

Railtalk

Magazine

Issue 45
June 2010
ISSN 1756 - 5030



New stock for London Underground

Welcome

Welcome to Issue 45 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

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

I must mention that excellent British topic that no matter who you are or where you are, it always comes into conversation. What a month its been, on the weather front, we have had some of the hottest days in a long while. The thermometer in the car has read figures it has never recognised before and it should have really said "get out with that camera while it lasts". At the very end of May, an excellent railtour was run by Retro Railtours in conjunction with the Cargo-d boys (and girl) and Martin Walker, the second Deltic Retro Scot tour to Edinburgh. It was great to see Deltic 22 back on both engines, a fantastic day out so thanks to James and the team for an excellent trip out, and I look forward to another trip very soon. Just finally I would like to say a very happy birthday to RailUK, who are five years old this month.

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

Andy Patten

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

Contents

- Pg 2 - Welcome
- Pg 3 - Charter Scene
- Pg 24 - From Our Readers
- Pg 28 - Pictures
- Pg 53 - The Nosh Report
- Pg 53 - View from the Outside
- Pg 54 - Rail Operator News
- Pg 63 - Different View
- Pg 67 - Preserved Railways
- Pg 85 - From the Archives

Contact Us

Editor: Andy Patten

editor@railtalkmagazine.co.uk

Co Editor: David

david@railtalkmagazine.co.uk

Charter Scene

charter.scene@railtalkmagazine.co.uk

Steve Roberts (The Nosh Report)

steve.roberts@railtalkmagazine.co.uk



Front Cover: Class 20 189 and 20 142 lead a delivery of brand new London Underground stock with Class 20 906 and 20 905 on the rear, seen running through Portway as 8X09 Old Dalby - Amersham on May 5th. [Carl Grocott](#)
This Page: On May 9th, Class 90 026 heads a football charter to Wembley through Colton Jct. with an assortment of Mk 3 stock. [Class47](#)



On May 27th, The latest in the Harry Potter series was being filmed at London Kings Cross.

LMS No. 5972 with a "Hogwarts Castle" nameplate and a "Hogwarts Express" headboard is seen at Platform 9 3/4. Of interest is that just visible in the adjacent platform was the Virgin MkIII "Pretendolino" stock. Inset: West Coast's Class 37 706 is seen "on the blocks." *Both: Steve Madden*



On May 20th, No. 5972 "Hogwarts Castle" is seen working a Carnforth - Southall stock move prior to commencement of filming at London Kings Cross steaming through Acton Bridge. [Dave Harris](#)



Pathfinder's tour from Bristol Temple Meads to Carlisle on May 22nd featured Class 56 312 and Class 66 148, seen here speeding through Pleasington on the outward leg. [David Hollowood](#)



Hanson Traction Class 56 312 and Class 66 148 are seen working 1256
Carlisle - Bristol Temple Meads over the river at Dutton on May 22nd. [Carl Grocott](#)



Left: Pathfinder's tour featuring Class 56 312 and Class 66 148 are seen heading for Carlisle, through Waitby. [Carl Grocott](#)

Bottom Left: Earlier in the day, the pair are seen arriving into Stafford station, again whilst heading for Carlisle. [Richard Hargreaves](#)

Below: Hanson Traction's Class 56 312 passes through the site of the station at Gisburn, Lancashire with DBS 66 148 in tow and the 1266 Bristol Temple Meads - Carlisle railtour on May 22nd. [Gary S. Smith](#)





DRS Class 37 069 and 37 218 cross Barmouth Bridge whilst working 1Z25 Preston - Pwllheli on May 29th. [Carl Grocott](#)



BR Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" is paced by Class 317 709 as it climbs the bank toward Bethnal Green whilst working 1247 "The Bury St. Edmund" from London Liverpool St. on May 8th. [Derek Elston](#)



Deltic Class 55 022 returned to two engines and mainline charter duties on May 31st when it worked a Retro Raitours charter from Sheffield - Edinburgh, seen here awaiting departure from Sheffield. Inset: Safe arrival back at Sheffield nearly 20 hours later. *Both: Class47*



Left: GWR Castle Class 4-6-0 No. 5029 "Nunney Castle" bearing the Red Dragon headboard backs onto the Railway Touring Companys Southern Irishman at Newport on May 22nd.

Derek Elston

Bottom Left: West Coast's Class 47 804 was on the rear of the train throughout, seen here at Camarthen. *Derek Elston*

Below: The train is seen prior to departing Fishguard Harbour with once again GWR Castle Class 4-6-0 No. 5029 "Nunney Castle" doing all the hard work. *Derek Elston*





Left: On May 22nd, LMS Coronation Class 4-6-2 No. 46233 "Duchess of Sutherland" is seen at Carlisle with the return "Citadel Express."

Richard Hargreaves

Bottom Left: On the rear of the "Citadel Express" on May 22nd was Class 47 245. This loco also worked the ECS into Carlisle station.

Class47

Below: May 8th saw West Coast Class 47 245 passes Drawell St., Shrewsbury with a Norwich to Aberystwyth charter. Class 47 826 was on the rear.

Phil Martin





LMS Coronation Class 4-6-2 No. 46233 "Duchess of Sutherland" passes over the viaduct at Dutton with the return Carlisle - Milton Keynes on May 22nd. [Carl Grocott](#)



On May 15th, a cow stands oblivious as in bright evening sunshine as GWR 4-6-0s Nos. 4965 "Rood Ashton Hall" & 5043 "Earl of Mount Edgumbe" storm north past Cogload Jct. with the return run of Vintage Trains' "The Cornishman" charter from Plymouth as far as Bristol Temple Meads. [Jonathan Gill](#)



"The Cornishman" on May 15th, ran from Birmingham to Plymouth and featured GWR Hall Class No. 4965 "Rood Ashton Hall" and GWR 4073 Class No. 5043 "Earl of Mount Edgumbe", seen here climbing Hemerdon Bank on the return. [Steve Andrews](#)



Top Left: Peppercorn A1 No. 60163 "Tornado" is seen passing Rowton working the return Cathedrals Express 1Z63 Chester - Euston on May 22nd.
Carl Grocott



Bottom Left: Another shot from "The Cornishman" railtour on May 15th, which from Birmingham to Plymouth and featured GWR Hall Class No. 4965 "Rood Ashton Hall" and GWR 4073 Class No. 5043 "Earl of Mount Edgcumbe", seen here on the outward leg, passing Exminster.
Steve Andrews



Above: A1 No. 60163 "Tornado" powers north through Alexandra Palace with 1222 Kings Cross to York "The Cathedrals Express" on May 8th.

Derek Elston

Right: On May 18th LMS Class 5MT 4-6-0 No. 44871 is seen passing Walsden, North Yorks working from Grosmont NYMR to Bury ELR. *Colin Irwin*





Above: Bringing colour to Cannock Chase with an assortment of rolling stock, DBS Class 66 168 climbs past Slitting Mill with the 1Z66 Stafford - Cardiff Central railtour early on the morning of May 1st.

Gary S. Smith

Bottom Right: Southern Region Merchant Navy Class No. 35028 "Clan Line" heads 1Z95 "The Somerset & Dorset" approaching Vauxhall and bound for Weymouth on May 8th.

Derek Elston





On May 15th, D1015 "Western Champion" and Class 40 145 "East Lancashire Railway" are seen near Victory Crossing powering the outward run of the Class 40 Preservation Society's "The East Lancs Champion" railtour from Crewe to Penzance. This two day trip visited several branch lines in Cornwall and returned north the following day. [Jonathan Gill](#)



The East Lancs Champion railtour on May 15th featured Class 52 "Western" D1015 (running as D1009 "Western Invader") and Class 40 145, running from Crewe to Penzance. This shot is of the pair departing Plymouth. [Steve Andrews](#)

Inset: The pair are seen earlier in the day with 1Z40 Crewe - Penzance, passing Didcot North Jct. [Wayne Radford](#)



Top Left: Prior to working “The East Lancs Champion” railtour, Class 40 145 is seen working 0Z45 Heywood - Crewe through Newton-le-Willows and taking Class 47 No. D1501 to Crewe for repairs.

Dave Harris



Bottom Left: On May 15th, Royal Train locos Class 67 005 & 67 006 are seen near Victory Crossing with the return working of a VSOE British Pullman luncheon trip from Plymouth to Taunton & return.

