

Railtalk

Magazine

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FGW solves overcrowding at buffet counter!

Welcome

Welcome to Issue 47 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

As I always say another month and another editorial, and what another excellent month it has been. This month saw me travel on, and wait for it.... one of the best bus journeys I've ever been on, fortunately it was to Swanage so my credibility is still slightly intact. But I must say, if you ever arrive at Bournemouth and want to get to the Swanage Railway, I can highly recommend the bus.

Unfortunately while on my travels this month I arrived at the Mid Hants Railway the morning after the night before. If you are not aware about the evening of the 26th July, fire ripped through the carpentry shop at Ropley. Extensive damage was caused to the building and also to loco and coaching stock inside (see page 53). I hope the Mid Hants will battle through this setback and work to overcome this tragic event without too much difficulty. Also this month I must thank Jo and her team at Spitfire for running an excellent, although lightly loaded tour to Whitby, all on board had a excellent day, although we sadly had a date at DRS open day and had to miss it.

Thanks again to everyone involved either by contributing or just reading.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Ian Furness, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Paul Fuller, 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.

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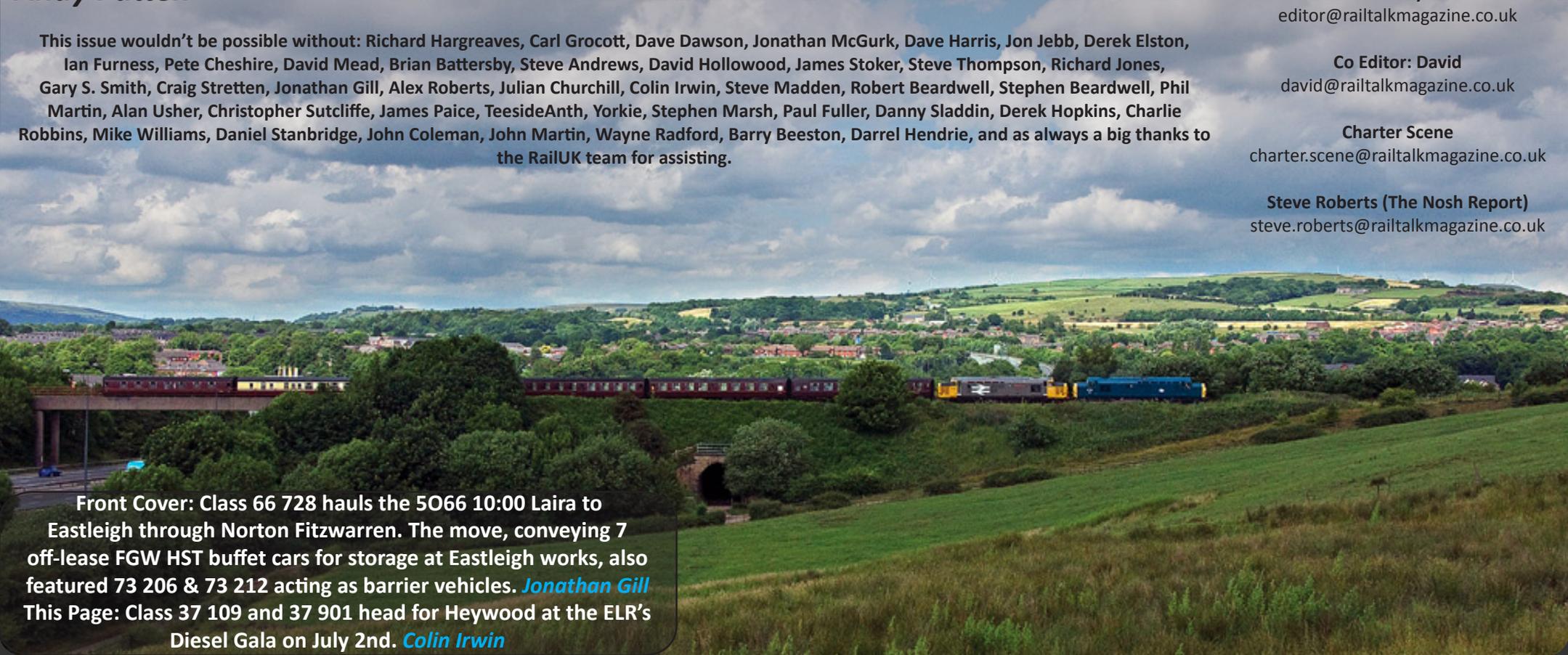
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Front Cover: Class 66 728 hauls the 5066 10:00 Laira to Eastleigh through Norton Fitzwarren. The move, conveying 7 off-lease FGW HST buffet cars for storage at Eastleigh works, also featured 73 206 & 73 212 acting as barrier vehicles. [Jonathan Gill](#)
This Page: Class 37 109 and 37 901 head for Heywood at the ELR's Diesel Gala on July 2nd. [Colin Irwin](#)



LMS Princess Royal Class No. 6201 "Princess Elizabeth" speeds "The Midlander" 1Z32 Euston to Tyseley through the Northamptonshire countryside at Church Brampton on July 17th. [Derek Elston](#)



On July 10th the “Heart of Wales” railtour from Manchester Victoria to Newport featured West Coast Class 47 826 taking the outward leg through to Newport where Black 5’s No. 45407 and No. 44871 took over for a trip along the South Wales main line and then back over the Central Wales line to Craven Arms and Shrewsbury. This is a shot of the return working at Llanwrtyd Wells. [Phil Martin](#)

Charter Scene

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Left: Black 5's No. 45407 and No. 44871 are seen at Wistanstow with 1Z81 Nottingham to Cardiff via the Heart of Wales line on July 3rd. [Pete Cheshire](#)

Bottom Left: GWR Castle Class 4-6-0 No. 5029 "Nunney Castle" and GWR King Class 4-6-0 No. 6024 "King Edward I" heads the return Steam Dreams "Cornish Riviera Express" tour from Penzance - London Paddington passed Cholsey on June 28th. [Wayne Radford](#)

Bottom Right: GWR Castle Class 4-6-0 No. 5043 "Earl of Mount Edgcumbe" works 1T51 Stratford-upon-Avon - Birmingham Snow Hill "Shakespeare Express" through Tyseley on July 4th. [Wayne Radford](#)





"The Torbay Express" season had brought steam along the sea wall at Dawlish once again. This is British Rail Standard 8P No. 71000 "Duke of Gloucester" passing Langstone Rock, Dawlish on July 18th. [Steve Andrews](#)

Charter Scene

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Left: On July 3rd, running bunker first BR Pannier No.9600 departs the sidings at Banbury approaching the station with the Chiltern Railways 100 special to Chinnor. *Derek Elston*

Left: Having worked the ECS for the Chiltern 100 special with BR Pannier No. 9600, Class 47 773 pauses outside Banbury South signal box on July 3rd. *Derek Elston*

Below: On July 26th Class 47 826 heads 5247 Holgate - Southall along the North London Line passed Old Oak Lane.

Wayne Radford





Following the Winter Cumbrian Mountain Express tour on 30th December 2009 where she worked in tandem with her shedmate 44871, LMS Black 5 5MT 4-6-0 No. 45407 "Lancashire Fusilier" was withdrawn from traffic pending a heavy general overhaul. However at the same time, Riley and Son had both their engines signed up to perform on the GB III tour across Scotland from Glasgow to Stranraer, so it was a race against time to get the locomotive turned around in time for the tour. But Riley and Son managed it, and 45407 became the new record holder for the fastest locomotive overhaul in preservation, a heavy general in just 14 weeks. Here she is seen coasting past Littleborough returning to Bury from Grosmont NYMR on July 1st. [CJ Sutcliffe](#)



DRS Class 37 610 heads through Kirby Stephen whilst working Spitfire Railtours, 1230 Birmingham International to Carlisle, Cumbrian Crusader raitour on July 31st. [Ian Furness](#)



DRS Class 37 608 and 37 259 head through Colton Jct. with the return working of Spitfire Railtours, 1231 Carlisle to Birmingham International, Cumbrian Crusader railtour on July 31st. [Class47](#)



Left: LMS Princess Royal Class 7P 4-6-2 No. 6201 “Princess Elizabeth” charges through Diggle heading towards Huddersfield with the outward leg of the first Scarborough Flyer of the season on July 23rd. With A4 No. 60009 “Union Of South Africa” currently out of traffic, 6201 is backed up by 6233 “Duchess of Sutherland” and 71000 “Duke Of Gloucester” on this tour for the coming season. [CJ Sutcliffe](#)

Below: The ECS for the Cambrian tours is once again in the hands of one of WCRCs active Class 33s. This is Class 33 207 “Jim Martin”, seen here arriving at Crewe with the empty stock on July 23rd. [CJ Sutcliffe](#)





On July 23rd, in a flashback to a scene only experience from 1945/6 to 1948, LMS No.6233 "Duchess Of Sutherland" reverses alongside Stanier 5MT Black 5 No. 44871 as the latter awaits departure for Machynlleth. [CJ Sutcliffe](#)



Left: On July 23rd, in conjunction with the Tatton Park flower show, DBS ran the Northern Belle Pullman stock from Newcastle to Chester and return. Here Class 67 026 is seen heading into Crewe station, running the stock back to the depot for cleaning and refreshing before the journey back to Newcastle that evening. 67 006 "Royal Sovereign" was on the rear at this point. *CJ Sutcliffe*

Bottom Left: Class 47 826 is seen at the head of 1Z60 07:18 Manchester Victoria to Alexandra Dock Junction (Newport), as it passes Wistanstow on July 10th. *Pete Cheshire*

Below: Class 67 021 (with Class 67 024 on the rear) hauls the Grand Settle & Carlisle Circular railtour (from King's Cross) through Colton Jct., heading back to London on July 31st. *Class47*





On June 12th, 1240 ran from Cleethorpes to Chester and returned back as far as Sheffield behind Black 5 No 44871, the remaining trip back to Cleethorpes from Sheffield was behind two Class 47s. This is the outward journey seen waiting to depart Scunthorpe. [Steve Thompson](#)



Above: The Royal Scotsman toured Britain in July with West Coast locomotives providing the traction. On July 11th running as 1224 07:39 Dundee - Chester (via Edinburgh & WCML). Class 47 804 is seen arriving into Chester with the ECS.

Right: The tour was to continue later in the day running from Chester - Llanrwst with Class 47 786 and 47 804 on the rear.

