more attention to detail. Their efforts are making a difference for our customers and are reflected in the improved scores during assessments. I would like to thank the staff for their efforts.'

Kevin Added: 'The surveys are valuable in highlighting areas where we need to improve the service we offer to our customers. By learning from these assessments, we hope to improve Walthamstow Central station still further in the future'

Earlier in 2008 Walthamstow Central station was redecorated including doors, windows, platform furniture and lighting columns. Since then a revamped cleaning schedule has been put in place and staff have reinvigorated their efforts to enhance the station.



All London Overground managed stations are deep cleaned

Transport for London (TfL) recently announced the completion of the first major step in bringing what was once the country's most neglected railway into the 21st century.

Within less than a year after TfL took control of the London Overground network, all 34 London Overground managed stations have been brought up to TfL standards in rail travel. Passengers will notice that the stations have been thoroughly cleaned and re-painted.

The existing equipment including the public announcement and CCTV systems, information screens and lights have also been checked and repaired where necessary.

Managing Director of TfL London Rail, Ian Brown, said: 'The deep-cleaning phase of our improvement programme for the London Overground network is now completed. We have brought these stations up to our standard and can now look at bringing further improvements.

'By 2010, all stations will be upgraded and refurbished and some will be remodelled depending on funding availability.

'Passengers deserve a safe, reliable and comfortable journey on London Overground.'

The stations improvement programme is part of TfL's £1.4bn investment for London Overground, which will upgrade the network infrastructure for a more reliable and efficient service, deliver new trains and connect the East London line to the North London line in 2011.

LOUNGING IN LIME STREET STATION

Rail passengers using Lime Street station will be able to lounge in comfort next year thanks to a £3.4 million investment in the station by Network Rail.

Work started on the 18 August on two new passenger lounges, an information point, three shops and railway staff accommodation. The new facilities will be built on the old cab road between platforms seven and eight, which used to be used by Royal Mail vehicles and black cabs.

Peter Strachan, route director at Network Rail said: "Every day over a thousand passengers use the long-distance platforms at the station. At the moment, they have limited seating on that side of the station and virtually no other facilities.

"This investment is designed to get their journey off to a good start by giving them access to much needed seating, information, cash machines and other services that a station of Lime Street's importance should provide for people making inter-city journeys.

"We spent a lot of time talking to the city planners to make sure that what we were proposing was acceptable to them and fitted in with the listed building status of the station. I think the end result will be something the people of Liverpool will appreciate and will look forward to using for many years to come."

Gary Iddon, Virgin Trains General Manager Liverpool said: "Virgin Trains is delighted to be supporting this scheme which will enhance the station facilities for our customers and provide them and others with a first class lounge for the first time."

FASTER, MORE FREQUENT SERVICES GET CLOSER ON THE WEST COAST

Work to introduce over a third more services on the West Coast main line and significantly cut journey times got a massive boost over the August bank holiday weekend, and the days that followed, as Network Rail continued substantial improvement work along the route.

Over 4,000 engineers worked to build a bigger, better railway at seven major locations covering over 130 miles of the west coast main line. They installed new track, new points, a new subway, new platforms, new signalling and refurbishing a 450m flyover.

Peter Strachan, Network Rail route director, said: "Next year will see a massive increase in services along the west coast main line and a dramatic cut in journey times. Our work continues over the August bank holiday weekend, and the days that follow, and it is vital for the successful conclusion of the improvement programme.

"There is a huge prize to be had come New Year when passengers will enjoy over a 30% increase in services. Our task is to try and keep disruption to a minimum but there will be significant changes to timetables over the coming few weeks."

The seven locations of major improvement work are:

- Stoke - new track and overhead line and signalling work
- Lichfield - new signalling, lengthening platforms and overhead line work
- Nuneaton - new signalling, new track and new points,
- Rugby - opening two new platforms, new subway (involving use of a massive crane), refurbishment of 450m flyover, new track, new points and signalling and overhead line work
- Milton Keynes - new track and extending a platform
- Berkhamsted (nr Hemel Hempstead) - refurbishment of the subway
- Harlesden (nr Willesden) - new track and new sets of points

Andy Thomas, operations director at London Midland, said: "The latest rail improvement work are part of an almost £9bn investment to deliver better rail services.