Jonathan Gill



Above: Deputising for a failed K1 steam loco, on May 8th West Coast Class 37 516 is seen passing through Dinsdale, with “The Blyth Spirit” raitour from Carnforth to Morpeth. [Alan Usher](#)



Top Right: Class 442 206 and 442 213 are seen working the Southern Electric Groups “Ruby Rover” raitour, running as 1Z40 through Norwood Junction on May 23rd. [Wayne Radford](#)



Bottom Right: Black five No. 44871 heads along the southern WCML on 5Z73 Heywood - Southall, passed Harrow & Wealdstone on May 21st. [Wayne Radford](#)



Class 47 760 is seen working "The Royal Scotsman" 1H79 1341 Edinburgh - Keith on May 31st. [Brian Battersby](#)



Edinburgh in May

Whilst Jonathan McGurk is on holiday, we have a selection from our other correspondents..

Top Right: Still carrying the remains of its Railfreight livery, Class 90 036 stands in the bay at Edinburgh Waverley. The loco will work the following days Caledonian Sleeper through to London Euston.

Bottom Right: Class 322 481 stands at Edinburgh Waverley ready to work an afternoon service to North Berwick.

Below: Unusual visitor to Edinburgh on May 31st, was Class 57 316 which was working a Retro Railtours Charter (with Class 55 022).

All: Brian Battersby





Class 37 516 and 37 676 work North East Railtour's 1276 Oban - Newcastle 1276 through Helensburgh Upper on May 3rd. [Darrel Hendrie](#)

Scot-Rail with Jonathan McGurk



Right: Class 185 106 is seen nearing the end of its journey as it arrives into Edinburgh Waverley with a Transpennine service from Manchester.

Brian Battersby

Below: The new Scotrail livery certainly is spreading on the Class 156s. This is Class 156 512 at Carlisle on May 22nd working a Glasgow Central to Newcastle service .

Richard Hargreaves





Staff only selling singles

I have heard some concerning reports that some staff in the North West of England are refusing to sell return tickets to customers, only selling them single tickets. This is contrary to the National Rail Conditions of Carriage. One such case that has come to light concerns revenue staff representing Virgin at Preston, and another case concerns staff representing Northern at Liverpool. It is unclear if there is any link between the two, or if there are any further cases elsewhere.

This is not legal advice but what I would seriously consider in such a situation would be to state that I am prepared to pay for the return fare but will refuse to purchase a single. What can they do? Call BTP? I would be shocked if BTP would take action against anyone who is willing to pay their fare! An

informed source tells me that it could even be considered a waste of police time.

Single vs return differentials

The above issue would in fact cease to be a problem at all if only the TOCs would price singles as half the return fare. There is no reason why this cannot be done, and indeed most (but not all) Anytime Single fares do indeed cost half the price of an Anytime Return fare.

Many arguments have been presented, trying to reason why some singles cost just pennies less than a return, however given that some singles cost half the return fare, many of them can be discounted. The only logical reason is that generally tickets are priced according to what the market will bear.

In general a person who makes a return journey is more likely to be able to go by car, than someone who only makes a single journey. If the return fare from Manchester to Leeds is too high, then many will drive, or perhaps not make the journey at all. But who needs a single? Not someone who can drive and dump a car at the destination! What are the alternatives to a single? A one-way bus fare, if the journey is short. Otherwise you're looking at a taxi, or for long journeys, a plane. That means passengers wanting singles are prepared to pay more. Many TOCs believe that a customer who needs a single is going to be prepared to pay the same (well, a nominal 10p less in most cases!) as someone going to make a return journey, because in many cases they have no choice but to travel!

It's exploitation and is not consistent with the railways forming a public service. The point of rail travel is not to make a profit (anyone who thinks that needs a reality

check: look at the subsidy given to NR and the TOCs!) and the ticket prices should reflect that.

If we are to prepare for 'Pay as you Go' type products (such as Oyster PAYG) we need the TOCs to consistently set all singles at half the equivalent return fare.

Ticket advice for all

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there.

Photo: Is this the new East Coast Livery? A Mk 4 coach stands outside Wabtec Doncaster in May. [Darrel Hendrie](#)



Pictures



On May 21st Network Rail Class 31 602 passes Rushton in a very spring like yellow livery to match the surrounding fields whilst working 1Z14 Derby RTC to Dollands Moor. [Steve Madden](#)



Double trouble on May 21st as Freightliner's Class 70 005 and 70 006 are seen working 6Z63 Chalmerston Open Cast Mine - Fiddlers Ferry through Winwick Jct. Class 70 005 had earlier been declared a failure. [Dave Harris](#)



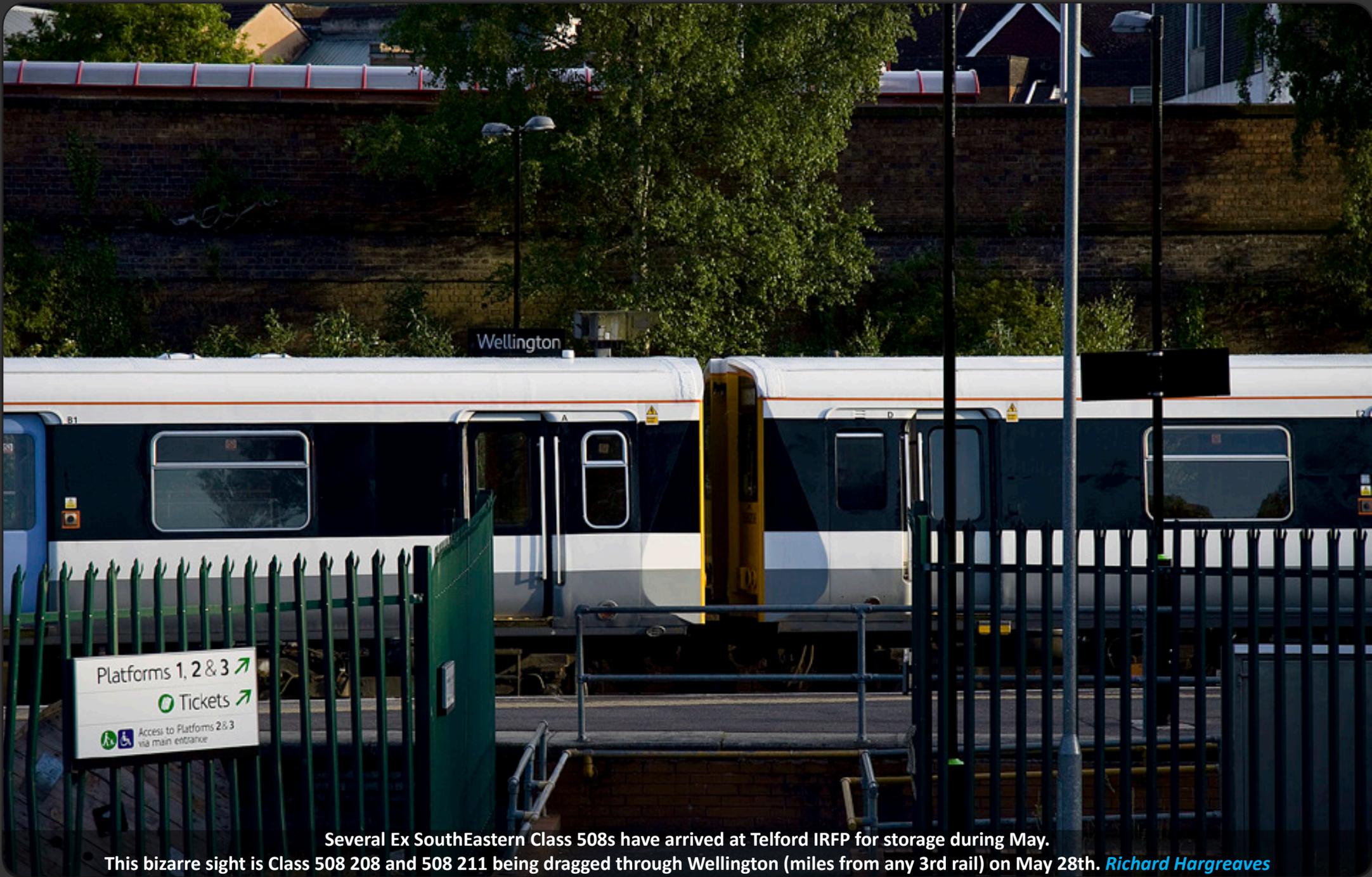
Above: On May 13th, Class 70 004 is seen at Darlington working 4S60 Holgate to Ravenstruther coal train.

Stephen Marsh



Left: Freightliner's Class 86 604 and 86 628 haul the 4M52 Felixstowe - Ditton through Acton Bridge on May 20th.