Both: Brian Battersby



On July 12th "The Royal Scotsman" railtour passed through Shrewsbury, heading for Hereford. West Coast Class 47 786 was leading, with 47 804 on the rear. [Phil Martin](#)



The Cotton Mill Express on July 17th featured LMS Royal Scot Class 4-6-0 No. 46115 "Scots Guardsman" and the loco is seen here performing well, prior to the failure of the middle cylinder that happened later in the day. [Colin Irwin](#)



Above: Another shot of LMS Royal Scot 7P 4-6-0 No. 46115 "Scots Guardsman" with the Cotton Mill Express as it crosses the viaduct on its successful first run of the day. [Colin Irwin](#)

Right: After hammering the final nail into the coffin of the Cotton Mill Express, LMS Royal Scot 7P 4-6-0 No. 46115 "Scots Guardsman" slowly ascends Miles Platting bank on July 17th having been declared a failure with a broken middle cylinder at Manchester Victoria. The engine had just completed 1 out of 2 loops of the route via Huddersfield and Copy Pit, and as it's third time unlucky (again) this sight may never be repeated. [CJ Sutcliffe](#)





On July 10th Class 47 270 is seen departing Crewe with the "Snowdonia Statesman" raittour, from Swindon to Blaneau.
Inset: The ever reliable Class 57 601 was on the rear of the train. *Both: Richard Hargreaves*



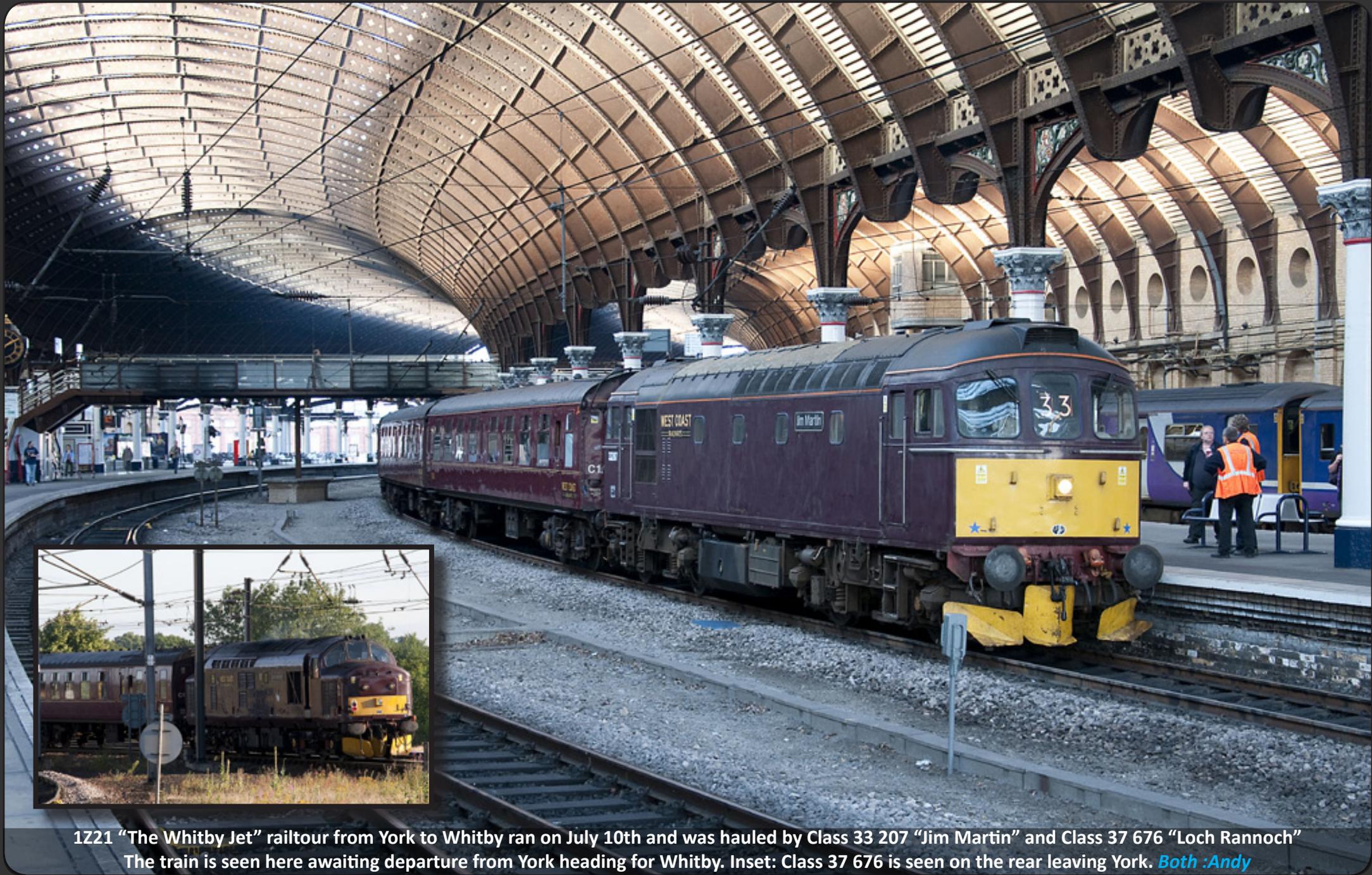
July 31st - A day of tragedy for D1015, as the loco suffered a major engine failure whilst working the ECS from Westbury after the railtour had finished.

However, here we have some shots from earlier in the day, when the loco was performing well.

Main: Class 52 No. D1015 "Western Champion" approaches Redbank cutting on the WCML with the 1Z52 Westbury - Appleby railtour. [Dave Harris](#)

Inset Left: "Western Champion" enters Manchester Oxford Rd with the 1Z53 Appleby - Westbury return leg of the tour. [Dave Harris](#)

Inset Right: The tour is seen heading north towards Appleby through a very wet Tamworth. [Pete Cheshire](#)



1221 "The Whitby Jet" railtour from York to Whitby ran on July 10th and was hauled by Class 33 207 "Jim Martin" and Class 37 676 "Loch Rannoch"
The train is seen here awaiting departure from York heading for Whitby. Inset: Class 37 676 is seen on the rear leaving York. *Both :Andy*



Class 55 022 powers home to the ELR, out of Manchester Victoria and up Miles Platting incline, on June 12th after a successful Spitfire Railtour's "Capital Deltic" from Preston to London. [Colin Irwin](#)

Charter Scene

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Left and Bottom : Class 55 022 was out again on July 24th working a GBRf Staff Charter from Newcastle to Scarborough via Doncaster. The Deltic stopped at Doncaster to collect passengers and then ran to the Royal Mail terminal in order to run round. The loco then headed north non-stop through the station.

Both: Class47



Scot-Rail with Jonathan McGurk



Right: Class 314 202 is seen departing from Glasgow Central High Level station on a sunny July 29th.

Jonathan McGurk

Below: K4 No. 61994 Steam locomotive is seen standing at Craighendran Loop for a water stop while working the empty coaching stock 09.06 5Z97 Thornton Yard - Fort William via Alloa working. The train is now one of the locomotives scheduled to work the Jacobite charter trains which take place in the summer between Fort William and Mallaig. Class 156 493 is seen passing the loop, leading a six car train set, en - route to Helensburgh Upper while working the 12.21 1Y23 Glasgow Queen Street High Level - Oban, Fort William and Mallaig.

Jonathan McGurk



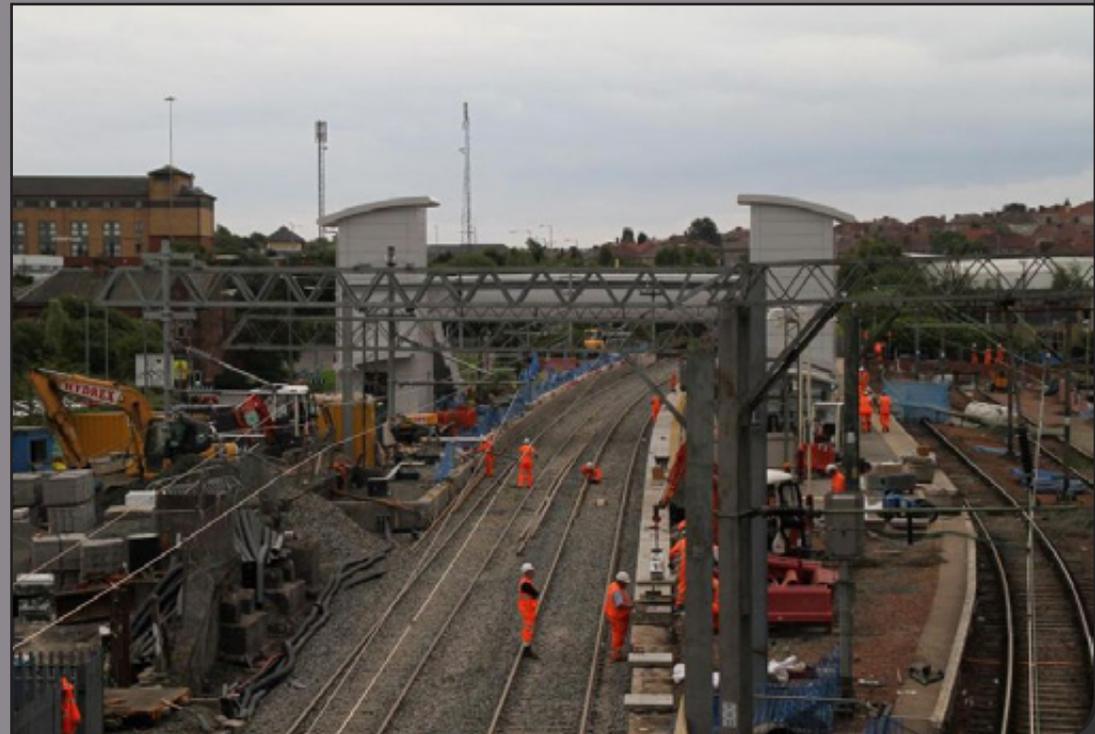


The Airdrie - Bathgate project update

Top Right: Taken from the recently newly rebuilt and reopened Towers Road Road Bridge, a view looking west towards Airdrie. The view shows what is the new Drumgelloch station, which is in the middle of being constructed.

Bottom Right: New overhead wiring and related equipment have been renewed / added at Airdrie station.

Below: A view taken from Crowwood Drive Road Bridge looking down at what was the old Drumgelloch station. The view looks west towards Airdrie station and shows where the new double track will be laid. The new station is in the middle of being constructed, which is located approximately 550 yards east of this location. *All: Jonathan McGurk*





Abandoned & Disused Railways: London Road Tunnel

This is a disused rail tunnel between Bridgeton Cross and Parkhead in Glasgow

Right: As the track slopes downwards towards the tunnel entrance, it can be clearly seen that the brickwork is still in good order.

Jonathan McGurk

Below: As viewed from inside the tunnel itself, again apart from some debris and items that have been dumped, this tunnel would appear to be intact and in reasonable condition throughout its length, although it is a bit wet in places.

Jonathan McGurk





Yorkie is on holiday this month so David, our Deputy Editor takes over and gives us his views on a couple of items.

First Great Western - Shape up or Ship out!

During a recent visit to the south west we decided to park at Tiverton Parkway and take the train into Devon. We aimed to make use of the excellent Devon Day Ranger ticket, which priced at only £10.00 is excellent value.