"This investment will mean that London Midland is able to bring services back to the heart of the Trent Valley, giving local communities there a rail service for the first time in many years.

"In the meantime, our passengers may face some disruption to their journeys. We don't take this lightly, and are working in partnership with both Network Rail and other train operators to keep disruption to a minimum and keep passengers informed about changes to their journeys, along with the ultimate benefits of this work."

Chris Gibb, managing director, Virgin Trains, said: "I would like to apologise to all our customers who will experience disruption over the bank holiday weekend. We shall be doing everything possible to provide as much capacity and information as possible during this particularly difficult period. For anyone travelling between Saturday 23 August and Sunday 7 September I would ask that they re-check their journey details 24 hours before travelling with the Virgin Trains website."



Pictured Left is the Old Trent Valley and on the Right is the new four track layout.

© Network Rail



PIPE MAJOR INSPIRES MINIATURE TV ADVERT FOR NATIONAL EXPRESS EAST COAST

A bagpipe player from Edinburgh has provided the inspiration for a new television campaign promoting National Express East Coast's low-price rail fares to Scotland.

Pipe Major Iain Grant, who regularly plays the bagpipes at railway events and launches at Edinburgh's Waverley station, takes a lead role in the company's newest TV advert which encourages people to take advantage of its 'miniature priced' rail fares and discover Scotland's local history, activities and tourist attractions.

In keeping with the 'miniature' theme, the humorous commercial takes place in an animated model world and focuses on a 2 inch tall, lone piper playing a cheerful bagpipe melody at Edinburgh Castle. He is then joined by a second piper who tries to steal the show by playing a full-on rock solo on the bagpipes. A voiceover is provided by comedian David Mitchell, the star of TV's Peep Show.

Anita Webster, National Express East Coast campaigns manager, said: "The bagpiper player in full Highland dress is one of Scotland's most iconic images. Pipe Major Iain Grant was the perfect role model for our new TV advert given his long association with the railway, particularly the East Coast route.

He is a well-known, popular character and represents everything that is traditional yet fun about Scotland, making it such an interesting destination to visit by train."

Pipe Major Iain Grant said: "I have piped at many train-naming events and railway launches over the years and I'm delighted that I've provided the inspiration for National Express East Coast's new TV advert which provides a great tourism boost for Scotland."

Firmly established as National Express East Coast's favourite piper, Iain has played the bagpipes at many railway events including the launch of the National Express East Coast franchise in Edinburgh on 9 December 2007.

Throughout the summer he can be seen at the Waverley station twice a week as he provides entertainment for guests travelling onboard the luxury Royal Scotsman charter train.



New look for East Midlands Trains staff

This month marks the start of a new look for East Midlands Trains, with the launch of the company's new staff uniform.

The new uniform, which has been specially designed and manufactured by corporate clothing company Incorporatewear, is the culmination of many months of 'behind the scenes' activity, which has included:

Focus groups with staff representatives;
Wearer trials; during April 2008, feedback from staff representatives allowed the first batch of uniforms to be developed for wearer trials, with staff working in the public eye testing the uniform for comfort, practicality and style;

Following these wearer trials, sample uniforms were given to staff to 'try on for size' with orders then

being placed for around 38,000 garments for East Midlands Trains staff.

The end result is a smart looking navy blue uniform with red piping, made from high quality fabrics.

Julie Smith, a Travel Advisor at Nottingham, who was involved in the uniform production process and also visited Incorporatewear's factory to see the new uniforms being made, said:

"I think the new uniform is great – as well as being comfortable, easy to wear and very smart, it's really good to be wearing a uniform that has been designed specially for East Midlands Trains staff".

Jake Kelly, Customer Service Director for East Midlands Trains said:

"Since the start of our franchise, we have been working directly with our staff to come up with a uniform that looks professional and smart, but that is comfortable and practical, and also reflects our new brand. We believe our new uniform ticks all of these boxes and will also help passengers to easily identify our staff at stations and on train."