Dave Harris



Several Ex SouthEastern Class 508s have arrived at Telford IRFP for storage during May. This bizarre sight is Class 508 208 and 508 211 being dragged through Wellington (miles from any 3rd rail) on May 28th. [Richard Hargreaves](#)



Above: Class 67 017 works 5272 Stewarts Lane - Telford IRFP Class 508 move through Wellington on May 28th. [Richard Hargreaves](#)



Right: Looking into the Railfreight Terminal at Telford, the Class 508s here so far are seen from the road bridge on May 28th. [Richard Hargreaves](#)



Above: Class 66 139 works 6S00 Clitheroe to Mossend cement train through Blea Moor tunnel on April 28th.

David Hollowood

Right: GBRf Class 66 725 "Sunderland" and 66 717 "Good Old Boy" pass at Great Brington with Felixtowe to Hams Hall and the reverse working on April 27th.

Derek Elston





Above: On May 24th, Class 66 524 works 6M06 Roxby - Bredbury bin train and is seen passing the wasteland that was once Scunthorpe West Yard. It is 20 years ago this month since the yard closed, having held the distinction of being the last operational hump-shunting yard on BR.

Steve Thompson



Left: Arriva Trains Wales Class 153 320 is seen arriving at Carmarthen, on May 22nd.

Derek Elston



Left : Class 37 611 and 37 038 head for Sheerness with 6290 from Stockton seen passing through Great Bowden, on April 28th.

Derek Elston

Above: May saw the end of an era with the farewell to the Lymington Slammers. 3-CIG No. 1497 is seen complete with headboard passing Freshwater, running as 1J29 Brockenhurst - Lymington Pier on May 22nd.

Wayne Radford



On May 24th, Class 31 106 is seen passing New Barnetby working 4Q25 Derby - Immingham TMD. [Steve Thompson](#)



In November 2009, severe flooding caused the collapse of road bridges at Workington, Cumbria. With commuters having a lengthy diversion to cross the river, the government employed DRS to run a free passenger shuttle service between Maryport and Workington. On the morning of April 16th, the 5220 Carlisle Kingmoor to Workington empty carriage stock working ran very late, was terminated at Maryport instead of continuing all the way to Workington, and the first north-bound shuttle was cancelled. Even so, the first south-bound shuttle also ran late: Here we see Class 47 501 leading the 2219 to Workington out of Maryport. Class 37 607 was the locomotive at the north end of the train. In late May 2010 one bridge re-opened and the "Floodexs" ceased. [Gary S. Smith](#)



As Class 37 607 brings the 2T22 Workington - Maryport to a halt at Flimby station on the morning of April 16th, Class 66 427 leads the 6C40 stone train from Workington docks to Drigg through Flimby, Cumbria . [Gary S. Smith](#)



Farewell to the Floodexs as Class 47 832 departs Workington station on May 4th. [CJ Sutcliffe](#)



Above: Class 37 667 and 37 510 thrash enormously through Wandsworth Town working 6Z70 10.14 Sheerness - Stockton empty Scrap Wagons on April 23rd.

Daniel Stanbridge

Top Right: "DRS London on a Mission" as Class 37 607 and 37 059 pass Willesden Kensal Chord with 4M71 Tilbury - Daventry.

Wayne Radford

Bottom Right: On May 10th, East Coast power car 43306 heads the daily London Kings Cross to Inverness service through York.

Barry Beeston





Above: May 25th saw the annual visit of the Inspection Saloon “Caroline” working 2201 Skegness - Wakefield Westgate. Class 37 423 is seen propelling the saloon through Scunthorpe in typical dull May weather. [Steve Thompson](#)

Top Left: London Midland Class 350 115 speeds down the West Coast Main Line through Acton Bridge on May 15th. [Brian Battersby](#)

Bottom Left: Class 37 425 “Pride Of The Valleys” sits in Didcot Yard after leaving its schedule of route learning duties, working 0F54 Willesden PRDC - Didcot DBS Yard for an A Exam on May 26th. [Daniel Stanbridge](#)



Class 60 009 is seen working 6F05 Tunstead - Oakleigh through Mobberley on a sunny May 23rd. [Carl Grocott](#)



On May 25th, the Network Rail NMT with 43062 leading passes over the Forth Bridge at North Queensferry. *Richard Jones*



On May 10th, First Transpennine Express Class 185 128 approaches Scarborough with a service from Liverpool past an array of semaphore signals from an era gone by. [Charlie Robbins](#)

Top Right: On May 10th East Coast Class 91 132 is seen working the 14:26 to London Kings Cross and CrossCountry Class 220 025 is seen working the 14:32 to Reading through York.

Barry Beeston

Bottom Right: Freightliner's Class 86 605 heads 86 621 working the 4K64 Garston - Basford Hall through Acton Bridge on May 20th.

Dave Harris

Below: A very rare working for Class 57 316 as it rips away from Mount Pleasant Tunnel working 5Y10 09.00 Tonbridge - St Leonards Barrier move consisting of 2 Scottish Barrier coaches and 2 Southern Barrier coaches on March 15th.

Daniel Stanbridge



Top Right: Under a very dark sky, Class 66 721 passes through Loughborough working Hotchly - Drax Gypsum train on March 26th. *Daniel Stanbridge*

Bottom Right: On May 3rd, Class 67 029 "Royal Diamond" passes Silk Mill shortly after departure from Taunton leading FGW's 0800 Cardiff to Paignton. *Jonathan Gill*

Below: On May 10th, Class 67 018 "Keith Heller" currently the sole Class 67 in the new DB Schenker red livery passes Silk Mill shortly after departure from Taunton leading FGW's 0800 Cardiff to Paignton. As with 67 029 the previous week, the loco was to remain on the diagram for the rest of that week. *Jonathan Gill*



Top Right: Class 56 051 heads a fleet of ex Fertis Class 56 locomotives occupying sidings at the rear of the former diesel depot at Crewe on April 28th.

Dave Harris

Bottom Right: Class 66 136 passes Madeley Jct. with an Immingham to Ironbridge power station oil train on May 5th.

Phil Martin

Below: Class 37 603 leads 20 303, 20 313, 20 307 and 20 314 through Tilehurst working 0Z31 15.50 Eastleigh - Carnforth loco Convoy on May 26th.

Daniel Stanbridge





Colas liveried Class 66 843 is seen at Chirk on May 7th with 6J85 Carlisle - Chirk. [Carl Grocott](#)



Top Left: Class 66 003 coasts through Pleasington on May 27th with 6N42 Warrington to Gilbraiths (Blackburn) trip working.
David Hollowood



Bottom Left: Network Rail's NMT with 43013 and 43062 are seen working 1Q40 Derby - Heaton passed Waitby on May 22nd.
Carl Grocott

Right: On May 1st, the 6F51 Warrington to Carlisle passes Cherry Tree with Class 66 004, 66 109, 66 149, 66 153, 66 070 and load 36.

David Hollowood

Below: Network Rail Bubble Cars, 977975 and 977976 are seen at Cardiff Canton depot on April 28th.

Dave Harris





"The sound was fantastic and could be heard for miles"

On the second day of Class 70 operations on the S&C, Class 70 004 works 6M32 Killoch to Ratcliffe loaded coal south through Garsdale. *David Hollowood*



Tram 6 traverses the Great Orme Tramway, Llandudno on May 2nd. [Carl Grocott](#)

The Nosh Report with Steve Roberts



Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

Well this month I have been on a trip to Lincoln, and I have had the opportunity to see and sample what is listed as "The oldest Indian restaurant in Lincolnshire," and very nice it was too.

The Bombay Restaurant
6 The Strait
Lincoln

Opening hours: Sun -Thu: 12.00PM - 2.30PM
Fri - Sat:6.00PM - 1.00AM

They serve a wide variety of dishes from all over India, from North to South, and from the mild and creamy to the very, very hot.



There really is something tasty for everyone to enjoy, and best of all if you are with someone who doesn't like curry or and Indian food, then a selection of English dishes such as steaks and roast chicken are also available. A three course meal will set you back about £15 but it is well worth the price, drinks are quite reasonable for an Indian

restaurant. Obviously going on a lunchtime as I did, then the place was not too full and a table was instantly obtained, but I can see that on an evening or weekend, reservations would become necessary.