When purchasing the tickets at Tiverton Parkway, we enquired about railcard discount and we were told that there wasn't any applicable. Being that we had never bought this ticket before and that we were not from the area we accepted the fact that there wasn't any discount and bought all as full price. We were also given a helpful leaflet explaining the lines covered by the rover which is something that most other TOCs don't do and duly left.



The leaflet was similar to the one above and as I have said it really is a good idea to promote these excellent tickets, so as I have said, full marks go to First Great Western for producing these.

But upon reading the leaflet it clearly states that holders of railcards receive 1/3 discount. Now bear in mind that the same ticket office clerk who sold us the tickets and said that there was no discount also gave us the leaflet saying that there was a discount.

Do none of these workers ever read their own companies literature, or are they that short of money that they try to rip off unsuspecting customers who are just in the area for a holiday or short trip. The upshot is that if we hadn't been given the leaflet, we would be none the wiser!

Always check ticket prices and breaks of journey

One of the more frequent journies I make is to either Birmingham or to the Severn Valley Railway at Kidderminster from my home in York. This has quite a few variations in ticketing but for ease I shall only concentrate on the main York - Birmingham/ Kidderminster via Birmingham route. There are probably options that will get me even cheaper and if someone wants to let me know that'll be great, but for now here are my findings.

YRK to BHM Off Peak Return = £48.00

YRK to BHM Anytime Return = £95.00

YRK to KID Off Peak Return = £57.30

YRK to KID Anytime Return = £112.00

But by splitting my journey at various points and bearing in mind that I am only going for the day, then the following apply.

YRK to SHF Off-Peak Day Return = £16.30

YRK to SHF Anytime Return = £18.80

SHF to DBY Off-Peak Day Return = £8.80

SHF to DBY Anytime Return = £32.50 !

DBY to BHM Off-Peak Day Return = £12.50

DBY to BHM Anytime Return = £27.60

DBY to KID Off-Peak Day Return = £12.80

DBY to KID Anytime Return = £30.80

On the last leg of the journey from Derby there are no Anytime Return tickets, the priced being derived from two anytime single tickets.

As can be seen by this simple policy of changing trains three times, then a saving of £10.10 can be achieved on a day out to the Severn Valley Railway at Kidderminster

Whats more incredible is when you look at the difference in prices of a day return from

Sheffield to Derby compared with an Anytime Return, however I am told that this is to do with the "Derbyshire Wayfarer" day rover ticket available in the region.

Also note that if you were going to Kidderminster or Birmingham from Derby and not travelling in peak hours then it may be cheaper to get two Off- Peak Day returns than purchase an Anytime Return.

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.



GBRf Class 66 722 works 4C52 Ferrybridge to Newbiggin over Lunds Viaduct on the Settle and Carlisle line on July 8th. [David Hollowood](#)



Class 73 141 and 73 208 are seen approaching Hoo Junction on the North Kent line whilst working a Selhurst - Rochester test train on July 1st. [Charlie Robbins](#)



Above: DB Schenker liveried Class 66 152 is seen working the late running 6E93 St Pancras Castle Cement to Peterborough Yard passed Harrowden Junction on July 9th.

Steve Madden



Left: Freightliner's Class 86 632 and 86 637, the latter in the new "Powerhaul" livery are seen at Rugby on July 12th, heading for Crewe.

Richard Hargreaves



View from above. An unusual way to see Class 90 043 in the Wolverhampton area on June 21st. [David Hollowood](#)



Above: On July 7th, GBRf Class 66 728 hauls 73 212 and 73 206 through Silk Mills forming the 0V66 10:00 Tonbridge – Laira. This working was in preparation for a stock move the following day conveying 7 off-lease FGW HST buffet cars to Eastleigh works for storage, using the Class 73s as barrier vehicles. [Jonathan Gill](#)



Right: Class 60 040 breasts Copy Pit on 6E32 Preston Docks to Lindsey Oil Refinery Bitumen tanks on July 14th. [David Hollowood](#)



Above: Another month and another Class 508 goes into store at the Telford IFT. This time it was Class 508 209 which arrived on July 13th, seen here behind Class 67 026.

Richard Hargreaves

Right: The other side of Class 508 209, and considering the amount of time it has spent stored, the bodywork doesn't look too bad, just visible is its Connex SouthEastern livery.

Richard Hargreaves





In preparation for the launch of the new East Coast livery, Virgin Trains Class 57 305 tests and shunts the stock at Doncaster on July 24th. [Class47](#)



Above: Arriva Trains Wales Class 57 315 leads the 1V77 Holyhead - Cardiff Central rugby relief special past Steel Heath, south of Whitchurch, Shropshire on June 5th. Class 57 313 was at the rear and would head the return train.

Gary S. Smith

Left: Freightliner Class 66 526 is seen working the 4S41 Hunslet to Killoch Heavyhaul powering through Pleasington on July 7th.

Chris Stanley



Class 66 050 works 6S00 Clitheroe to Mossend loaded cement, at Ais Gill on July 8th. *David Hollowood*



July 7th saw a curious working, 2201 0803 Kilmarnock - Doncaster W.Yd. via the Grimsby & Immingham Light Railway. That has to be a first! The working saw the venerable "Caroline" apparently propelled throughout by recently - restored Class 37 409. The really interesting bit was that, according to the the schedule, it only stopped twice, once at Kilmarnock Station (0805/10) then when it arrived at Doncaster West Yard (1545). It was, of course, pure fantasy and it stopped at Scunthorpe in both directions, as no doubt it did at numerous other locations throughout the trip. Here we see see it departing Scunthorpe en-route to Immingham, and as is normal for anything remotely "special" in these parts, it ran:- a) in cloud and b) very late. Nice to see though. [Steve Thompson](#)



Class 92 009 "Elgar" leads 6063 Warrington - Dollands Moor past Wilson's Crossing, on July 9th. [Derek Elston](#)



Class 86 614 and 86 622 head slowly through Acton Bridge on June 22nd, just as the light begins to fade. [Brian Battersby](#)



Above: On July 16th, Class 37 607 leads 37 259 and a single FNA passed Swamp Crossing, Dungeness, working 6M95 Dungeness - Willesden Brent, for the fourth consecutive day. *Daniel Stanbridge*

Top Right: EWS/DBS Class 66 134 works 4S62 Cottam to Newcumnock empty coal over Ais Gill on July 14th. *David Hollowood*

Bottom Right: Recently the 6J37 Carlisle - Chirk working has been seeing a lot of variety of motive power, the same goes for the sister working 6C19 Chirk - Carlisle empty KFA wagons. This is the 6C19 passing Preston in the hands of Colas Rail's Class 66 841 on June 29th. *CJ Sutcliffe*





Above: As from 23rd May 2010, following the withdrawal of the “3-CIG” slam-door trains on the Brockenhurst to Lymington Pier branch, SWT’s 158 units have been allocated to operate the line on Mondays to Fridays, with the 3rd-rail Class 450 units at weekends only. Whilst the 2-car units are adequate for the twice hourly train service, it does seem a waste of resources to run diesel units when it is electrified. On July 8th, Class 158 880 stands at Lymington Pier having worked from Brockenhurst. *David Mead*

Top Left: Class 375 024 speeds through New Cross on July 24th. *Derek Elston*

Bottom Left: Class 444 038 stands in Bournemouth station on July 28th whilst working a Weymouth - London Waterloo service. *Andy*



With the sun just breaking through, Class 31 106 waits on the curve at Derby having arrived with a Network Rail Test Train on July 17th. [Class47](#)



The delightful location of Acle is seen in these three photos here, as National Express East Anglia Class 170 206 arrives at Acle, Norfolk on a Norwich to Great Yarmouth service on July 3rd. As can be seen the station is superbly restored and maintained, a real credit to those who are obviously dedicated in maintaining it to a high standard. *All: Gary S. Smith*



Above: Class 92 009 “Elgar” powers south through Acton Bridge with 6063 Warrington Arpley - Dollands Moor with 18 empty China Clays in tow on July 9th.

Daniel Stanbridge



Top Right: Freightliner Class 66 951 is seen working 6M61 Portbury - Rugeley coal through Shifnal on July 22nd.

Phil Martin



Bottom Right: Freightliner’s Class 86 627 paired with 86 602 approaches Wilson’s Crossing working a northbound liner on July 9th.

Derek Elston



Prior to Jarvis' financial collapse, Fastline acquired DRS Class 66 434 on long term hire, and thus the unit was painted into Fastline grey and yellow stripes. However with the winding up of the company following the collapse of Jarvis, 66 434 returned to DRS, and has thus far kept it's ex-Fastline guise. This is Class 66 434 passing Preston southbound on 6J37 Carlisle - Chirk loaded timber on June 29th. [CJ Sutcliffe](#)

Top Right: On July 18th Class 66 107 heads past Drawell St. Shrewsbury and heads onto the Cambrian with a loaded ballast to be dropped between Newtown & Tallerdig.

Phil Martin

Bottom Right: Class 57 004 and 57 009 head 6274 Sheerness - Hitchin empty scrap past Birdcage Bridge, Swanley on July 27th. *Wayne Radford*

Below: Class 37 059 leads 37 423 and 57 007 towards Southbank, Middlesborough, whilst working 4Z57 Kingmoor - Tees Dock on July 14th. *TeesideAnth*



Top Right: The regular weekend Pendolino drag from Crewe on July 10th saw Class 57 316 in Arriva neutral blue hauling Class 390 047 "CLIC Sargent" onwards on the London Euston - Holyhead service. The driver also decided to give the waiting enthusiasts a show by creating as much clag as possible from the GM engine he was in charge of!. [CJ Sutcliffe](#)

Bottom Right: Class 73 107 "Spitfire" leads 1Q40 Selhurst - Eastleigh, past Eastleigh on July 5th with Class 31 465 on the rear. [Wayne Radford](#)

Below: On July 16th, Class 73 141 without First logos leads BR large logo beast 73 207 away From St Leonards Depot at 10.50 working 0Z73 St Leonards - Tonbridge - St Leonards loco test run. Class 73 207 was the resident Whitmoor Shunter but after it suffered a minor fire whilst shunting up there, the loco was brought to St Leonards for attention. Now the work has been completed, using parts from 73 209, it was time for a test run. Fingers crossed!

[Daniel Stanbridge](#)





Described as being “off TOPS”, Class 31 144 currently resides in a small yard full of old railway bits and bobs belonging to the owner of a model shop adjacent to the yard. The model shop has since closed, and formerly the yard had 3 Class 08 shunters, the brake van seen to the right of the loco here, a severed and gutted cab of a Class 58 and an Intercity Mark 1 buffet car alongside this Class 31. Today, only the Class 58 cab, the Class 31, brake van and buffet car remain. The loco is apparently now under the ownership of HNRC and is awaiting transport away from the site for either further use or scrapping. [CJ Sutcliffe](#)

Right: Network Rail's 43014 is seen heading through Lancaster on the West Coast main line, July 13th.

CJ Sutcliffe



Below: Network Rail's other big long yellow banana is seen at Coton Hill, Shrewsbury on July 10th, after some night time testing on the Cambrian.