In addition to the introduction of the new East Midlands Trains branded uniform, the company is also in the process of re-branding its fleet of trains to ensure a consistent look.

The introduction of the new uniforms will be complete by 8 September 2008, and East Midlands Trains is working with Wolverhampton based company, Wilcox, to recycle and re-use as much of the old uniform as possible. As a result East Midlands Trains staff will be supporting communities across the world by donating their old shirts, jackets, trousers and skirts which will either be reused as whole garments or recycled to make new fabrics.



Customers set to benefit from extra carriages

First Capital Connect customers are set to benefit from new carriages, longer and more frequent trains as well as a greater choice of destinations due to changes to franchise agreements agreed between the Department for Transport.

The changes are a key milestone in the wider £5.5bn Thameslink modernisation programme and mean that passengers will see:

- Increased frequency - the number of trains running through central London on the Thameslink route will increase from 8 up to 15 per hour during peak hours from 1 March 2009;

- New trains - 92 new class 377 carriages - worth around £100m - are on order, which will be deployed on First Capital Connect services between Bedford, London and Brighton and Southeastern services between St Pancras International and Bromley South, Orpington and other Kent stations from March 2009;

- Extra seats on First Capital Connect - the introduction of additional class 319 carriages will boost more peak services to 8-car length on the First Capital Connect Thameslink route. With the class 377 and class 319 carriages, there will be an additional 1150 seats in the morning peak and 2080 seats in the evening peak on First Capital Connect services from March 2009.

- More direct journeys - from March 2009, some Southeastern services will join First Capital Connect Thameslink route services, meaning passengers can travel between Sevenoaks, St Pancras International and stations in north London without changing trains.

Rail Minister Tom Harris MP said: "We are committed to improving the travelling experience for passengers on one of the country's busiest rail routes. That's why we have secured a range of improvements, from more frequent train services, to newer trains and more seats that Thameslink passengers will benefit from for years to come."

"The changes we are making are part of the £5.5bn Thameslink programme, which will deliver a dramatic increase in capacity for passengers in London and the South East."

INITIATIVE TO FENCE-IN RAIL CRIME OFFENDERS IN THE SOUTH-WEST AND WALES

Network Rail is toughening its measures to tackle railway crime. It is installing over 4000 metres of fencing around the railway in the South West, to make it more difficult for trespassers or those looking to commit crimes such as vandalism or graffiti to access the railway.

Long enough to go round Wembley Stadium four times, the steel fences will be put up at 24 locations that include top rail crime hotspots – Plymouth, Weston-Super-Mare and Bristol.

Network Rail started erecting the fences ahead of the school summer holidays when rail crime tends to peak. Last year, more than half of the recorded incidents in the South West occurred between March and August. Chris Fuoco, Area General Manager, Network Rail, says,

"Erecting fences is another effective tool in our armoury to tackle railway crime. Our best fighting tool however is prevention and getting safety messages across by engaging with young people in schools, local youth groups and community groups. We will continue to work with them to raise awareness throughout the summer, when we will also be organising our No Messin' event, to help prevent crime and ultimately save lives."

Speaking at Network Rail's No Messin' event at Weston-Super-Mare today, MP John Penrose says,

"Trespassing on the track, throwing things at trains and putting objects on the line are extremely dangerous and can put lives at risk. Unfortunately Weston-super-Mare is one of the ten worst towns for this type of problem in the country. If placed correctly the new fences should help to reduce the problem, but making sure local young people understand the dangers is vital too. That's why this event as well as Network Rail's work with local schools is so important."

Network Rail spends £3.5 million alone every year to remove graffiti on railway property and railway crime as a whole costs the industry £265 million in total each year.

There were over 15,000 reported incidents of railway crime in around 3,500 places across Britain – although it is estimated that the true figure is much higher as much goes unreported. Over 2,200 objects were placed on tracks across Britain, and nearly 3,000 missiles were thrown or fired at trains. Sites involving child trespass and near-miss reports will be tackled first.