Also this month I promised the editor that I would mention "Flying Scotsman Catering" for their excellent service and really good value on a recent Pathfinder charter. It would be so easy for an on train catering team to hike up prices, so I was pleasantly suprised to see how cheap they were. I promise to try them out myself sometime soon. *(Perhaps the editor will get me a ticket! - Premiere dining obviously)*

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

Until next month,

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

View from the Outside by Megan Thomason



Andy and I went to Great Central North this month, it was a day of my jumper being on and off as the weather couldn't decide whether to be hot or cold throughout the day. I must say it was a nice day out with Mr Andy Patten and I would do it again, he was happy taking photos, I was happy feeding the ducks.

On the way there, Andy got lost and added an hour on to our journey which always seems to happen when he is driving... this happens even though he has tomtom, therefore I would say to get a road map. After ending up in the centre of Nottingham and driving round in circles for ages we finally got there though. The refreshments were top dog but I should leave food recommendations up to Steve Roberts in the nosh report.

I must also tell you all that I made friends with a bird near the duck pond, I know it isn't as thrilling as trains but it really was rather fun.

I also must tell you that we didn't go on the miniature trains this time at Great Central North because they were all kettles. I do not know what kettles are, but I am sure you all will. I don't think Andy likes kettles. He did test me on his favourite train the other day and I said 31 and he moved on to the next question so I am guessing I got it correct, so I do know some things regarding trains.

I would just like to add to this month's article that a girl of 16 called Natasha Elliot was hit by a train and killed trying to save her dog, and so perhaps we could keep her and her

family and friends in our thoughts and just remember to be extra safe when near trains as it could happen to you, and that wouldn't be very good at all....to quote Network Rail "Don't run the Risk"

Anyway have another good railway month and I hope it is nice and sunny for you all. I really must go stress about an exam now. It's a shame my exam isn't on trains otherwise I would get an A.

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

megan.thomason@railtalkmagazine.co.uk



PHOTOGRAPHY COMPETITION TO SHOWCASE FINEST RAIL VIEWS

Network Rail is to support a national photography competition showcasing the most stunning and beautiful views of the UK landscape, including Britain's railway network, with its Victorian engineering icons and modern new structures, images of which are captured by millions every year.

Entry for the fourth annual Take a view Landscape Photographer of the Year Awards is now open to amateurs and professionals alike, with an under 16s section too. The competition is the idea of renowned landscape photographer, Charlie Waite and the best images will be showcased at an exhibition at the National Theatre in London. Network Rail will share the main support of the competition with Natural England and will also give an additional prize for the best photography of its network – The Network Rail 'Lines in the Landscape' Special Award. Iain Coucher, chief executive explained why Network Rail was supporting the competition: "For over 150 years, the railway has helped connect people across the length and breadth of Britain, with some spectacular structures such as the High Level Bridge and Ribbleshead viaduct. Network Rail has the special duty of protecting and promoting this legacy as well as building a modern rail network for the 21st century, and we are proud to be part of the visual history of Britain.

"We are very happy to support this competition, and even more so to have a special award for the best photography of our rail network. Travelling by rail is becoming ever more popular, and we hope that, through this competition, even more people will see and appreciate its beauty and importance in Britain today."

The competition has four main categories: - Classic view, - Living the view, - Your view, - Urban View

Photos entered into one of the main categories can also be entered into the Network Rail 'Lines in the Landscape' Award. More details are available at www.take-a-view.co.uk

The top prize given to the Landscape Photographer of the Year is £10,000. Winner of the Network Rail 'Lines in the Landscape' Special Award will be offered a special walking tour of the Forth Rail Bridge with an overnight's stay in Edinburgh and rail tickets to the city.

All entries to the award must be uploaded via the competition website, www.take-a-view.co.uk and the closing date is 15th July 2010. Entry fees apply. Full terms and conditions can be found on the site.



FACE LIFT FOR CITY CENTRE RAIL BRIDGE

A key railway bridge in Manchester city centre is getting a £600,000 facelift by Network Rail to keep it in prime condition for the next 25 years.

The bridge, which spans the busy A56 Chester Road close to Deansgate railway station, carries a combination of over 400 local and long distance passenger and freight trains a day and is vital for the operation of trains from all points of the compass that pass through Manchester.

Built in 1849, the cast iron structure is suffering from corrosion so Network Rail's contractor Sisk Rail has been carrying out repairs to the 'inside' of the bridge over a number of weeks at times when the railway line has been closed.



Now the public faces of the bridge need attention so they will be repaired, grit blasted to remove old paintwork, primed and repainted between now and the end of August.

To gain access to the bridge and carry out the work, scaffolding will have to be erected and this will mean a combination of partial and full road closures as the project progresses. The road closure details and diversionary routes will be publicised in advance. However, pedestrian access under the bridge will be maintained at all times. When the work is finished, the bridge will be predominantly red, black and cream to match other rail bridges in the city.

Derby's new multi-million pound train maintenance facility officially opens its doors

Over 100 guests gathered in Derby on May 20th, to mark the official opening of the City's brand new train maintenance depot facility.

Representing a £22 million investment from East Midlands Trains, the new 'Etches Park North' depot, located on Deadman's Lane in Derby, is the result of a successful partnership between East Midlands Trains, Bombardier and Spencer. The new depot, designed to complement the existing maintenance facility, will provide increased capacity to maintain and care for East Midlands Trains' fleet of 27 Meridian Trains.

New facilities in the multi-million pound depot, which has taken just 17 months to complete and has been delivered without any disruption to train services, include:

Three roads for maintaining trains. For the first time ever, East Midlands Trains will benefit from one of these roads having synchronised jacks, capable of lifting a full seven-car Meridian Train.

A new million pound wheel lathe. This specialist piece of equipment will be used to keep train wheels correctly profiled, reducing noise and wear on rails and improving passenger comfort.

Enhanced fuelling facilities allowing East Midlands Trains and Bombardier staff to service trains more efficiently.

The depot also has the benefit of a building management system, which constantly monitors the use of gas and electricity. This will help to reduce energy consumption within the depot, ensuring greener and smarter working.

To mark the opening, representatives from East Midlands Trains, Spencer and Bombardier were joined by Brian Souter, Chief Executive of Stagecoach Group, who officially opened the new depot.

Brian Souter said: "When we took over the East Midlands franchise, we said we wanted to make it one of the best railways in Britain. The investment we have made in the Etches Park maintenance facility, as well as giving passengers better trains, improved services and dramatic improvements to punctuality, shows we are delivering on that promise. Running a first class railway is all down to people, both our own employees and the strong partnerships we have built locally. We will keep on working hard to deliver even more to our customers."

Commenting from East Midlands Trains, Managing Director Tim Shoveller, said: "This marks a significant milestone for train maintenance, not only in the well-known railway city of Derby, but in the UK as a whole. We now have a world-class facility, capable of maintaining our Meridian fleet effectively and efficiently to guarantee the best train service for our passengers. I am extremely proud of this depot, which represents one of the single biggest investments in our franchise, and will help to ensure that we continue to provide our passengers with reliable and punctual trains all day, every day."

Speaking on behalf of Spencer, Charlie Spencer added: "We are delighted to have delivered this fantastic facility for East Midlands Trains. The project has involved the design and construction of complex railway engineering systems on both the railway infrastructure and within maintenance facilities. Despite an extremely tight programme the works have been delivered to the required quality on time and without accidents. The entire project team should be very proud of their achievement. We look forward to the opportunity to work with East Midlands Trains and the Stagecoach Group in the near future."

ZERO HOUR FOR KING'S CROSS AS TRANSPORT SECRETARY OPENS NEW PLATFORM 0

Network Rail's redevelopment of King's Cross has station reached another crucial milestone with the official opening of Platform 0 by Transport Secretary Philip Hammond. The addition of the new platform means Network Rail can begin refurbishing the station's existing platforms, which will be taken out of service on a rolling basis, without affecting services.

Built on what was for many years a taxi rank at the eastern side of the station, Platform 0 will provide greater capacity for passengers and trains at King's Cross once the station redevelopment is complete. Transport Secretary Philip Hammond said: "This new platform is just one part of a project that will transform this station, benefiting the thousands of passengers who use it each day. King's Cross is one of our key railway hubs and it's vital it works better, looks better and leaves a good impression on the people who pass through it – including those anticipated during the 2012 Olympics."

Ian Fry, King's Cross programme director for Network Rail, said: "King's Cross is being transformed into a world class transport hub which can meet future demand and offer the best facilities for passengers. The new platform will allow even more trains to run, provide more space and means we can keep train services fully operational throughout the redevelopment."