Phil Martin





Virgin Trains Class 57 308 takes a late running 2U24 Taunton - Cardiff Central over the Narrowways Hill Junction in Bristol on the evening of June 28th. The train was run by GBRf for First Great Western and this was expected to be the last week Class 57s would be used on the diagram because of the reliability of those locomotives; the diagram was taken over by DBS Class 67s. GBRf Class 66 402 was at the other end of the train instead of a Class 57. [Gary S. Smith](#)



On July 12th Arriva Trains Wales Class 153 303 is seen stabled at Shrewsbury for the night. [Phil Martin](#)

The Nosh Report with Steve Roberts



Saturday 9am - 6pm
Sunday 11am - 4pm

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 is a bit of nostalgia that has been transformed. What am I talking about?, well it is called the Deptford Project.

The Deptford Project is located at 121 - 123 Deptford High Street, London SE8 4Ns and has evolved from an acquirement of 71085, a TSO from a 4 CIG. This has been converted into a Cafe and The Deptford Project Café is the first step in a project to completely regenerate the area around Deptford Train Station and the old Victorian carriage ramp.

Very easy to find, as they are just near the railway station, and are open from:

Weekdays 9am - 6pm



The food is excellent and certainly different, not the mass produced and often bland rubbish that appears elsewhere.

Well worth popping in on a morning for a delicious breakfast or for afternoon tea. I would imagine it can get busy, especially if there are any events on nearby.

But above all they have preserved a genuine 1960s Southern Region EMU coach, if slightly stripped and modified.

I'm just not keen on the livery though!

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



I This month I went on holiday for a week and then came back for one day, saw Andy then he went on holiday the next day for the week.

The day that we had together was spent at Bolton Abbey, I definitely recommend it although it was unfair that we got there for the last two hours of the day and still had to pay the full £10 day rover for the special event that was running. That is twenty pounds for one round trip....

The refreshments were brilliant, however, I am addicted to Diet Coke and it had a nice cold can just waiting for me, along with a Cadburys milk chocolate bar and a Cheese and Onion pasty that a nice volunteer helped me to warm up.



It's making me hungry just thinking of it. So I'm off to go eat something right now! Thanks for reading and I will talk to you all next month after a month of Andy being off work because it is the school summer holidays....I am sure we will go out a lot...wish me luck!

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.

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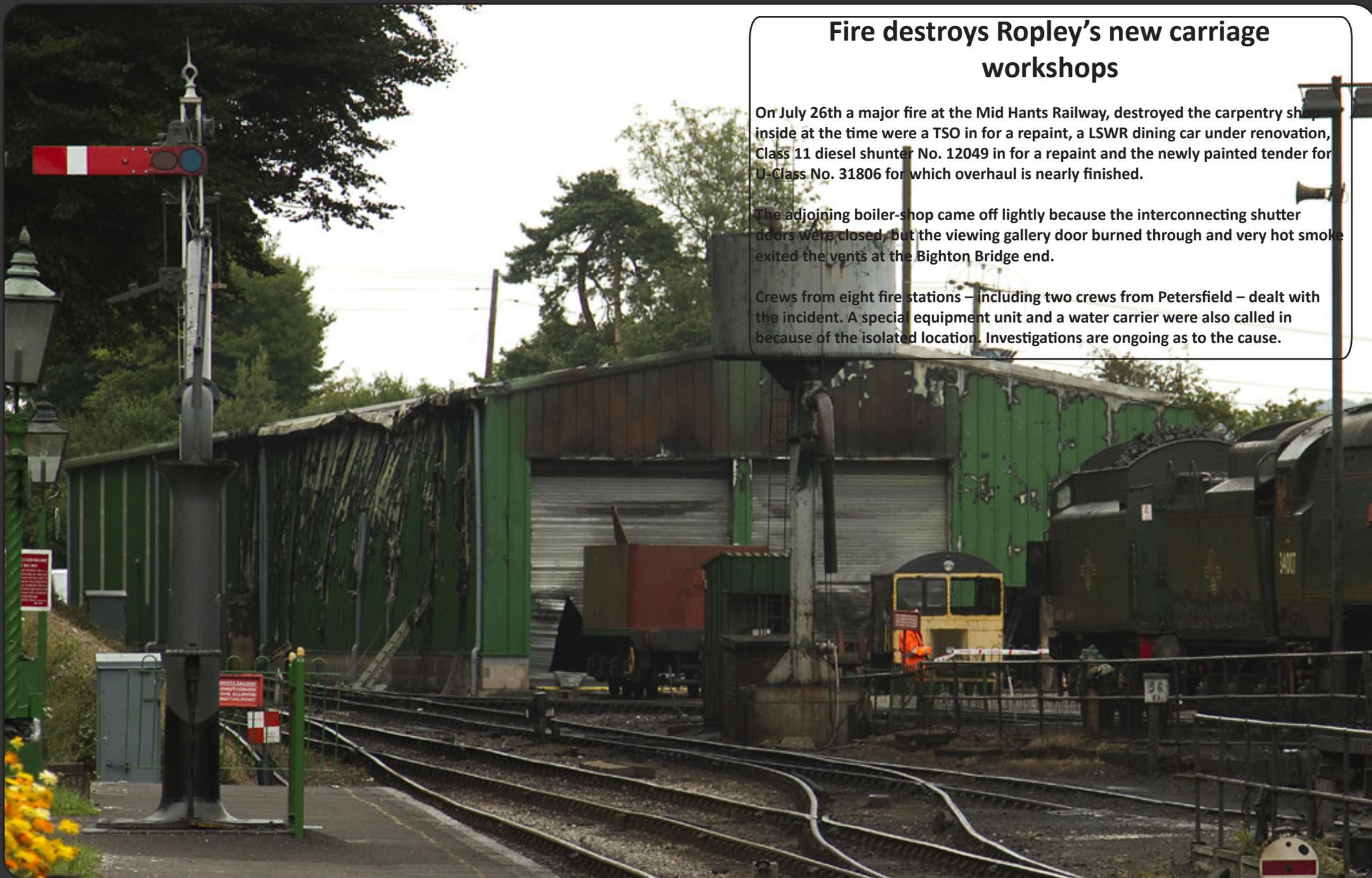


Fire destroys Ropley's new carriage workshops

On July 26th a major fire at the Mid Hants Railway, destroyed the carpentry shop inside at the time were a TSO in for a repaint, a LSWR dining car under renovation, Class 11 diesel shunter No. 12049 in for a repaint and the newly painted tender for U-Class No. 31806 for which overhaul is nearly finished.

The adjoining boiler-shop came off lightly because the interconnecting shutter doors were closed, but the viewing gallery door burned through and very hot smoke exited the vents at the Brighton Bridge end.

Crews from eight fire stations – including two crews from Petersfield – dealt with the incident. A special equipment unit and a water carrier were also called in because of the isolated location. Investigations are ongoing as to the cause.



NEW HI-TECH TRAIN LISTENING DEVICE BOOSTS RAIL SAFETY AND REDUCES COSTS

South West Trains and Siemens, working in close collaboration with Network Rail, have joined forces to pilot an innovative new system that can diagnose potential problems with trains by listening to them as they pass.

The system, called RailBAM®, monitors 300 train a day on the busy Wessex Route which carries South West Trains services between London and Weymouth. The system – the first permanent application of this technology in Europe – employs an array of hi-tech microphones mounted at the side of the track that listen to every individual axle bearing on each train as it passes by.

Information on how the bearings sound is then fed back securely to a database in real time, where it is compared to the sound of a perfect bearing.

Sound analysis allows tiny bearing defects to be identified months before they become critical.

Steve Scrimshaw, Managing Director of Rolling Stock at Siemens Mobility, said: “The long term investment in innovative RailBAM® technology will minimise maintenance costs and passenger disruption whilst improving safety.

“The ability to monitor the trains while they are in service means that not only can potential problems be identified in advance,

but they can be corrected as part of routine maintenance. This reduces unplanned maintenance, maximising availability and performance for the customer.”

Christian Roth, Engineering Director for South West Trains, said: “We are extremely pleased to be the first train operator in the UK to trial this innovative new system, which is a clear demonstration of our commitment to running a safe and reliable railway. “As one of the busiest and most complex train operators in the country, we are always looking for ways to improve even further and we believe the new RailBAM® technology will help us to deliver significant improvements in the delivery of our service.”



Direct trains to Blackpool back after 20 years

After an absence of nearly twenty years, direct trains will be carrying holidaymakers between Glasgow and Blackpool this summer.



First TransPennine Express started the new service at weekends through the peak summer season from 2 July until 5 September.

Fares for the through journey to Blackpool will start at just £17 single. Leo Goodwin, commercial director for First TransPennine Express says: “With UK resorts expecting a busy summer and Blackpool in particular we hope this new direct service and great value fares will prove popular and make the train an even better choice for holiday train journeys.”

It is the first time since 1992 and the days of British Rail that trains have linked Glasgow directly with Blackpool making it that little bit easier for some of the ten million visitors attracted to the town each year.

Stewart Stevenson MSP, Minister for Transport at the Scottish Government, said: “With the summer holidays starting shortly, this is fantastic news for people looking to take a break in the UK. This service will enable travellers to use more sustainable forms of transport while encouraging more visitors to both Blackpool and Scotland alike”

Direct trains will run:

Every Friday from 2nd July to 3rd September:

Leave Glasgow Central at 1254; arrive Blackpool at 1604

Every Saturday from 3rd July to 4th September:

Leave Glasgow Central at 1010; arrive Blackpool at 1311

Every Saturday from 3rd July to 4th September:

Leave Blackpool at 1315; arrive Glasgow Central at 1642

Every Sunday from 4th July to 5th September:

Leave Blackpool at 1730; arrive Glasgow Central at 2045

Councillor Maxine Callow, Cabinet Member for Tourism and Regeneration at Blackpool Council, said: “We are delighted that this new direct service has been introduced. We welcome holidaymakers from Scotland at special times every year and hope that this service will encourage them to visit more often during the summer.”

A 'WHERRY' HAPPY BIRTHDAY AS WHERRY LINES' CELEBRATES 10th ANNIVERSARY

Regional train operator National Express East Anglia, Norfolk County Council and partners celebrated the 10th Anniversary of the Wherry Lines Community Rail Partnership, at a fun-packed day in Cantley on Friday, 9 July.

An anniversary cake, speeches, music, and song and dance all contributed to a special day of celebration. Local school children took part in a 'Pirate' fancy dress competition and the celebrations were topped off by a sail across the Broads in the Wherry 'White Moth' – symbol of the Wherry Lines Community Rail Partnership.

James Steward National Express East Anglia's Rural Area Manager said:

"I was delighted to join our partners at Norfolk County Council to celebrate the 10th anniversary of the Wherry Lines Community Rail Partnership. A marvellous day was had by all who attended.

This successful partnership has been instrumental in promoting train services on the Wherry Lines and in investing in our local stations. It just goes to show what progressive partnerships can achieve. I wish the partnership many more years of success."