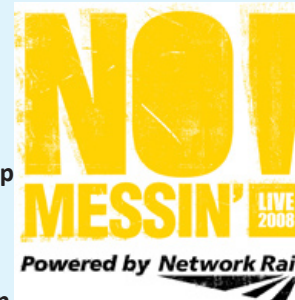
In addition to the South-West it is installing over 15,000 metres of fencing around the railway in Wales.

Long enough to go round Wembley Stadium 15 times, the steel fences will be put up at 35 locations that include top rail crime hotspots – Splott, Cardiff Valley Lines and Hereford.

Network Rail has started erecting the fences ahead of the school summer holidays when rail crime tends to peak. Last year, more than half of the recorded incidents in the Wales occurred between March and August.

Mark Langman, Area General Manager, Network Rail, says,

"Erecting fences is another effective tool in our armoury to tackle railway crime. Our best fighting tool however is prevention and getting safety messages across by engaging with young people in schools, local youth groups and community groups. We will continue to work with them to raise awareness to help prevent crime and ultimately save lives."



Bombardier awards new contract to First GBRf

Bombardier Transportation, a world-leading manufacturer of rail equipment, has awarded First GBRf a new contract for the movement and service of hundreds of new units on three separate train networks.

Under the new contract, First GBRf will provide drivers and locomotives to transport the newly manufactured BOMBARDIER MOVIA metro cars from Bombardier's production site in Derby to Metronet Rail for use on the London Underground's sub surface lines. 191 7-car and 8-car units (1395 cars) will be transported over a five-year period, to replace outdated underground rolling stock.

First GBRf will also assist Bombardier by providing drivers and maintenance engineers to service and test new BOMBARDIER ELECTROSTAR trains on the East and North London Railways. The servicing will be primarily delivered out of a new purpose-built maintenance facility situated at New Cross Gate in East London.

The third tier of the contract will see First GBRf providing drivers, locomotives and translator vehicles for the delivery of 23 ELECTROSTAR 4-car units from Derby to Selhurst for Southern GoVia. The movements will begin in October 2008 and run until March 2009.

The contract was awarded to First GBRf due to the competitive and technical solution they were able to provide.

Mark A Williamson, President Bombardier UK Passengers Division said: "We were extremely impressed with the thorough understanding and solution finding approach applied by First GBRf when bidding for this work, plus we have had a very good experience and high level of service in the past".

Ashley Stower, First GBRf's Senior Business Manager said: "I am delighted that our combination of reliability and flexibility has led to a new long term contract with Bombardier. Our thorough approach allowed us to understand what was needed in a technically difficult situation and we look forward to building on our working relationship with Bombardier in the future."

RAIL STRATEGY SIGNALS A BETTER RAILWAY FOR LANCASHIRE AND CUMBRIA

More frequent trains, more tracks, improved stations and more freight services are all proposed as Network Rail publishes its long-term strategy aimed at improving rail services in Lancashire and Cumbria.

Covering routes such as Leeds to Blackpool North, Settle to Carlisle and the Cumbrian coast line, the strategy outlines how Network Rail will work to deliver a rail network able to manage the predicted growth in rail usage over the next ten years. The publication, which will now be submitted to the Office of Rail Regulation, follows a three month extensive consultation period with key stakeholders and additional analysis.

The document - the Lancashire and Cumbria Route Utilisation Strategy (RUS) - illustrates the forecast growth in population, employment and housing, and subsequently estimates rail usage over the next 10 – 15 years setting out the industry's preferred strategy that could be adopted to help meet this demand.

The strategy looks at increasing the number of rail services, with better connections, better stations and other improvements enabling the railway to drive economic growth throughout the area.

Peter Strachan, route director for Network Rail said: "After a successful consultation process, I am convinced that we now have a robust and purposeful strategy for delivering a rail network in Lancashire and Cumbria that can handle the expected increase in use over the next decade or so.

"This is an exciting time for the rail industry. The changes ahead will improve the reliability, capacity and connectivity of routes across the north west. We appreciate all the contributions to both the development process of the strategy and to the consultation."