Elaine Holt, chairman of East Coast and chief executive of Directly Operated Railways, said: "We are delighted to mark the opening of Platform 0 today with the departure of the first East Coast train from this new part of the station. The new platform will help us to continue to run services normally during the redevelopment of the station which, when complete, will provide customers with extra trains, better connections and a more pleasant travelling experience."

Neal Lawson, managing director of train operator First Capital Connect, said: "This new platform is a crucial step in the redevelopment of King's Cross station that means we can run all our normal services during the building work and, by the time of the Olympics, have more platform space for extra services in the future. That can only be good news for our customers."

With passenger numbers at King's Cross expected to rise to over 50m a year within a decade – and not forgetting the additional influx of visitors for the 2012 Olympic Games – the extra capacity provided by the new platform will help the station meet growing passenger demand.

The most significant part of the redevelopment is the new western concourse, due for completion in time for the Olympics, which will be three-times the size of the current single-storey concourse. Passengers will benefit from more shops and restaurants, better seating areas to use while waiting for trains and improved links to St Pancras International and the Underground.

After the Olympics the current concourse will be demolished, allowing Network Rail to restore the grade 1 listed station façade to its former glory and create a stunning open piazza larger than Leicester Square at the front of the station. Leading London architects Stanton Williams were recently appointed by Network Rail to work with them on the design of the new public square

NATIONAL EXPRESS SUPPORTS EAST LONDON CHARITIES

National Express East Anglia (NXEA) is supporting the East London Community Foundation with a donation following the company's annual employee survey where a contribution is made to a local charity each time a member of staff participates in the survey.



NXEA staff had expressed a wish that local charities should benefit from the company's generosity and a total of £1,273 is being donated by National Express to be shared equally between six Community Foundations in the region.

Colin MacConnachie National Express East Anglia's Liverpool Street Station manager said: "Our Staff expressed the wish that we make donations at a local level so tapping into the local knowledge and expertise of the community foundations in our area was the obvious choice for us. Many of our staff and customers live or work in East London so we are particularly pleased to be supporting the East London Community Foundation."

Steven Carters, Treasurer and Trustee of East London Community Foundation said: "We are delighted that National Express has once again chosen to work with Community Foundations and take advantage of the Grassroots Challenge - there couldn't be a better time for companies and individuals to support their local community."

"In particular we are delighted that National Express chose to support East London Community Foundation (ELCF) which is raising an endowment so that ELCF can continue to support and improve the welfare and lives of people and communities in East London."

Photo: L-R Colin MacConnachie (NXEA's Liverpool Street Station Manager) and Steven Carters (Treasurer and Trustee of East London Community Foundation).

HARTLEPOOL STATION IN SHIP-SHAPE FOR TALL SHIP EVENT

Thousands of people visiting Hartlepool for the Tall Ships event this summer will get a great first impression of the town when arriving by rail after Network Rail completed the refurbishment of the canopies and redundant platform as part of £1.2m investment in the station.

During the last five months the old canopies have been removed and replaced with new steel frames, completely transforming the look of the station. The redundant platform has also successfully been resurfaced, with artwork due to be erected this summer.

The work is being developed in conjunction with plans by Hartlepool Borough Council and Northern Rail to transform the station into a transport interchange in time for The Tall Ships Races in August 2010 when Hartlepool is expected to attract up to 1million visitors.

Richard Lungmuss, route director for Network Rail said: "The station was in need of improvement and we have made a great start. The completion of the canopy work in particular has dramatically improved the look and feel of the station for passengers.

"We will continue to work with our partners to deliver a better station for the people of Hartlepool and its visitors in time for Tall Ships event this summer."

Hartlepool Council has already opened the station's new car park and is progressing with work at the front and to the west of the station, constructing the bus pick up / drop off areas as part of the interchange project. Further work to improve facilities for passengers will be carried out by Northern Rail and Network Rail through the National Stations Improvement Programme (NSIP) and includes new CCTV, customer information screens and public address system.

Councillor Peter Jackson, Hartlepool Borough Council's cabinet member for transport and neighbourhoods, said:

"First impressions always count, so improvements such as those made to the town's railway station are very important. We want visits to the Tall Ships Races in August to be positive, enjoyable experiences that will make people want to come back."

Matthew Beeton, Area Director, Northern Rail said: "The new look canopies and improvements to redundant platforms have helped to create a more welcoming environment at the station. And with work already underway to install new customer information systems and CCTV it really is all change at Hartlepool!"



INVESTORS IN PEOPLE AWARD FOR NATIONAL EXPRESS TEAM

The National Express Customer Relations team which undertakes all customer relations activity for the company's train businesses, National Express East Anglia (NXEA) and c2c has received an Investors in People award. The presentation was made to the Customer Relations team by NXEA Managing Director Andrew Chivers.

In achieving Investors in People, the team has demonstrated the qualities and performance needed to meet the required standards to qualify for the award.

Investors in People has grown to be the UK's leading people management business improvement standard helping to deliver improved performance to thousands of organisations.

Andrew Goodrum, Customer Service Director for NXEA commented:

"I am delighted that the Customer Relations team has met the necessary standards in qualifying for this Investors in People award. This reflects all their hard work and efforts in providing excellent standards of service to our customers across our NXEA and c2c train businesses. Investors in People is a recognised and respected mark and I am grateful to the entire team for their positive approach in helping to achieve the standard."

Photo shows: Andrew Chivers, Managing Director, NXEA (3rd from left), presents the Investors in People award to Customer Relations Manager Lynsey Flack (3rd from right) and with several colleagues present.



New Virgin Trains-only fares offer great deals for days out

Cost-conscious mums and dads as well as commuters will be delighted to hear that Virgin Trains are slashing the cost of rail travel between Stafford and Runcorn and Stafford and Liverpool, by almost a quarter. This comes as good news to those who are looking to reduce their travel costs. From May 23, a new range of Virgin Train-only walk-up fares have been introduced, which will undercut the normal fares on the route.

A standard open return between Stafford and Runcorn as well as between Stafford and Liverpool, will fall by nearly 40%, and a first class open return between Stafford and Liverpool will fall by over 20%. A standard open single ticket from Stafford to Runcorn will cost £18 - £5 less than before, and a first class single ticket from Stafford to Liverpool will cost £22 - £6 less. The new lower priced tickets will be valid for travel only on Virgin Trains services only, but will offer a substantial saving over the current tickets which can be used on all services on the route.

With Spring upon us and Summer fast approaching visitors will be spoilt for choice when looking for things to do in Liverpool. For Art fans - between May 21 and August 30 the Tate Liverpool will be exhibiting Picasso: Peace and Freedom. 60 key paintings will be displayed related to war and peace from 1944-1973. Shortly after the Echo Arena will be showing Mama Mia from June 3-30.

For those looking for a day outside of Liverpool - guided walks are available to thrill seekers in Stafford. Visitors can discover the interesting buildings, characters, crimes, and the secrets and ghosts of Stafford past! Discount vouchers are available to groups for use in the town centre shops

on the day of your visit. The walks are provided by Stafford Borough Council and cost £3.00 per head. For history fans visiting Runcorn, Halton Castle situated on the top of Halton Hill, offers special events and tours. You can have a walk around the outside of the Castle and stop at the Castle Pub for refreshments. The Castle is one of only two surviving Norman Castles in Cheshire.

Says Anita Walczak, Group Station Manager at Virgin Trains: "We know that in the current economic climate everyone is looking to make savings. This is our contribution for travellers between Stafford and Runcorn and between Stafford and Liverpool. The new ticket prices offer a great incentive for people travelling to these destinations"

The full range of Virgin Trains-only fares is:

Stafford-Runcorn/Runcorn to Stafford

First Class Anytime Return £42
First Class Anytime Single £21
Standard Anytime Return £20.50
Standard Anytime Single £18
Standard Off Peak Return £13
Standard Off Peak Single £12.80
First Class seven day season £91.50
Standard seven day season £60

Stafford-Liverpool/Liverpool to Stafford

First Class Anytime Return £44
First Class Anytime Single £22
Standard Anytime Return £22
Standard Anytime Single £18.50
Standard Off Peak Return £18.50
Standard Off Peak Single £17.50
First Class seven day season £93
Standard seven day season £64

BARD'S RAIL STATION IS AS YOU LIKE IT

Passengers waiting for trains on platform 1 at Stratford's railway station now have a new canopy to protect them from the elements, after Network Rail completed a £560,000 refurbishment project.

Jo Kaye, Network Rail's route director, said: "Stratford station is strategically very important. Not only is it at the end of one of the main commuter routes to Birmingham city centre but it is also within walking distance of all the Shakespeare-related tourist attractions.