Rhino charge ends in arrest

Virgin Trains has confirmed that the Baby Rhino, being cared for by staff at Crewe station has been given a warning after it made a second attempt to travel to London. Virgin Trains has said that it will be allowed to complete its journey to London very soon.



The rhino, when just a day old was spotted onboard a Virgin Train trying to get to London. There was concern that such a vulnerable and young rhino was out on its own late at night. Now it has emerged that the baby rhino was arrested, but released with a warning, after causing a disturbance at Crewe station earlier today, whilst trying to force its way onto a train at the station. Passengers and staff were concerned as the Rhino charged down the platform.

Virgin Trains Group Station Manager Anita Brown said: "We understand that baby rhino wants to be reunited with its dad, Maximus Rhinoceros, who is now on the main concourse at our Euston station in London and we have arrangements in place for that to happen. We do have major work taking place to repair the roof covering platform 5 at the station and we are urging all passengers to take extra care due to the scaffolding on the platform and we certainly don't want passengers – or rhinos - taking risks by running along the platform." In order to keep Baby Rhino occupied, until it is able to travel to London, a part time role has been found in the ticket office at Crewe station, selling tickets.

Rhino Mania is the most ambitious and all-inclusive public art project Chester has ever staged and will animate the city's streets and public spaces for ten exciting and unforgettable weeks, further establishing Chester's reputation as a must-see European visitor destination. Virgin Trains has the only large Rhino to be located outside of the North West region and courtesy of Network Rail stands under the main departure indicator on the concourse at London's Euston station. Baby Rhino, who Virgin Trains staff will name, will make its home in the First Class Lounge at Euston station.

10,000 LORRIES OFF THE ROAD WITH BRISTOL'S NEW FREIGHT TERMINAL

Red, white and also green – these are the new colours for the 8.96m bottles of wine, which will be wheeled into Bristol by trains every year. This owes to a joint scheme by Network Rail and Freightliner, which have reinstated a short section of disused track near Bristol Temple Meads, enabling seven wine trains to terminate at South Liberty Lane depot every week. This initiative supports Trans Ocean's - a global leader in wine bulk liquid logistics - business in managing the movement of all wine imports into one of Europe's largest wine facilities in Avonmouth, owned by Constellation Europe.

The new rail freight services will help remove over one million road miles of lorry journeys from already congested roads in the country, whilst significantly cutting carbon footprints. By using rail, Trans Ocean and Constellation Europe will also benefit from an efficient and streamlined supply chain with a low risk of demurrage costs. Peter Willey, senior freight manager, Network Rail said: "Britain relies on rail and the value of rail freight is considerable. For businesses, rail freight can offer a cheaper, quicker and more practical alternative to moving goods by road. "Almost £700m of social and environment benefits each year can be attributed to freight traffic on Britain's railways. For instance, around 80,000 tonnes of waste from Bristol are removed by rail annually. "Without the railway, the anticipated growth in freight traffic over the next 30 years would mean an extra 1.5m lorry journeys on Britain's roads each year. Each freight train can take up to 60 lorries off the roads and by shifting traffic from already congested roads to rail will bring greater future benefits."

Simon Williams, senior vice president supply chain, Constellation Wines Australia and Europe, says: "The new initiatives enable us to both streamline our supply chain operations and reduce carbon emissions. As such, we are extremely happy to endorse and implement the innovative initiatives that Trans Ocean will provide." Among the companies in Bristol relying on rail freight include the Bristol City Council, Whatley, Merehead and Bristol Port.

The old freight terminal in Bristol was closed in 1992, owing to lack of demand in freight. Work was carried out to renew the life-expired track and existing signalling equipment was tested and recycled for use.

Demand for rail freight has grown by 70% over the last decade across the country. This demand is predicted to grow by 30% over the next decade, and up to 140% over 30 years nationally.

Government figures show that in the next ten years rail freight could deliver environmental benefits worth well over £4 billion. The rail freight industry directly contributes £870 million to the nation's economy every year, but actually supports an economic output of £5.9 billion, six times its direct turnover.



NORTHERN CONDUCTORS TO INSPIRE PASSENGERS' TRAIN OF THOUGHT THIS SUMMER

Northern Rail conductors are set to put a smile on people's faces and inspire passengers travelling to the Harrogate International Festival this summer.

Perhaps more used to the sound of train engines, commuter chatter and platform announcements, Northern passengers can now expect to hear the inspirational quotes of Mark Twain, J. R. R. Tolkien and D. H. Lawrence ringing in their ears as they travel to Harrogate.

Ahead of the annual Harrogate International Festival, which celebrates writing, reading and poetry, as well as featuring film, comedy and music, conductors will broadcast 50 of the most thought-provoking travel quotes of all time* through the train's tannoy system.

Passengers boarding Northern trains heading to the festival, will be able to enjoy such quotes as "The world is a book and those who do not travel read only one page" St. Augustine, and "It is the journey not the arrival that matters" T. S. Eliot as the train snakes through the Yorkshire countryside.

Karen Bell from Northern said, "I've worked as a conductor with Northern for over 7 years now and see passengers going about their daily routines every day. What we hope is that by broadcasting uplifting and thought provoking quotes we will surprise passengers and give them something to think about during their journey."

Jamie Burles, Commercial Director, at Northern said, "When I heard the buzz from the conductors about surprising commuters with inspiring travel quotes, I was thrilled with how this one-off service would add to the passengers' journeys, giving them an out-of-the ordinary travel experience in celebration of the Harrogate International Festival."



Photo: Northern Rail conductor Karen Bell recites inspirational quotes to passengers travelling to Harrogate.

KEY PHASE OF MERSEYSIDE RAIL IMPROVEMENT WORK GETS UNDERWAY

At the end of July work started on a key phase of essential improvement work on the Liverpool underground railway, with passengers in south Liverpool set to benefit from a more reliable railway. The work is part of a wider scheme to renew part of the track on the Northern line in the tunnel underneath the city centre. This is the same type of work that has been carried out on the curved parts of the Wirral line in recent years.

Almost 400 yards of track and approximately 130m³ of concrete will be ripped up, re-poured and re-laid. Replacing the concrete which should last for at least two decades completes this project, bringing better journeys for the people of Merseyside. Work began on Saturday 24 July and will be completed on 27 August, in time for the Matthew Street Music festival.

Network Rail area general manager, Gary Openshaw said: "Following the renewal work, passengers will experience a smoother, quieter ride. The line will also require less maintenance in future, resulting in less disruption for passengers.

"Rail travel in the summer period is traditionally less busy so we are taking advantage of this quieter time to carry out essential improvement works on the underground railway."

Bart Schmeink, Merseyrail's managing director said: "I am sorry that our passengers in south Liverpool will be inconvenienced by these improvement works by Network Rail. But it is important that the track is in tip-top condition and although there is never a good time to close the line, the long term benefits will be worth the short term disruption." Merseyrail is proving replacement bus shuttle services between Hunts Cross and Liverpool Central stations throughout the five week project. Train services will continue to operate between Liverpool Central and Southport/Ormskirk/Kirkby.



Cargo-D Fleet news

It's been a busy year for Cargo-D. In terms of contracts, Cargo-D has continued to work with DBS to deliver rolling stock to the FGW operation between Bristol and Paignton which continues to operate without problems.

Cargo-D has also been successful in winning short term contracts.

In July, Cargo-D provided two sets of rolling stock to DBS to operate trains to increase capacity for the St.Andrews golfing Open. This went successfully and delivered what was required.

In August, Cargo-D will also be delivering two sets of rolling stock to Direct Rail Services again to increase capacity for the 'Tall Ships' event. The trains will operate a shuttle service over a number of days of the event to cater for the increase in passenger numbers. It is events like this that Cargo-D can respond to quickly and deliver rolling stock to.

Cargo-D has also been busy renovating rolling stock for Rail-Blue Charters, the leisure arm of Cargo-D. The charter sector has been increasing in workload and more vehicles have been needed.

Therefore, Mk1 kitchen cars 80042 and 1657 have been purchased to operate within this sector. 80042 was rolled out at the end of July and is now ready for traffic. 1657 will be ready at the end of October.

Cargo-D has also purchased more vehicles to assist with its growth in the charter sector. First Class Mk2e 3241, and Mk2f TSO 5925 have been purchased to strengthen the charter fleet.

Cargo-D also completed the purchase of a large amount of Mk2 TSOs in the spring of this year. Some have already been re-commissioned for charter work, others are undergoing this work for other projects in mind (see below). A full stock list is available under the 'Our Services' banner under the 'MkII list. Cargo-D has also purchased Motorail car carriers 96603 and 96604. These vehicles have been purchased for spares, namely bogies as they sit on heavy-duty B5 bogies.

Willesden has also begun to play an active part in carrying out active work for Cargo-D. Mk3 vehicles 11079 and 11089 are present at Willesden for 'E' exams, the first of which to be carried out will be 11089. The last 'E' exam to be carried out was on RFM 10246 which has just been completed.

Willesden is also nearly through completing a project to create a Mk2 'hot set'. Vehicles BSO 9497 and TSOs 5906, 5966 and 6168 have been moved to Willesden to have an 'E' exam carried out, re-commissioning work and an air-conditioning overhaul carried out. Other work includes changing doors and locks and components where they are worn or defective. The vehicles will then be painted in the 'house' colours of Rail blue and grey. The set can immediately be made available for any TOC that requires such a set for commuter/short start-stop working.

First Hull Trains sees passenger numbers increase as petrol prices soar

First Hull Trains' increasing passenger numbers is part of a nationwide trend to switch from the roads to the railways over the last twelve months as rising petrol prices have led to more car drivers seeking alternative forms of transport, new analysis published recently shows.

The company's already popular Hull to London route has seen a surge in passenger numbers as a reaction to the increase in petrol prices, with drivers leaving their cars at homes to favour the rail as their primary mode of transport for work and leisure journeys.

Analysis by the Association of Train Operating Companies (ATOC) shows that up to 35 million extra journeys have been made on the railways over the course of the last year as petrol prices have increased and people look for better value for money ways to get around.

It comes as research, commissioned by ATOC and carried out by the University of Southampton, shows that around four out of five trips on a sample selection of routes work out cheaper by rail than by car.

The research tested out 208 travel scenarios on 32 typical business and leisure routes with journeys planned on the day and then three, 10 and 45 days in advance. The research considered the full cost of car travel including petrol, tyres, maintenance and parking costs and used two methods to work out the cost - one recommended by the AA and one by the Government (known as WebTAG).

Using the AA method it found that rail travel works out cheaper in 164 cases (78.8%). Using the WebTAG method, it found that 185 journeys (88.9%) work out cheaper by rail.