The strategy to address peak capacity in the period 2009 – 2014 includes:

- Line speed improvements between Burnley and Hebden Bridge to shorten journey times on the Leeds – Blackpool route. The current speed limit of 45mph could be raised to at least 55mph and as much as 70mph where suitable
- Re-doubling of the tracks at London Road junction in Carlisle to improve performance of freight and passenger services on the Settle – Carlisle line
- More regular trains into Sellafield
- More regular train services between Preston and Ormskirk, and an improved service between Preston and Southport
- Sunday services from Carlisle to Whitehaven to increase from three to four a day
- Improving the Settle – Carlisle timetable to give a regular two-hourly service, with targeted additional services where passenger requirements and space in the timetable coincide
- The proposal to lengthen trains and platforms on the Manchester – Clitheroe line is already included in Network Rail's Strategic Business Plan but it is recommended that the peak time services between Manchester and Blackburn are extended to Clitheroe
- Minor alterations on Platforms 1 and 2 at Preston to improve passenger flow and ability to get connections. This would include relocating the buffet and staff accommodation from their present position to elsewhere on the platform, and improving passenger facilities

For the period 2014 to 2019 Network Rail is proposing the resignalling scheme already planned for the Whitehaven – Maryport line should include a remodeling of the track layout in Maryport and the provision of an additional platform. The creation of a new Maryport signalling centre and the performance improvements that will bring may mean the possibility of running additional Sunday services.



Sudbury Station Shortlisted for National Award.

Sudbury in Bloom is pleased to learn that a project which it has funded and offers continued support to has been entered for a national award.

Sudbury railway station has been shortlisted for the annual Community Rail Awards, run by ACoRP (Association of Community Rail Partnerships) in the Best Station Garden Category.

For the last three years, Sudbury in Bloom has provided planters, compost, and a wide range of plants to assist Darren Johnson (Station Adopter) and John Sayers in their work to improve the gardens at the station.

Sudbury in Bloom Chairman John Shannon, who also provides assistance with watering the plants, is very pleased with the outcome from the short listing and said "Sudbury in Bloom provides funding and assistance for the station project as part of our attempt to improve Sudbury for its residents, businesses and tourists, this is one of the many different projects which we are involved in and we are grateful for the hard work put in by Darren and John and wish them every success with the award."

Station Adopter Darren Johnson who took on Sudbury station in 2005 as part of the National Express East Anglia Adopt-a-Station initiative said "This is our third year of looking after Sudbury station; and we have once again entered the Anglia in Bloom station competition, after winning Silver Gilt in 2006 and 2007 and are extremely to be recognised at national level with the ACoRP Awards.



We have to thank Sudbury in Bloom for their input – they have not only provided us with plants, but large planters and troughs to grow them in, along with a large water tank and assistance with planting and maintenance of the floral displays as without their generous input the transformation which we have seen in the last year would not have taken place."

Sudbury station has seen a total transformation in 2008 – a previously large, overgrown hedge was removed by train operation National Express East Anglia and planted out with a wide range of shrubs and plants, with an even more ambitious plan for 2009 to make it completely sustainable.

PIRATES AND PRINCESSES TRAVEL FROM FAR AND WIDE

In order to provide some summer holiday family fun, the Essex and South Suffolk Community Rail Partnership organised a special Pirates and Princesses train on Sunday 17th August. Drawing on the success of their Christmas 'Santa trains' the partnership decided to organise a summer alternative.

Pirates and princesses travelled from as far and wide as Chelmsford, Basildon and Braintree to join in the fun on a special National Express Southminster to Wickford (return) themed train service. There was lots of meddlesome family fun on board the special Pirate and Princess Express, including a treasure hunt, face painting and goody bags for all of the children. The special train departed Southminster at 11.05, returning at 12.35. Passengers would have been surprised to see not only regal looking princesses and incorrigible pirates, but also a crocodile, a treasure chest and a pirate captain.

Grace Stevens, Community Rail Partnership Officer for the Essex & South Suffolk Community Rail Partnership said: "Never before have I seen so many pirates or princesses on board a National Express train. Thanks must go to all the volunteers who helped to make the event a success. We had a great day!"

Lynda Stone, Group Station Manager for National Express East Anglia commented:

"It was a great success. The local Community Rail Partnership and the volunteers did a fantastic job in organising the event. Parents and children enjoyed themselves enormously. There was lots of family fun on board."