"Nearly 950,000 people use the station each year, many of whom will be foreign visitors, and now they have a clean, bright – and perhaps more importantly given the British weather – dry canopy to wait under."

London Midland commercial director Alex Hynes said: "This is great news for passengers and timely as London Midland and Centro are providing more services between Birmingham and Stratford in the new May timetable."

"Our latest figures are our best ever for punctuality and customer satisfaction and with the extra Saturday services we hope to see more passengers enjoying the improvements at Stratford."

The station is located within a conservation area so Network Rail had to apply to the council for consent to carry out the work, which had to be sympathetic to the existing station structure.

The work entailed removing the old glazing panels and metal sheeting from the canopy and adjacent roofs. The exposed steelwork was repaired and replaced as necessary before new glazing was installed.

At the same time, a new safety access walkway was fitted to the rear of the canopy and handrails were positioned round skylights and the edge of the flat roof sections to make future maintenance inspections easier.

Timber and steelwork repairs were carried out both internally and externally in such a way that the need for further major maintenance work will be at least 25 years away.



Groupe Eurotunnel acquires GBRf Eurotunnel becomes a major player in European rail freight

Groupe Eurotunnel has acquired the third largest British rail freight operator, GBRf, from international transporter FirstGroup plc. Jacques Gounon, Chairman and Chief Executive of Eurotunnel, stated: "Eurotunnel has always been a major link between the UK and France. The acquisition of GBRf is a further expression of our commitment to the United Kingdom and of our confidence in the potential that it holds. Growing concerns about the environment and the increasing need for freight transport over both long and short distances mean that rail freight is a buoyant market".

This acquisition, completed without any increase in debt, is in line with the Group's development strategy which, confident that the sector will continue to expand, aims to develop a leading position in the European rail freight market in the future.

As a result of the complementarities between its French rail freight subsidiary, Europorte France, and GBRf in terms of geographic cover and customer type, Groupe Eurotunnel now has a high performance potential which will enable it to offer customers a complete service, especially across the Channel.

London Midland's Great Malvern station gets set to celebrate 150-year anniversary

London Midland's Great Malvern station celebrated its 150th birthday on May 23rd with attractions including brass bands, stalls, steam tractors and staff in Victorian costume. As part of the event Lord Faulkner of Worcester unveiled plaques at Worcester Foregate Street station, which is also celebrating its 150th birthday, and Great Malvern, before the cutting of a commemorative cake by Sir John Foley.

The anniversary gala day included displays of Morgan cars, brass bands, a Victorian carousel, a steam tractor, stalls, and staff in Victorian costume.

London Midland commercial director, Alex Hynes, said: "Around 450,000 passengers use Great Malvern station each year, but I doubt if many realise the fascinating heritage of this station and line. "London Midland staff are very passionate about Great Malvern station and I'm delighted that they've worked so hard with local council partners and the Cotswold Line Promotion Group to commemorate this important anniversary."

The line from Worcester to the Malvern stations was originally part of the Hereford & Worcester Railway which then became part of the West Midland Railway, then to become absorbed into the GWR, and on 1st January 1948 became Government owned with the all-new British Rail. Great Malvern station is managed by London Midland.

Barrhead man takes a test drive with a difference

Barrhead man Willie Fletcher took a special test drive this week – on a train track in Germany.

Willie, who turns 60 on May 30th, was at the controls of one of ScotRail's new electric trains which are due to arrive in Scotland in three months' time.

ScotRail employee Willie, who works on general station duties at Neilston, secured the rare opportunity to test drive a train after winning a staff competition.

The train operator flew him out to the specialist test track near Dusseldorf – the only one of its kind in the world. He was able to drive a Class 380 train on the 8km circular route.

"Driving the train was a bit scary at first but a great experience," said Willie. "I also enjoyed meeting the Siemens team who are getting the trains ready to come to Scotland later this year. It was a fantastic birthday present as well!"

Nick Hortin, new trains director at ScotRail, said: "It is very rare for anyone except train drivers to get this opportunity. We were delighted to be able to provide Willie with such a great early birthday present."

Before joining ScotRail, Willie was a firefighter with Strathclyde Fire Brigade.

LOCO FLEET LIST 2010

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

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

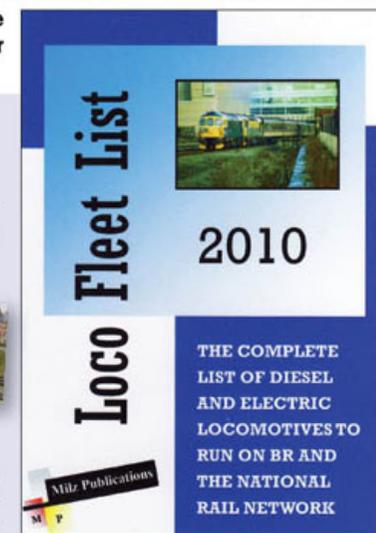
Contents

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



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

Web: www.milzpublications.co.uk | Email: lee@milzpublications.co.uk



FCC driver pilots first train into new platform at King's Cross station

A First Capital Connect train driver who has spent his entire 47-year career at King's Cross, was specially selected to pilot the first-ever train into a new platform at the London station, two weeks ahead of its official opening.

In August 1962, apprentice John Rimington was the last-ever junior fire man to join British Rail at King's Cross in the dying days of steam.

This year, with just three weeks left before taking early retirement, company bosses chose him to drive the historic first-ever train into newly-built Platform 0 and test the facility, at 10.57am on 4 May.

Driver manager Bill Potter (left) presents a certificate to driver John Rimington in Platform 0, King's Cross.



The test and subsequent commissioning of the platform proved successful and two weeks on May 20th the new Secretary of State for Transport, Philip Hammond officially opened the platform for passenger service.

John, who is 64 in July, has spent his entire railway career at King's Cross, having started as one of the last intake in the 'Top Shed' at King's Cross, cleaning then stoking fires on steam engines.

Just a year later, in 1963, steam was replaced by first diesel and then electric locomotives. John's job title was changed to driver's assistant and he stayed in that position until 1974 when he was made a driver on the East Coast Mainline.

Today he drives Class 313s, 317s and 365s for First Capital Connect's Cambridge to King's Cross route.

John said: "It was a real honour being selected to drive the first train into Platform 0. Looking back, things have changed considerably. I think I'll miss my colleagues the most."

John plans to spend his retirement travelling with his wife.

NORTHERN SECURES TWO YEAR FRANCHISE EXTENSION

We are pleased to announce that we have secured a two-year extension to our franchise after beating performance targets for our 2,500 daily train services across the north of England. The Department for Transport has confirmed that Northern, which is owned by a joint venture of Serco and Abellio, will now run the franchise until 15 September 2013.

We have improved the punctuality of our train services from 83.7% in the 12 months to December 2004 to 91.6% in the last 12 months, meaning that on average 200 more trains arrive on time every single day now than in 2004.

Ian Bevan, Managing Director, Northern said: "We are delighted that the improvements we have made to the punctuality and reliability of our services have been recognised. "We've worked hard to turn this franchise from the 'steady state' it was predicted to be into the thriving railway that it is today. As well as improving performance we've invested over £100million with our partners to provide more and newer trains and improve facilities at stations. We look forward to delivering even more for our passengers over the next three years." Northern began operating services in the north of England in December 2004. The franchise was let by the Strategic Rail Authority (since disbanded and powers passed to the Department for Transport) as 'steady-state'; this meant it was forecast to carry the same number of passengers, with the same trains, over the lifetime of the contract. There was no provision for investment in trains or stations, but Serco and Abellio set out to deliver more for passengers and since the start of its franchise Northern has:

- attracted 34% more passengers, increasing passenger journeys from 60million per annum to 85million per annum
- invested more than £25million to improve trains, stations and employee accommodation
- attracted over £80million of external investment to improve stations and help lease more trains
- refurbished over half of its fleet of 290 trains and introduced 61 additional carriages to provide much needed additional capacity
- implemented award-winning safety, sustainability and community programmes



Experience the romance of the railways past and present

Train passengers are able to enjoy the contrasts of modern 125-mph tilting trains and vintage steam locomotives on the busy West Coast Main Line again this summer.

Following a sell-out operation last year, Statesman Rail is again operating a regular timetabled steam-hauled train, departing from stations in Lancashire and offering a unique 260 mile return day trip over the world famous Settle and Carlisle line. Virgin Trains' iconic Pendolino and Super Voyager tilting trains will provide connections into the steam-hauled special train at both Lancaster and Preston.