For the routes identified, the research found that by booking in advance, rail travel is, on average up to half the price of car travel for a family of four with a Friends and Family Railcard, 60% cheaper for two leisure travellers and a third the price of car travel for a single businessman or woman

Even for rail tickets bought on the day, train travel is on average 40% cheaper than car travel for a family of four with a Railcard largely similar for two leisure travellers up to half the cost for a businessman or woman

Average UK petrol rose to an all-time high of 121.61p a litre in May this year. Over the course of the last year, the average price of petrol has risen by 15% from 102.66p in mid June 2009 to 118.08p in mid June 2010. Passenger demand forecasting analysis by ATOC indicates that a 5% rise in petrol prices leads to around a 1% rise in demand for train travel.

James Adeshiyani, General Manager at First Hull Trains, said: "These are tough times for a lot of people and the extra pressure that higher petrol bills put on family budgets is deeply unwelcome for many.

"As petrol prices continue to rise year on year, the challenge for train operators like First Hull Trains is to help people out by providing them with a good value for money alternative to travelling by car.

London Midland's summer sale slashes rail tickets by half-price

London Midland is cutting the price of summer travel by offering off-peak tickets for half price when booked through its website - londonmidland.com/sale. The deal runs from 1 August to 5 September 2010 and applies to journeys across the London Midland network using London Midland trains.

London Midland head of marketing, David Whitley, said: "We're all trying to spend less at the moment, but that doesn't mean we should have to stay at home. This great offer gives millions of people the chance to travel for less this summer, whether it's a trip into town or a weekend away. "Combined with our existing two for one restaurant, attraction and theatre deals in London and Birmingham, the savings can be even bigger."

The London Midland network stretches from Liverpool and Birmingham to London, with services running to destinations including Shrewsbury, Worcester, Hereford, Stratford-upon-Avon, Milton Keynes and Northampton. Nearby attractions include Tate Liverpool, Albert Dock and the Mersey Ferry in Liverpool, the Wedgwood Museum in Stoke, Shrewsbury Abbey and Castle, Cadbury World in Birmingham, Worcester and Hereford Cathedrals, Bletchley Park National Code Centre, Woburn Abbey and Safari Park, and Whipsnade Zoo.

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

Loco
Fleet List
2010



2010

THE COMPLETE
LIST OF DIESEL
AND ELECTRIC
LOCOMOTIVES TO
RUN ON BR AND
THE NATIONAL
RAIL NETWORK



FUEL TECHNOLOGY TRIAL ON EAST MIDLANDS TRAINS DRIVES GREENER TRAINS

East Midlands Trains, part of the Stagecoach Group, has announced the results of a successful fuel technology trial designed to reduce fuel consumption, slash carbon emissions and run even greener trains.

Working in partnership with International Fuel Technology, Inc. (IFT), the trial of the innovative DiesoLIFT™ 10 fuel additive has demonstrated a 4.4% improvement in fuel economy, estimated to save nearly 350,000 litres of fuel per year. The reduction in carbon emissions this will produce is the same as taking 350 cars off the road.

The trial, the first of its kind within the UK rail industry, involves a total of 89 vehicles comprising Class 153, Class 156 and Class 158 trains, which are used to operate services on East Midlands Trains local routes.

The DiesoLIFT™ 10 additive is being automatically mixed in with diesel used to re-fuel trains at Nottingham maintenance depot, where almost three-quarters of the trains used to operate East Midlands Trains local services are fuelled overnight. The liquid additive, which is completely bio-degradable, is splash-blended with the fuel using technology provided by IFT. Matt Browne, Head of Environment for East Midlands Trains, said: "We are extremely pleased to be the first train operator taking part in this in-service field trial with IFT. The results are already demonstrating that, by using the fuel additive DiesoLIFT™ 10, we are improving our fuel-efficiency and cutting our carbon emissions. Trains are already one of the most environmentally friendly forms of transport, and use of DiesoLiFTTM 10 is helping us to make our trains even greener."

Gary Kirk, IFT's Director of Sales and Marketing, added: "The fuel economy improvement realised by East Midlands Trains in the recently completed in-service field demonstration is consistent with fuel economy improvements we have achieved in numerous rail engine demonstrations. Use of DiesoLiFTTM 10 will reduce fuel consumption and harmful emissions. We are excited to continue our relationship with a company committed to cost-effective green technologies."

The DiesoLIFT™ 10 trial, which has been running since August 2009, will continue until November 2010. East Midlands Trains will then look to extend the product to the rest of its fleet, including HSTs and Meridians operating on the London services.

This initiative is part of Stagecoach Group's carbon reduction plan, which is targeting a 3% reduction in fleet emissions and an 8% cut in carbon emissions from buildings. Stagecoach Group has also successfully reduced CO2 emissions from its bus fleet in the UK by more than 100,000 tonnes over the past five years through other emission-reduction initiatives.

The saving equates to the average CO2 emissions produced by more than 10,000 households in the UK over a 12-month period, according to official Government statistics. The emission-reduction initiatives are also being used in Stagecoach's Coach Canada operations, which cover Quebec and Ontario.

NEW NUNEATON FREIGHT LINE GETS GO-AHEAD

Work to upgrade the rail freight network has taken a significant step forward as the Department for Transport announced permission for a new rail link to be built to the north of Nuneaton station.

Network Rail has received notification that the Secretary of State has granted permission for the Nuneaton North Chord scheme to proceed, following a public inquiry held earlier this year. The new 1km section of track will link the existing cross-country rail route from Felixstowe to Nuneaton with the west coast main line. This will allow freight trains to travel directly to the economic markets in West Midlands and North West England without having to travel through north London, which they currently do.

On completion of the scheme freight trains will be able to travel through Nuneaton station without affecting passenger services, thereby helping to reduce disruption and making the railway more reliable. The Nuneaton North Chord forms an important part of Network Rail's strategic freight network, a programme of investment to improve freight capacity across the UK railway. The scheme will provide for eight additional freight trains per day in each direction to and from Felixstowe, which will help take around 225,000 lorries off Britain's roads.

Tim Cook, senior schemes sponsor at Network Rail said: "Britain relies on rail freight and this scheme is crucial because Nuneaton North Chord is a key part of our plans to improve freight capacity of the railway – one of the greenest methods of transporting goods."

"Rail currently transports over 100m tonnes of goods across the country. This is worth around £30bn per year and directly contributes £870m to the nation's economy every year. As Britain's imports increase we need to look at ways in which we can transport more goods around the country without putting additional pressure on roads. This scheme is an important part of helping us achieve this, whilst delivering a more efficient and reliable network for our passengers."

Work on the Nuneaton North Chord is expected to start in Spring 2011 and is anticipated to take around 18 months to complete.



3000+ RAIL CRIMES COMMITTED BY YOUNG PEOPLE

Young lives are being put at risk every day by criminal behaviour new figures released by Network Rail reveal. There were nearly 3,400 - 10 a day - recorded incidents of trespass and vandalism in the last year* involving young people taking short cuts, spraying graffiti, playing chicken with trains or placing objects on the tracks. All put their lives – and in some cases the lives of others – at risk. The true figure is expected to be much higher with many incidents going unreported.

As the summer holidays begin, Network Rail is encouraging young people to take up more positive activities and not put themselves at risk of serious injury or worse, by taking unnecessary risks on the tracks. Its No Messin' campaign, which works with local community groups and clubs across Britain, is fronted by world boxing champion Amir Khan.

Amir Khan spoke of his continued support for the No Messin' campaign: "Young people need to know that playing chicken or throwing stones at trains won't get you respect or win you real friends. Working with Network Rail in community clubs I've seen how young people can get a real kick out of learning something new like boxing or other sports and how positive encouragement can steer them off the tracks and onto a better path."

The most shocking examples include:

- 1162 incidents of stone throwing
- 60 reports of playing chicken
- 83 incidents of graffiti

The whole 'kitchen sink' has been placed on the tracks – many causing costly damage to trains and delays to services. They include:

- 180 bikes
- 76 shopping trolleys
- 55 incidents involving traffic cones
- 7 prams
- 5 dustbins
- 3 trampolines and another dropped onto a train
- 3 televisions
- 1 bouncy castle



Leighton Walford, from Fareham, Hampshire, is supporting No Messin' after his girlfriend died when she touched the electrified rail as they took a short cut across the tracks. He said: "Many people think this will never happen to them but it can, it happened to us. I know how badly

taking a short cut along the tracks can end, it resulted in a very special person losing her life and I'll regret it for the rest of mine. I hope that by telling my story, I can prevent others from risking their life and the lives of others."

A shocking 49 people died after trespassing on the tracks in the last year; with a quarter of trespass fatalities young people aged 11-20. Whilst adults commit more crimes, young people take more risks and their actions are more dangerous – such as playing chicken and graffiti spraying in hard to reach locations. Adult crimes tend to be more platform-to-platform trespass and taking short cuts.

Whilst these figures are alarming, the No Messin' campaign, now in its fifth year, is seeing some success with a 32% reduction in reported crimes by young people.*

Robin Gisby, Network Rail director of operations said: "It's good to see the number of incidents involving young people coming down, but far too many continue to risk their lives by taking a misguided short cut or worse, deliberately messing around on the tracks. Unlike cars, trains cannot swerve and can take the length of 20 football pitches to stop. Contact with electricity power lines and tracks can result in horrific injuries, burns or even death. We want to prevent such incidents and help young people find more rewarding and exciting ways to spend their free time."

British Transport Police Deputy Chief Constable Paul Crowther said: "BTP officers continue to work closely with Network Rail and train operating companies across the country to educate young people about the dangers of going near the railway line.

"Our message is simple: the railway is not a playground – stay safe and stay out of trouble. Every year we see people risking their lives either by careless actions, such as taking a shortcut across the tracks or by playing on or near the line. Anyone who messes around near the tracks is not only risking a court appearance, they are putting their lives at risk."

Photo left: Damage caused after boy throws brick at moving train in Beswick, Manchester.

Photo right: Youth balances between overhead lines in Sunderland. The power was turned off at the time.



YORKSHIRE STUDENTS ENGINEER THEIR WAY TO SUCCESS IN NORTHERN RAIL CHALLENGE

Two creative young engineers from Hillsborough College in Sheffield have shown their mettle after beating six other teams from schools and colleges in Yorkshire to scoop the top overall prize in the 'Northern Rail Engineering Challenge' for their design of a 21st century train carriage.

The talented girls – Shelby Cound and Abbi Fitter, both aged 17 – took part in a nerve-wracking presentation at Sheffield Hallam University on 13 July. They came out on top after winning praise from a panel of judges – which included top Northern Engineer Stuart Draper – for their “all-round excellence, design flair, commercial awareness and superb understanding of what customers are looking for”.

Other successful teams from the region include Swinton Community School in Rotherham who were runners up. Also from Rotherham, was Dinnington Comprehensive School who were awarded the Best Customer Idea prize. Two Sheffield schools picked up awards for their hard work with Chaucer School in Sheffield winning the Best Research prize and Yewlands Technology College receiving Best Creative Design.

Northern Rail and the Young People's Enterprise Forum (YPEF) challenged youngsters from across the region to show off their engineering skills by designing and building a detailed scale model of a 'next generation' carriage, using innovative customer service ideas and up-to-the-minute engineering standards.