New Year boost for Southeastern commuters

More than 4,000 extra seats in the morning peak and more than 3,500 additional seats in the evening - that's the welcome prospect for many Southeastern passengers come March next year. It is being made possible by the start of the £5.5 billion Thameslink Improvement Project. Some Southeastern services will be joining First Capital Connect's Thameslink routes, so that passengers will be able to travel between Sevenoaks and stations in north London without changing trains at Blackfriars.

This will release Networker carriages currently in use for services to and from Blackfriars and enable Southeastern to extend the length and frequency of many trains on its wider suburban Metro routes to ease problems with crowding. And from December, Southeastern aims to provide two additional early morning services between Barnehurst and Cannon Street and one between Hayes and Cannon Street, with a fourth additional service from Hayes starting in March 2009.



Class 156 500 is seen calling at platform 1 at Uddingston station while working the 11.26 2Y71 Edinburgh Waverley - Glasgow Central High Level service. As you can see Uddingston station is a very well looked after station and the many gardens around the station makes it a pleasant station to spend some time doing

photography. [Jonathan McGurk](#)



Left: You would have thought that the “Arriva Trains Northern” code would have been removed from Class 158’s by now. [Class47](#)

Right: Ground position signal ‘G 25’ down by platform 9 at Glasgow Central High Level station. [Jonathan McGurk](#)

Bottom Left: I don’t want to get off, it’s raining!!
[Jonathan McGurk](#)

Bottom Right: Class 334 023 departing Glasgow Central station while working the 18.00 2K37 Glasgow Central High Level - Ayr service. [Jonathan McGurk](#)



Preserved Railways



D1062 returned to traffic after a 10 year overhaul in August. The loco looked and sounded spectacular at the Severn Valley Railway on the 16th August for its first day out.

Above: D1062 passes Haye Bridge on its first train of the day. *Peter Cheshire*

Far Right: Inside of the loco, and cab which were spotless.

Right: Some of the WLA working members, which made this all possible.





Top Left: Launched at the Severn Valley Railway recently was 2701, a Great Northern Saloon, which has had an extensive rebuild.

Richard Hargreaves

Top Right: At the Midland Railway Centre's "Works gala" was Class 20 907 undergoing attention. *Class47*

Bottom Left: Looking immaculate is DMU vehicle 56097, seen parked near the Midland Railways next project, the restoration of 51625. *Richard Hargreaves*

Bottom Right: Recently restored DMU E 50015 seen at Swanwick.

Richard Hargreaves





More shots from the excellent Midland Railways
"Works Open Day"

Top Left:

One of the two Class 9F's at the gala was 92214,
sadly the only one serviceable,
is seen backing onto its train at Butterley.

Class47

Bottom:

Class 40 D212 stands outside the shed at Swanwick
on the 24th August.

Of interest on this day was that it's classmate D213
was one of the stars at the Barrow Hill gala.

Even more strange was that we had a
weekend without too much rain!

Class47







A few days before the Barrow Hill "Rail Power" Gala weekend, we were privileged to visit the site. All I can say is WOW, the place at night takes on an atmosphere all of it's own. This is inside the roundhouse with Blue Peter. (The Loco) [Class47](#)



Top Left: Class 37 275 from the Gloucestershire and Warwickshire Railway, appeared at Barrow Hill. [John Coleman](#)
Bottom Left: Two Class 37's 057 and 515, both capable of being returned to traffic, but will they? Only time will tell on this one. [Andy](#)
Above: Another loco with an uncertain future is Class 31 468, once a regular Fragonset performer, has this loco worked it's last train? [Andy](#)



Above: This lovely little terror engine LBSC 662, was one of the performers on the shuttle services at the Barrow Hill 2008 Gala. [Class47](#)

Below: Beattie well tank 30587 was another performer on the shuttles at the Gala. [Class47](#)

Top Right: With the preparation of more Class 58's for mainland Europe, will the Class 58 group get a chance to purchase this one? Class 58 001 looking in remarkably good condition at Barrow Hill. [Class47](#)



C58LG CLASS 58 LOCOMOTIVE GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving at least one of these fine machines. As this day draws ever nearer, we invite YOU to join us. Membership costs just £10 per year and in return, you will receive quarterly copies of our in-house magazine *Red Diamond* as well as invitations to Group activities. Thank you for your support!