Passengers are able to see how effortlessly modern trains tackle gradients on the route, while the steam-hauled train will demonstrate how demanding it was for the driver and fireman to keep their train moving. The steam-hauled train, will travel from Lancaster and Preston to Appleby and Carlisle via the scenic Settle and Carlisle railway, and operates every Wednesday from 28 July to 8 September.

Virgin's Pendolino trains are fully air-conditioned and have power points to enable passengers to charge mobile phones and laptops. Trains are also Wi-Fi enabled and have enhanced mobile phone reception. Alternatively, if you'd prefer some quiet time there is a quiet coach on all trains. The Pendolino trains are used on most services on the London-Glasgow route. The Super Voyager diesel trains are also fully air-conditioned, have power points for charging mobile phones, laptops and personal entertainment systems, as well as a quiet coach on all trains. The Super Voyager trains are used on the Birmingham-Glasgow/Edinburgh route and some London-Lancaster trains.

Connections from Virgin's Pendolino or Super Voyager trains will be available at Preston (from Birmingham New Street, Wolverhampton, Crewe or Warrington Bank Quay) or at Lancaster (from Glasgow Central and Carlisle). Why not take a short break, and include a steam train ride as part of your itinerary? For details of Lake District accommodation contact Cumbria Tourism on 01539 822222 or visit <http://www.golakes.co.uk/>.

Virgin Trains offers advance fares, which could be as little as £6 single between Birmingham and Preston, and £12.50 single between London and Preston, offering affordable connections into the special steam train. For full details of fares and availability visit <http://www.virgintrains.com/>. Fares on the steam special from Lancaster start at £63 Standard; £95 First Class and £149 for Premier Dining with a 5% discount for online bookings at <http://www.statesmanrail.com/>.

Virgin Trains Communications Manager Steven Knight said: "The romance of the railways has never gone away. This is a great opportunity to take a peek back into the railways of yesteryear while enjoying the railways of the 21st Century. There is something just as romantic with the sleek lines of a Virgin Pendolino as it whizzes through the countryside at 125mph as

there is with the smoke trails left by a steam locomotive."

The Fellsman steam train will leave from Lancaster and then pick up passengers at Preston, Bamber Bridge, Blackburn and Clitheroe and will be hauled throughout by steam giants from the past including the recently rebuilt LMS Royal Scot class 46115 'Scots Guardsman' or LMS Jubilee class 45690 'Leander'.

Seated in carriages from the 1950's & 1960s, passengers will be able to hear and feel the engines working hard to pull the heavy train up the steep gradients of the spectacular Settle and Carlisle line and over the impressive 24-arch viaduct at Ribbleshead. Passing through unsurpassed vistas of the three peaks, then on to the summit of the line at Ais Gill and on through the stunning Yorkshire Dales.

Passengers have the opportunity to leave the train at the pretty Westmorland market town of Appleby for a four-hour break, or carry on through the pretty Eden Valley to the border city of Carlisle for a two-hour break while the engine takes on coal and is serviced ready for the return journey. There will be a chance for photographs as the engine stops for water and perhaps have a chat to the driver and fireman who will explain the workings of the engine and show children the roaring coal fire.

"The Fellsman" is aimed primarily at the family market (with prices to match) and is an unashamedly nostalgic glimpse back to the glory days of Britain's heritage with the opportunity to spend a unique and memorable day out away from motorway traffic jams and the hustle and bustle of modern daily life.



Reserved seating is available in Standard or First Class with a buffet car open throughout the journey for beverages and light refreshments. For anyone wishing to live it up a little there is the opportunity to enjoy a freshly cooked full English breakfast and three course dinner in the opulence of Premier class. Freshly prepared on board by chefs in the kitchen car and silver served by liveried stewards, this is certainly the way to travel while enjoying the spectacular passing scenery. Reservations may be made through 'Statesman Rail' on 0845 310 2458 and all website bookings <http://www.statesmanrail.com/> will benefit from a 5% discount over the normal fares. There is also a family of 4 ticket available for any combination of adults and children offering even further savings.

Tickets for connecting Virgin services can be booked online at <http://www.virgintrains.com/> or from local staffed stations.

Record numbers flock to trains as air disruption strikes

Record numbers of airline customers have turned to Virgin Trains, with a 250% increase in passengers travelling between Glasgow and London in recent weeks, and a seven-fold increase in passenger numbers on its London to Holyhead route, which links with ferry services to Ireland.

The dramatic recent rise – in the four weeks to May 1 - follows five years of continuing growth on Virgin Trains' long-distance routes where there is airline competition. Advance booking information suggests that many frustrated airline passengers have now turned their backs on domestic flights, with reservations for the summer already showing increases on last year.

With at-seat power points, Wi-Fi, improved mobile phone reception and an onboard shop on all trains, Virgin Trains has seen its market share of the Manchester-London rail/air market increase from 38% in 2003 to 80% today. Since 2004 rail's share of the Glasgow-London market has increased from 6% to 18%. On the Liverpool-London route domestic airlines saw the light and have long since abandoned the route.

Figures released by the Civil Aviation Authority also show that there has been a 12% year-on-year fall in domestic passenger traffic in the UK as train travel proves ever more popular.

Virgin Trains' Chief Executive Officer Tony Collins said: "There is a clear trend which shows passengers are questioning the need for domestic air travel. The 'on/off' threats of strike action by British Airways have damaged domestic air travellers' confidence that they will be able to travel when they want to. Thousands have already tried our trains and seen the benefits that rail can offer. The rail industry now needs to ensure that it responds to increases in passenger numbers with an increase in capacity. We have coped with the surge in demand and need to make sure we can deal with that growth long-term." Virgin Trains generally has seen growth of around 20% so far this year, well above the national average and this will substantially increase the 26 million passenger journeys made last year.

The number of former airline customers now using Virgin Trains' services supports recent research by the Association of Train Operating Companies (ATOC) that a 'fundamental shift' is taking place in the nation's travelling habits.

ATOC's figures show that, on the ten main domestic air routes over the last four years, total journeys by rail have risen by 31%, whilst journeys by plane have fallen by 19%.

Real nuts blog at....

Railnuts



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right.

The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.

railnuts.com is proudly powered by Pete Waterman Entertainment and Silversoft Solutions



Pictures with a different view



Having a day out at the Midland Railway Centre is everyones favourite alien, Zontar. [Class47](#)



Stored pending restoration in a yard near Tebay on the West Coast main line, is this ex Merseyside Class 502 unit. [Brian Battersby](#)



After the comments recently regarding Wrexham and Shropshire's quality stock, we are reminded that DRS have been running some pretty luxurious coaches on the Floodex. This is a shot of the inside of an ex-Intercity First Class coach, which was was refurbished by DRS for charter use. [CJ Sutcliffe](#)



Freightliner's Class 86 635 is awaiting a visit by the scrapman at Crewe LNWR on May 1st. [Class47](#)

Preserved Railways



Stunning picture, however we think an element of creativity has crept in here somewhere.

On the Wensleydale Railway, and in superb setting sunlight, the NRM's Royal Class 47 798 "Prince William" is seen at Redmire on April 30th. [Alan Usher](#)



The Wensleydale Railway

Standard Tank No. 80105 is coming to the line from July 17th until August 30th.

Operation Dalesman takes place on 17-18 July 2010.

Steam-hauled trains will operate between 17 July and 8 August, and between 12 August and 30 August 2010.

The Diesel Gala takes place on 25-26 September 2010

Please visit the website for more information:

<http://www.wensleydalerrailway.com>

<http://www.wensleydalerrailwayassociation.com>



Some more from the Wensleydale Railway...

Top Left: The first passenger trains to pass on the line for more than 50 years occurred on May 22nd, as Class 20 166 waits in the passing loop at Constable Burton for the Class 101 DMU, 51210 and 50746, to pass. *Alan Usher*

Bottom Left: A recent Visitor to the line, Class 47 798 "Prince William" which arrived from York on April 29th via the mainline, and stayed until May 4th.

Alan Usher



The Great Central Railway held a Golden Oldies Gala at the end of May, featuring both replica and original locos from yesteryear. In this shot "Sir Berkeley" waits at Loughborough with a freight whilst Furness No.20 departs for Rothley. [Richard Hargreaves](#)



At Loughborough, visiting from the NRM, and giving rides to Quorn was the replica of Stephenson's "Rocket". *Richard Hargreaves*



Another replica to feature at the Great Central's Gala was "Planet" visiting from the MoSI at Manchester, seen here at Quorn. [Richard Hargreaves](#)



More from the Great Central Railway...