The team from Hillsborough College have won a priceless experience and are now set to become Northern's 'Junior Engineering Apprentices' for a day. They will have the chance to meet top engineers, discuss their pioneering ideas and learn more about the engineering business within Britain's biggest train operator. They have also won themselves a three month unlimited rail pass for all Northern trains.

Photo: Abbi Fitter (left) and Shelby Cound aged 17 from Hillsborough College.



Real nuts blog at....
Railnuts



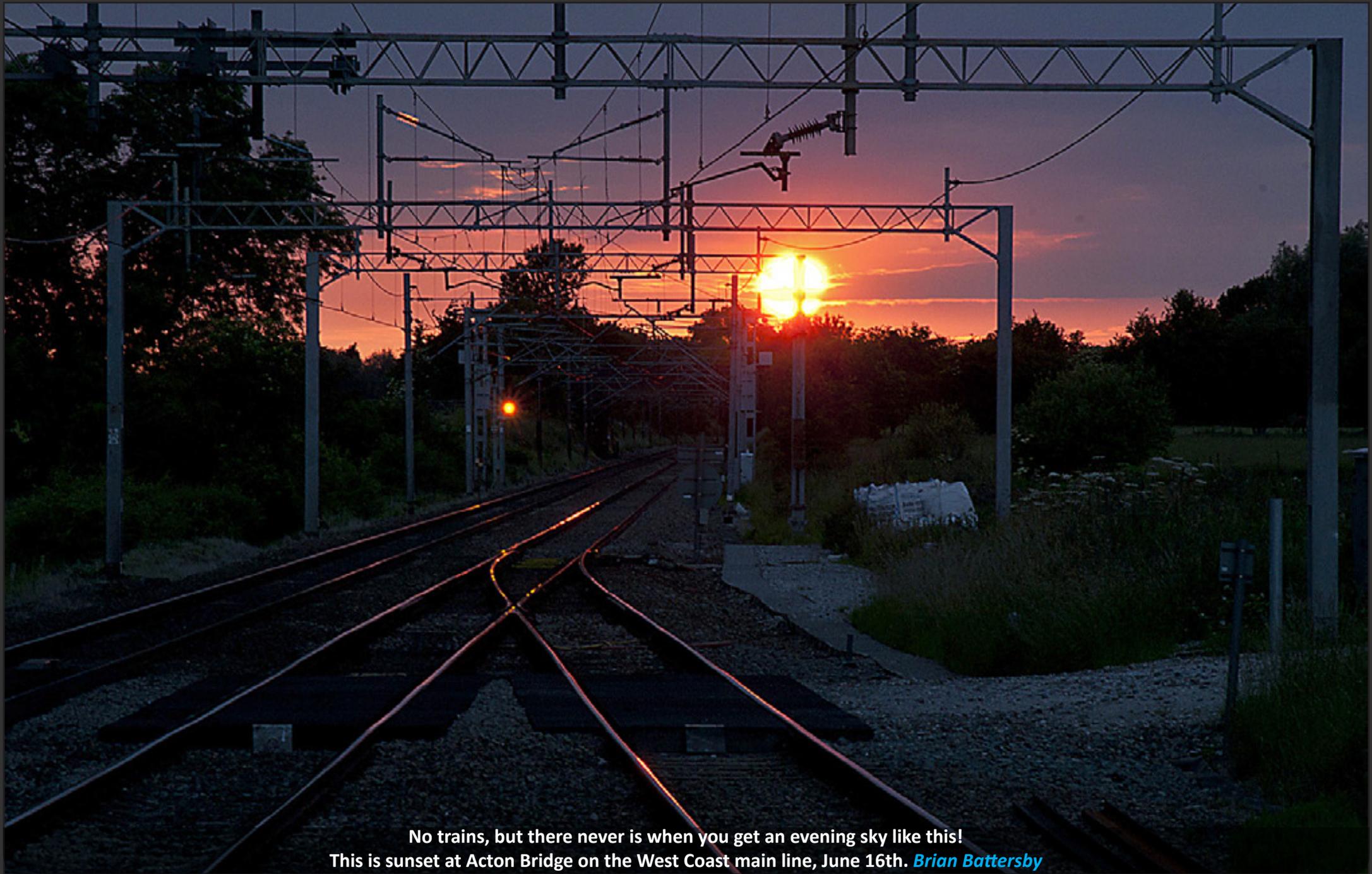
RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity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

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Pictures with a different view



No trains, but there never is when you get an evening sky like this!
This is sunset at Acton Bridge on the West Coast main line, June 16th. [Brian Battersby](#)



A14W, or PWM2786, this is a D. Wickham & Co. Ltd. type No 4B two seat inspection trolley, works number car 6885, built in 1954 for British Railways Western Region, at Ware in Hertfordshire. She spent all her working life based at Barmouth, and was sold for scrap in 1981, since then she has been used at Telford Steam Railway at Horsehay, but has been stored for the last twenty years, but is in complete condition, and will be restored to full working order. Seen at the Foxfield Railway gala, on July 17th. [Pete Cheshire](#)



Last month we reported that a herd of Rhinos had invaded Chester.

Well Elvis the Rhino is currently located at the railway station, as “Rhino-Mania” sweeps the city with over 100 more located at various points. [Brian Battersby](#)

Preserved Railways



The main diesel event in July was at the East Lancs Railway, where a large number of preserved locos were put through their paces over several days. If you are a diesel fan, then this has to be one of the highlights of the year. We start off with one of the highlights, 8100hp on six carriages! Overkill maybe, but the sight of a triple headed Class 50 working is something quite special to say the least. Lead by Class 50 015 "Valiant", D444 "Exeter" and 50 008 "Thunderer" the service would run to Rawtenstall and back to Heywood. Seen here in platform 3 at Bury Bolton Street on July 4th. [CJ Sutcliffe](#)



More from the ELR....

Top Left: Visiting the line from the GCR North was Class 47 765, still in RES livery, seen here at Heywood on July 2nd. [Colin Irwin](#)

Top Right: Class 50 008 stands outside the diesel shed at Bury on July 3rd. This loco had only just been returned to traffic after many years with an uncertain future. [Jon Jebb](#)

Bottom Left: CFPS flagship loco Class 40 145 rounds the curve at Bury south with a service from Heywood, as Class 37 109 waits to back on to the train. [Jon Jebb](#)



More from the ELR....

Top Left: Visitor to the July gala, Class 56 097 in Railfreight Sectorised Coal livery enters Bury Bolton Street with a train from Heywood.

CJ Sutcliffe

Top Right: Class 50 D444 descends Bury Ski jump from the Heywood side on the ELR Diesel gala.

Colin Irwin

Bottom Left: Double Class 33 action through Irwell Vale as 33 108 and 33 109 head towards Bury on July 3rd. *Paul Godding*



Despite it being a diesel gala, the Class 207 DEMU No. 1305 remained rooted to the spot on the siding it has occupied for some time. Hopefully the unit will be reunited with it's centre carriage and rejoin the active fleet before too long. [CJ Sutcliffe](#)



Class 37 109 and 37 901 pass over Seven Arches Viaduct, at Heywood on the ELR diesel gala, on July 2nd. [Colin Irwin](#)



Class 55 022 "Royal Scots Grey" is seen in the evening sun with one of the last trains of the day departing Ramsbottom on July 4th. [Jon Jebb](#)



One of the biggest steam events in July was at the annual Foxfield Gala, with several locos operating passenger trains and also hauling freight trains up the steep bank from Foxfield Colliery. This is Bagnall No. 2 climbing up the bank to Dilhorne Park on July 17th. [Richard Hargreaves](#)



At Foxfield's Caverswall Road depot are No. 3059 "FLORENCE" a Giesel ejector loco with characteristic tapered chimney which was built in 1954 and No. 1684 "MEAFORD No .2" a Newcastle upon Tyne outside cylindered loco which was built in 1951. [Richard Hargreaves](#)



More from the Foxfield Railway...

Above: "WHISTON" built in 1950, by Hunslet, to works No. 3694, and "WIMBLEBURY" built by Hunslet of Leeds to works No. 3839 in 1956, are seen leaving Foxfield Colliery. [Pete Cheshire](#)

Top Left: "Bellerophon" one of the oldest steam locos anywhere in the world still in action, was built in 1874 and is seen working hard along the line on July 17th. [Richard Hargreaves](#)

Bottom Left: Robert Stephenson and Hawthorn built crane tank "Roker" stands outside the depot at Foxfield on July 17th. [Brian Battersby](#)



“Dubsy” is an 0-4-0 Crane Tank built by Dubs of Glasgow to works number 4101 in 1901. This loco is nearly at the end of a complete overhaul, including making the crane operational. [Pete Cheshire](#)



Spa Valley Railway

Above: Thumper unit No.1317 is seen at Tunbridge Wells West during the 25th Anniversary of the closure of the line on July 10th. *Derek Elston*

Top Left: Class 33 063 having worked off the shed approaches the platform to take up the Thumpers duties. *Derek Elston*

Bottom Left: Thumper unit No. 1317 stands at Tunbridge Well West having arrived from Groombridge on the 25th Anniversary of the lines closure, July 10th. The unit awaits the Class 33 attaching, having arrived with an overheated clutch. *Derek Elston*



On July 3rd, GWR Pannier Tank No. 9600 in BR Black livery arrives at Chinnor with the first through passenger working from BR metals since 20th December 1961. The train is seen arriving at Chinnor. [Derek Elston](#)



Llangollen Railway's 1960s gala.

Above: An immaculate Class 37 No. 6940 is seen speeding alongside the River Dee on July 31st.

Pete Cheshire

Top Left: LMS Stanier Class 5 4-6-0 No. 44806 pauses at Berwyn with a service to Carrog.

Pete Cheshire

Bottom Left: On July 31st, Class 26 D5310 heads towards Glyndyfrdwy just as the sky starts to darken.

Pete Cheshire



HAPPY LANDINGS AT QUORN AS RAF CHINOOK HELICOPTER DROPS IN FOR VETERANS WEEKEND

There's a very unusual visitor dropping into Quorn and Woodhouse station at the Great Central Railway on the 18th and 19th of September. A Chinook helicopter will be touching down for a special event to salute service veterans. Star guests will be an RAF crew who have recently seen service in Afghanistan who will be with the helicopter for the weekend, ready to give visitors a guided tour of the machine.

The weekend, dubbed 'Get Some In' recalls national service. Coming into effect on January 1st 1949, the National Service Act of 1947 was designed to meet Britain's post war military manpower needs and made every male British subject aged 17 to 26 liable to serve in the Armed Forces for a period of 12 months; later extended to 2 years. National Service personnel were subsequently served and gave their lives in full military operations in Malaya, Korea, Cyprus and Kenya prior to its formal end on 31 December 1960.