For more information on the Class 58 Locomotive Group, please write to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW, e-mail c58lg@c58lg.co.uk or visit our website at www.c58lg.co.uk where an online membership application form can be found.



More from the Barrow Hill "Rail Power" 2008 Gala, including recently restored Class 40 D213, repainted Gas Turbine 18000, stored Class 56 006 and Class 14 D9520 on the shuttle with Deltic D9009.

All: Class47 (except 18000, John Coleman)



GREAT CENTRAL RAILWAY

LOUGHBOROUGH, LEICESTERSHIRE

“8000 DREAMS COME TRUE!”

RAILWAY SELLS 8000th AWARD WINNING
DRIVE A LOCOMOTIVE EXPERIENCE

The Great Central Railway has just sold its 8000th “Drive A Locomotive” experience package.

Thrill-seekers can grab hold of a locomotive regulator and feel just what it’s like to take control of a living breathing steam engine.

“It’s a fantastic milestone,” said the railways marketing assistant Lynn Hill, “We launched the driver experience packages back in the mid nineties and since then there has been a constant demand. Many people are relishing the chance to fulfil a childhood dream, though plenty of those who climb up to the footplate have been born well after steam disappeared from Britain’s railways”

The 8000th package was taken on Friday 22nd August . The novice driver joins the ranks of celebrities like Pete Waterman and weatherman Michael Fish. The GCR has won an award for the quality of the Drive A Locomotive Experience, which is the only one in the country where visitors can drive on a double track former main line.

In the coming weeks the railway is offering “ultra exclusive” packages to drive Britain’s brand new steam engine Tornado, which is at the GCR for a two month stay. As part of the trails programme for the engine, time has been set aside for up to 16 people to join a very exclusive club.

They can be part of railway history by being among the first to drive this brand new machine. Anyone who would like to experience driving Tornado should contact the railway for more information.



Above: 80105 about to depart Leeming Bar station on the 10.35 to Redmire on the 17th August. 80105 is normally based at Boness but is working on the Wensleydale railway until September 15th.

Alan Usher



“FORTHCOMING EVENTS AT THE GREAT CENTRAL RAILWAY”

A golden autumn of events as the year of express engines continues...

September 7th

Railwayana Swapmeet at Quorn and Woodhouse station.
Gates open early for collectors hoping to find a genuine relic.

September 12th/13th and 14th

Three day diesel gala

Plenty of mileage up for grabs with a fine fleet of diesels including star guest, Class 37 “Dalzell”
September 12th (Evening) Murder Mystery dining train.

September 22nd (MONDAY). First day of public passenger trains with Britain’s brand new steam engine
“Tornado”, subject to availability. Please check details before travelling.

September 23rd (TUESDAY). Second day of public passenger trains with Britain’s brand new steam engine
“Tornado”, subject to availability. Please check details before travelling.

September 26th. Beer festival begins at Loughborough.
Evening Murder Mystery dining train.

September 27th and 28th
Tornado in service / Beer festival

October 4th
Boys Brigade celebration day

October 11th and 12th
“Steam Railway” Magazine steam gala
Starring 70013 “Oliver Cromwell”.

Last chance to ride behind Britain’s brand new steam engine, “Tornado”

Left: Brand new A1 class steam locomotive “Tornado” on the double track approaching Quorn with its first train of stock. This was achieved just two days after the locomotive arrived on the railway. The engine is staying at the Great Central Railway until the middle of October.



Above: Running as 45134, this is LMS Black 5 45110 on one of its final journeys at the Severn Valley Railway. The loco's boiler certificate will shortly expire and it will await overhaul at the railway's workshops.

Richard Hargreaves



GLOUCESTERSHIRE and WARWICKSHIRE RAILWAY

Autumn Diesel Gala 25-26 October 2008

The GWR diesel department are preparing their locomotives for the third big diesel weekend of the year at the GWR, Toddington; the Autumn Diesel Gala which will be held on Saturday 25 and Sunday 26 October 2008.