Above: Class 101 DMU Nos 51427 and 50321 are seen at Loughborough Central.

Paul Godding

Top Left: Jinty No. 47406 works a freight from Loughborough through Woodthorpe, on May 15th.

Derek Elston

Bottom Left: Class 26 007 is seen being dragged back through Woodthorpe, heading for Loughborough by Jinty No. 47408 during the Great Central Spring Gala on May 15th.

Steve Madden



Midland Railway Centre Diesel Gala

Above: On the weekend on 22nd/23rd May the Midland Railway Centre held a diesel gala. Peak Class 45 133 is seen at Swanwick Jct. waiting to reverse onto its train. [Class47](#)

Top Left: Class 101 unit No. 50164 heads a line of DMU trailers at Butterley. [Class47](#)

Bottom Left: Class 31 271 and 37 264 are seen arriving at Butterley on May 23rd with the last service of the day. [Class47](#)



One of the visitors to the Midland Railway for their Gala was Class 14 901, not an authentic livery but still very attractive. [Class47](#)



Severn Valley Railway 1960s Gala

Above: Approaching Hampton Loade on May 8th is Warship D821, which was carrying the name “Chris Broadhurst” and is seen heading for Kidderminster.

Class47

Top Left: Great Western Railway No. 7812 “Erlstoke Manor” is seen approaching Hampton Loade with a Kidderminster - Bridgnorth service. *Phil Martin*

Bottom Left: Class 52 “Western” D1062 “Western Courier” arrives at Arley on May 8th.

Richard Hargreaves



Severn Valley Railway 1960s Gala

Above: Great Western Pannier Tank No. 5764 arrives into Bewdley with a service from Kidderminster.

Phil Martin

Top Left: Great Western Railway "Small Prairie" tank No. 4566 is seen at Highley working a shuttle service to Arley. *Class47*

Bottom Left: Class 108 DMU No. 52064 waits to depart Bridgnorth with a service to Hampton Load.

Phil Martin



On May 9th at the Severn Valley Railway, Class 108 DMU Nos. 56208 and 52064 are seen arriving at Bridgnorth. [Richard Hargreaves](#)



Battlefield Line Gala

Above: Class 25 No. D5217 is seen at Shackerstone May 15th. [Richard Hargreaves](#)

Top Left: Class 03 170 was one of the shunters operating the DMU shuttle at Shackerstone on May 8th. [Paul Godding](#)

Bottom Left: This was a gala about 3 Grids though, and here we see them lived up in the station at Shackerstone. Class 56 040, 56 098 and 56 086 all pose for the cameras prior to working a train to Shenton. [Richard Hargreaves](#)



Class 56 086 56 098 56 040 and 73 114 are seen arriving back at Shackerstone on May 15th. (We should note though that Class 56 098 wasn't actually working due to an engine fault). [Paul Godding](#)



Great Central (North) Diesel Gala

Above: Class 73 No. E6016 is seen at Ruddington waiting for its next turn of duty on May 15th. [Steve Madden](#)

Top Left: Class 56 097 is seen departing the sidings at Ruddington running light engine to collect stock for its service to Loughborough. [Andy](#)

Bottom Left: Recently returned to service, Class 47 765 arrives at Rushcliffe Halt, on May 15th. [Andy](#)

C58LG

CLASS 58
LOCOMOTIVE
GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving a Class 58 locomotive and we invite you to join us!

For more information on the C58LG, please see our website www.c58lg.co.uk, e-mail info@c58lg.co.uk or you can write via 'snail mail' to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW.



See our website for information on our new fund raising initiative: "£58 for a 58" – sponsor a part of a 58!



On May 15th, Class 46 010 is seen on the rear of the 11.45 ex Loughborough North at Barnstone tunnel. [Derek Elston](#)



Class 56 097 is seen clagging nicely as it enters Foxhill cutting heading back to Ruddington Fields on May 15th. [Derek Elston](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

First departure from London Liverpool Street for new steam locomotive Tornado with "The Great Eastern Explorer" to Norwich

On May 28th, the brand new class A1 Pacific Tornado hauled "The Great Eastern Explorer" out of London's Liverpool Street station tackling first Bethnal Green and then Brentwood Banks, picking up further passengers at Romford, Shenfield, Chelmsford and Colchester before heading off to the historic city of Norwich.

The train's All Silver Service/First Class seating has deep cushioned armchairs where passengers can just sit, relax and enjoy, while the waiter and hosting service comes direct to the table. On arrival at Norwich passengers had around four hours to explore the sights whilst Tornado is serviced. The return journey saw "The Great Eastern Explorer" head across East Anglia via Ely and Bury St Edmunds before rejoining the main line north of Ipswich. Tornado then retraced her steps back to Liverpool Street station rounding off this wonderfully scenic circular tour.

Prior to the journey, Mark Allatt, chairman of The A1 Steam Locomotive Trust, commented: "It will be exciting to take Tornado from London's Liverpool Street station to Norwich on the Great Eastern Main Line for the first time with "The Great Eastern Explorer". The Peppercorn class A1s were designed for the East Coast route and so it will be fascinating to see how Tornado performs on such different metals."



"Tornado is performing very well and the Trust is working hard to pay off the remaining £500,000 of the loans taken out to complete the locomotive and to raise the £100,000 needed to provide Tornado with her own support vehicle. Please visit our website at www.a1steam.com to find out how you can help to keep this remarkable locomotive on the main line where she belongs."

Already this month Tornado has run "The Cathedrals Express" from London Euston to Chester on Saturday 22nd May, "The Canterbury Tornado" from Bristol to Canterbury on Saturday 15th May, and "The Cathedrals Express" from London Kings Cross to York on Saturday 8th May 2010.

Photo: Tornado arrives at London Liverpool Street station hauling "The Winton Train" on 4th September 2009 (Michelle Lacey/A1SLT)



Ffestiniog Railway gala,

Above: “Blanche” indulges herself in a bit of shunting at Harbour Station on May 1st.

Pete Cheshire

Top Left: “Britomart” a Ffestiniog resident, and “Paddy” from Amerton, enter Harbour Station from The Cob May 1st. *Pete Cheshire*

Bottom Left: “Palmerston” and “Blanche” are seen on F03 10:15 Porthamdog to Blaenau Ffestiniog on May 1st.

Pete Cheshire



On a visit to Westbury on November 10th 1974, D1044 Western Duchess stands on the depot yard waiting its next duty. By this time, the locomotives were known as Class 52s and the "D" had been painted out on most of the number places. During the 1970's, the Class 52's were the main power for the Merehead and Whatley Quarries stone trains and the Maybach power certainly was taken at full strength working the gradient from Westbury towards Warminster. [David Mead](#)



Class 37 412 and 26 036 are seen at a wet Glasgow Queen St. on May 29th 1987. [Derek Hopkins](#)



In June 1991, InterCity West Coast Class 90 006 is seen at Crewe with a Liverpool - Euston service, whilst Class 90 004 is heading to Liverpool from London Euston. [Brian Battersby](#)



Top Left: During the mid-1980's, heritage steam traction was generally limited to secondary routes with specials being part diesel hauled until they were on the designated routes. One such route was the Shrewsbury - Hereford - Newport line, the steam locomotives being kept and serviced in Bulmer's Depot for the specials. On 3rd. November 1984, I joined a group of "steam chasers" for such a tour which involved two ex-GWR locos - 6960 Raveningham Hall and the infamous 6000 King George V, the latter taking the trains from Hereford to Newport and back. Here, in the fading autumn sunlight, the special train headed by the "King" re-starts its train and crosses the River Usk Bridge at Newport, it being my last location of the day.

David Mead



Bottom Left: Class 37 426 stands at Crewe on December 9th 1995 with an evening service to Bangor.

Richard Hargreaves



Class 37 260 "Radio Highland" stands at Inverness Depot on May 28th 1987. *Derek Hopkins*



Top Left: Class 37 414 pauses at Inverness, on May 27th 1987.
Derek Hopkins

Top Right: Freightliner Class 47 197 works light engine through Crewe on July 16th 2005.
Richard Hargreaves

Left: Class 86 245 heads through Crewe on July 4th 1987 with a varied collection of coaching stock and liveries.
Pete Cheshire



On May 12th Virgin Trains ran a special for The Railway Childrens Charity with Class 57 301 and 57 312. Running as 1T30 16:15 Liverpool Lime Street - London Euston the train is seen here passing Acton Bridge. [Colin Irwin](#)