"The presence of a Chinook will make this a very special weekend," commented GCR president Bill Ford, "and it will be an appropriate centrepiece for our veterans salute. We look forward to welcoming aviation enthusiasts for the weekend for a tour of this remarkable machine." To reflect the national service theme there will also be some 1950s / 60s period vehicles and re-enactors in period clothing.

The helicopter will arrive on the Friday before the event and depart shortly afterward and its appearance at the event will help raise money for the RAF benevolent fund. Meanwhile veterans of all services bringing appropriate identification will be recognised at the event and will be given free train travel, while anyone travelling with them can travel at a reduced rate.



On the Kent and East Sussex Railway No. 14 "Charwelton" a Manning Wardle 0-6-0 Saddle tank is seen waiting to depart Tenderton Town on July 26th. [Class47](#)



At Alresford on the Mid Hants Railway, Class 33 053 waits in the old cattle dock road for its next turn. [Class47](#)



The Class Forty Preservation Societies next Railtour will feature Class 40 145 running from the East Lancashire Railway at Rawtenstall to Cambridge on Saturday 4th September 2010.

This follows on from the outstanding success of the CFPS's last tour to Cornwall over the weekend of 15th/16th May.

The train will pick up at Rawtenstall, Ramsbottom, Bury, Heywood, Stockport and Chesterfield.

Set down points will be Peterborough, Ely and Cambridge.

We are hoping to run an 'add on' tour from Cambridge to Stansted Airport (top and tailing with an as yet unspecified locomotive).

Booking forms are available on the CFPS website at <http://www.cfps.co.uk/tours.htm> or from

CFPS Bookings, 38 Watkins Drive, Prestwich, Manchester M25 0DS

Couple of shots from the Gloucester and Warwickshire Railways Summer Diesel Gala

Top Left: Class 47 376 is seen approaching Toddington on July 11th. *Paul Fuller*

Bottom Left: Highlight of the event had to be the use of Potter Group Class 08 202 and 08 598 on the Shunter Shuttles across the newly opened Stanway Viaduct. *Paul Fuller*

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!



DELTIC AT THE DOUBLE! D9009 DOES 75mph FOR GCR TESTING CONTRACT

Summer season visitor at the Great Central Railway, Deltic D9009 "Alycidon" was no sooner on the Leicestershire line's metals when it was pressed into service. The type 5 was required to operate a testing contract at speeds of up to 75mph.

GCR General Manager Bill Ford said, "Our resident Class 45 was unavailable for the testing contract, but fortunately the Deltic had just arrived. Through the good offices of the Deltic Preservation Society we were able to operate at the high speed required for a noise testing contract."

Peter Kennan of the Deltic Preservation Society said "We were delighted to help at short notice with this work and are looking forward to our summer at the Great Central Railway".

It's understood the Deltic performed well during the operation, the first high speed running it has undertaken for many years. The Great Central Railway has dispensation to test at speeds of up to 75mph on its down main for diesel traction and 60mph for steam locomotives. In recent years it has completed high speed testing work on the hybrid HST Hyabussa and Britain's brand new main line steam locomotive 'Tornado'. Work is carried out under strictly controlled conditions when the railway is closed to visitors. D9009 is due to remain at the GCR until October and will take part in the line's three day diesel gala on the 10th, 11th and 12th of September. It is also operating passenger trains on weekends in August. Photo: Steve Taylor





Embassy and Bolton Abbey Railway diesel gala

Above: The annual diesel gala at the line was held on July 24th/25th. Class 08 054 and 08 773 are seen in the headshunt of Bolton Abbey station.

Andy

Top Left: Class 31 D5600 is at Bolton Abbey after arriving with a service from Embassy. This is one of two Class 31s on the line, the other is Class 31 119.

Andy

Bottom Left: The driver of Class 37 294 checks for clearance as the loco back onto its train at Bolton Abbey.

Andy



The A1 Steam Locomotive Trust New Steam for the Main Line

Tornado Update

Engineers from The A1 Steam Locomotive Trust have now completed the removal of over 150 stays (out of a total of more than 2,000) from the side and back of Tornado's firebox above the foundation ring in the rear corners. This has been undertaken as a precautionary measure.

Whilst no broken stays were discovered, five stays have been found to have minute cracks which caused minor leakage through the tell-tale safety holes in the centre of each stay.

Metalurgical analysis has shown that this has been caused by fatigue, commensurate with the amount of work the boiler has done so far. The tell-tales are a modern safety feature unique in the UK to Tornado's boiler and have ensured the safety of personnel and equipment – meaning that there has been no further damage caused to the boiler. This has been confirmed by Non Destructive Testing (NDT) assessment of all boiler plates and welds.

To further ensure ongoing reliability in traffic additional stays beyond those identified have been removed. A number were discovered to be showing the first signs of fatigue following NDT. This precautionary measure is assisting the Trust in understanding how the boiler is behaving over time. It is also providing information which in time will assist the Trust in maintaining the boiler and consequently Tornado's reliability.

Staff from DB Meiningen started work at Hither Green depot alongside Trust engineers on Monday 26th July replacing the removed stays, a process which is expected to take around two to three days. Following completion of repairs, hydraulic and steam tests will be undertaken.

It is still anticipated that Tornado will return to active service on Saturday 14th August with "The Cathedrals Express" from London King's Cross to York for Steam Dreams.



Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "Although the problems with Tornado's boiler are part of learning about the locomotive in today's operational environment, they are a source of great disappointment to all of Tornado's supporters and customers and our customers' passengers. We are working as hard as we can to bring Tornado back to full health as soon as possible and back onto the main line where she belongs."

The Trust would like to place on record its thanks for all the assistance from our partners in effecting swift repairs and most particularly to Balfour Beatty Rail for making facilities available at Hither Green depot to the Trust at very short notice.

Photo: A1 No. 60163 "Tornado" is seen hauling A4 No. 4468 "Mallard" on June 23rd working 5Z48 York NRM to Shildon, passing Thirsk. [Wayne Radford](#)



The first pair of Class 20s to work the Wensleydale Railway in more than 20 years.

Left: Newly arrived Class 20 020 leads 20 166 passed Wensley Crossing with the 09.25 from Leeming Bar on August 1st. [Alan Usher](#)

Above: Class 20 166 heads the 10.26 from Redmire, return working to Leeming Bar. [Alan Usher](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

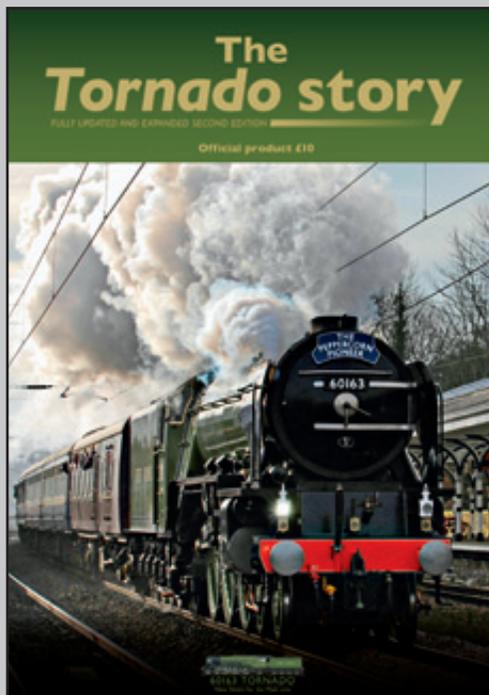
The Tornado Story

The Tornado Story tells the tale of the building of 60163 Tornado, the first new main line steam locomotive in Britain for almost 50 years, by The A1 Steam Locomotive Trust.

Originally published to coincide with Tornado's tests and trials on the Great Central Railway in autumn 2008, this fully updated and expanded second edition includes material from the past two years of operations in its 60 pages.

Although completed only two years ago, Tornado has already become something of a national icon following her many appearances on national television – including the 'Great Race to the North' on Top Gear – and her naming by TRH The Prince of Wales and The Duchess of Cornwall and subsequent use on the Royal Train. Large crowds continue to appear wherever she goes and she is proving to be a major draw for new customers on heritage railways and main line tours alike.

'The Tornado Story' is published by The A1 Steam Locomotive Trust and priced at only £10, with all profits going towards the upkeep of Tornado and keeping her active on the main line. Compiled by Tony Streeeter, the well known railway journalist and former editor of Steam Railway magazine who has been present for most of the milestones covered, the book tells a 20 year story of how Tornado was conceived, built and subsequently operated. The book is lavishly illustrated with photographs from many of Britain's best railway photographers, all of whom have generously allowed their work to be used free of charge by the Trust.



Mark Allatt, chairman of The A1 Steam Locomotive Trust, commented:

"The Tornado Story is just that – the story of how Peppercorn class A1 60163 Tornado came into being from idea through to what seems to have become something of a national icon. The essence of the story is written on plaques carried by Tornado - 'this locomotive was built and paid for by people who shared a vision and were determined to turn it into reality'. You just can't get any more British than that!"

The Tornado Story is priced at only £10 and, along with a variety of gifts featuring Tornado and ranging from models of the locomotive to DVDs, is available from the Trust's on-line shop at www.a1steam.com.

The Trust respectfully requests that anyone wanting to see Tornado's main line passenger trains follows the rules of the railway and only goes where permitted.

Photo: A1 No. 60163 "Tornado" with drain cocks fully open departs northbound with "The Border Raider" out of Preston on June 24th. [CJ Sutcliffe](#)



At the Keighley and Worth Valley's diesel gala on June 12th, Class 25 D5185 heads the 2M45 Haworth - Oxenhope service. [Colin Irwin](#)



As a young enthusiast looks on, Class 37 085 trundles through Falkirk Grahamston station on May 31st 1987. [Derek Hopkins](#)



Eastfield depot on May 30th 1987 sees Class 37 413 "Loch Eil Outward Bound" stabled up for the weekend. [Derek Hopkins](#)



Back in April 2006, Compass Tours Preston to Cardiff charter, is seen entering Chester station with Class 47 714 and 47 818. This tour ran via Manchester Victoria, Altrincham, Wrexham and the Heart of Wales route. [Brian Battersby](#)



Class 60 080 passes through Cardiff station on August 12th 2005 with a Westbury - Robeston Murco tanks train. *Brian Battersby*



Class 33 108 heads for Exeter along the sea wall at Dawlish on August 5th 1997. This loco is still in service today and has recently featured in the ELRs diesel gala. [Richard Hargreaves](#)



Top Left: Class 37 430 is seen stored inside Motherwell depot on May 25th 2006. [Darrel Hendrie](#)

Top Right: HSTs at London Kings Cross in 1989 sees 43123 alongside 43115. Interestingly these two power cars are still operating on the East Coast route over twenty years later, 43123 with Grand Central and 43115 with East Coast. [Pete Cheshire](#)

Left: Class 91 030 in its original Inter-City livery is seen at London Kings Cross in December 1989. [Pete Cheshire](#)



Looks like Billy no Mates has been to the paint shop, Class 86 501 passes Church Brampton with 4M88 Felixtowe - Crewe liner on July 19th. [Derek Elston](#)