In action along the 10-mile line will be the majority of the home fleet, namely:

- Class 24, 24081;
- The Growler Groups Class 37s, 37215 and 37324
- The Brush Type Four Funds Class 47, 47105.

Starring alongside this impressive fleet will be the A1A Locomotive Group's 31162 as well as privately-owned Fragonset-black liveried 47701; the latter of which will see its last few runs on the line before it is returned to the Long Marston base soon after the event. Class 20, D8137 is off site visiting the Barry Island Railway whilst 'ED' 73129 is undergoing bodywork repairs and a full repaint. Progress on the engine repairs being undertaken on the BT4F's Freightliner grey 47376 are also at an advanced stage.

All locomotives advertised for the event will appear subject to operational availability.

And that's not all! We are pleased to announce that a second Class 24, D5054 (TOPS number 24054) from the East Lancs. Railway, has been secured as a visitor for the event. Having this locomotive together with resident 24081 on the line represents 50% of the preserved Class 24 fleet and the pairing of these locomotives on trains during the gala will be inevitable!

This gala will also feature the last runs of 24081 for a number of months as the locomotive will be withdrawn from traffic to allow for a much-needed overhaul to take place.

A full copy of the timetable and locomotive roster will be available shortly from the GWR website (www.gwsr.com) and will also be available on the day.

The remaining diesel gala date for 2008 at the GWR is the annual Christmas Diesel Day on Saturday the 27th of December.



Top Left: Belonging to leasing company MRCE-Dispokol ES64 - 094 looks superb in this shot.

Above: BLS Class 185 577 passes through Pratteln with a freight on the 15th August.

Right: Swiss SBB 11146 waits at Pratteln on the 15th August.

All: Brian Battersby



Above: C-Rail 185-593 at MuttENZ on the 15th August with a cross border intermodal service.



Top Right: These Swiss BLS locos are seen waiting their next duty on the 15th August.



Bottom Right: Swiss /SBB 18415 is seen at the very busy location of Basel on the 15th August.

All: Brian Battersby



Top: The Glasgow and South Western Route from Glasgow Central to Carlisle is rarely photographed - the mainline West Coast Route over Beattock of course taking 95% of west coast rail business. The GSWR became a backwater with very few passenger trains and the occasional freight. It was useful during the 1980/90's for diversions in connection with various weekend West Coast engineering work. Up until the late 1980's, the few stopping trains were diagrammed for Class 47's and Mark 1 stock. On 22nd October 1983, I was at Kirkconnel where I photographed the 13.50 Glasgow Central - Carlisle arriving behind Class 47 595.



Bottom: The North Highland routes in Scotland were certainly enjoyable up until the introduction of the multiple unit workings and it was considered that locomotive haulage and conventional Mark 1 stock was the ideal combination for the routes. The Inverness - Kyle of Lochalsh services were maintained at Inverness depot and during up until the late 1980's, were allocated a selection of Class 26's and 37's to look after services north of the city. The Kyle of Lochalsh services were never considered "safe from withdrawal" and pending improvements on the roads to the Isles looked a threat to the rail services. Happily, the lines survived but of course were subsequently worked by "Sprinter" units. On 25th September 1982, I was photographing the locomotive hauled trains north of Inverness and I was fortunate to record on film a double - header - Class 26 043 and Class 37 184 on the 10.10 Inverness - Kyle of Lochalsh passing Lentrann with the scenic Beaully Firth as a backdrop.

Both: David Mead



Above: M59608M and M59607M are seen at Manchester Piccadilly on the 2nd December 1984. Note that in this year we still had litter bins and clean platforms.

Below: Class 47 600 passes Ferryside on the 26th April 1984.

Top Right : DEMU 1127 waits to depart Eastleigh in November 1984.

Bottom Right: Southern Region EMU 5140 at London Bridge on the 5th January 1984

All: Peter Cheshire





Class 37 422 works the 6W91 Dovey Jct. - Bescot passed Sutton Bridge, Shrewsbury on the 24th July at Sutton Bridge. [Carl Grocott](#)