

# Railtalk

## Magazine

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**DRS - the enthusiasts choice**



Welcome to Issue 48 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Wow, we are finally here, four years in the making, and not to blow our own trumpet, but wow look at the difference in four years. I cringe when I look back, and see what we did with issue 1. But anyway, I must apologise for the late publication, but this is due to the fact that we have been trying out new features, and designs for the magazine.

The first change that you will notice is that the front page is back to being portrait, this is something that we thought, needed to be, and its what we though makes a magazine a magazine. Although its nice to have a landscape picture, it would never be true to the history. Secondly, you may notice that the page size has increased, this is so that pictures fit well, on the pages. But maybe the most noticeable change is that we have change from PDF print to PDF interactive as well as SWF, this is because we felt that it gives us more ability to bring exciting new features to you. However some of these features will only be noticeable on the SWF version.

Now onto railways, and another excellent month for everything apart form the weather, although we do seem to be having some good days, so it’s not all cloudy and dull. But anyway... stop the moaning, onto something more upbeat, Mangapps Farm, an excellent site, and with an excellent selection of rolling stock and locomotives. Highly recommended!

Also this month we have seen the first Class 58 to enter preservation arrive at its new home of Barrow Hill, and work has already begun on the loco by the members of the Class 58 Loco Group. If you would like to join the group, details are on page 115.

Thanks again to everyone for their continued support.

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, 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, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, BVT, Robert Barton and Darrel Hendrie.

Welcome

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Submissions

Pictures, articles and now videos can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Captions

Front Cover: With the economic recovery and the steady re-growth in the business sector, freight by rail has noticeably increased again, and one victim of the recent recession, the Malcolm Logistics intermodal service from Mossend to Daventry restarted again recently, again with DRS providing motive power for the service. Here Class 66 412, which bears the livery for Malcolm Rail, passes Lancaster heading south on August 3rd.

CJ Sutcliffe

This Page: Colas Rail Class 47 739 is seen crossing Chirk Viaduct whilst working 6Z42 Chirk - Ribblehead on August 31st. Carl Grocott





LMS Royal Scot Class 4-6-0 No. 46115 "Scots Guardsman" heads for York past Kirkham Abbey on August 18th. [Andy](#)

# Charter Scene







Above: On the evening of August 30th, LMS Royal Scot Class 4-6-0 No. 46115 "Scots Guardsman" charges out of York heading for Leeds on its evening circular tour. [Steve Thompson](#)

Below: "The Scarborough Spa Express" charter from York - Scarborough is seen in the hands of LMS Jubilee Class No. 5690 "Leander" passing through Castleford on August 10th. [Wayne Radford](#)



After being sent the wrong way amusingly following departure from Liverpool, and having to be dragged back to start all over again, LMS Princess Coronation Class 4-6-2 No. 6233 "Duchess Of Sutherland" arrives at Oxenholme on August 21st, 55 mins behind schedule. She was signal checked here having been tailing a Pendolino since Preston. [CJ Sutcliffe](#)





Making a welcome return during August was A1 No. 60163 "Tornado", the loco had been out of traffic for several weeks undergoing boiler stay repairs. One of its first tours after repair was a Cathedrals Express railtour from London Kings Cross to York on August 14th. [Richard Hargreaves](#)





Above: LMS Jubilee Class No. 5690 "Leander" is seen working "The Fellsman" railtour at Preston on August 30th [Colin Irwin](#)

Below: Running an astonishing 17 minutes early, LMS Princess Royal Class No. 6201 "Princess Elizabeth" passes Lancaster on August 7th working the northbound leg of the Cumbrian Mountain Express. [CJ Sutcliffe](#)



LMS 8F No. 48151 "Gauge O Guild" is seen on August 18th arriving into Preston with the return working of the regular Wednesday railtour, "The Fellsman." [Colin Irwin](#)



As the sun sets on Preston on August 25th, LMS Jubilee Class 5XP 4-6-0  
No. 5690 departs with the home leg of "The Fellsman" from Carlisle to  
Lancaster via the S&C *CJ Sutcliffe*







Above: LMS 8F 2-8-0 No. 48151 returns to Preston at the end of another day of the Welsh Mountaineer on August 25th. [CJ Sutcliffe](#)

Below: Rare outing off the Southern region on August 14th for Merchant Navy Class No. 35028 "Clan Line" seen arriving into Crewe on a loco and support coach move to the Crewe Heritage Centre. [Richard Hargreaves](#)



Operating the last Lakelander of the season, LMS 8F No. 48151 passes Arnside on the northbound steam leg of the tour from Carnforth to Ravenglass. The tour originated from Newport, with the leg between Newport and Carnforth and return being diesel hauled. [CJ Sutcliffe](#)







Above: Time for a driver change at Preston on August 25th. [Colin Irwin](#)  
 Left: DRS Class 47 501 "Craftsman" departs from Preston on the return leg of the Settle, Carlisle & Cumbrian Coast Circular from Leicester to Carlisle via the S&C and return via the Cumbrian Coast line on August 25th. [CJ Sutcliffe](#)  
 Below: DRS Class 47 802 and 47 712 drag Class 66 411 and a rake of Cargo D stock through Winwick with the 5247 Carlisle - Barrow Hill on August 11th. [Dave Harris](#)





THE SCARBOROUGH FLYER: On August 27th, LMS Princess Class 4-6-2  
No. 46201 "Princess Elizabeth" passes through Marsden. [Colin Irwin](#)







Above: Black 5 No. 44871 crosses Barmouth bridge on a grey day in Wales, August 26th working "The Cambrian." [Phil Martin](#)

Below: 1243, The Railway Touring Company's "The Welsh Mountaineer" is seen in the hands of 8F No. 48151 as it passes through Llandudno Junction on August 11th. [Wayne Radford](#)

Right: With the end of the summer season on the Cambrian, Class 33 207 is seen taking coaches and loco (44871 hitched a ride so far) back to Carnforth for a well earned rest, August 31st. [Carl Grocott](#)





Black 5 No. 44871 is seen on August 10th passing Picnic Island nr Aberdovey with  
“The Cambrian” daily weekday service to Porthmadog & Pwelli from Mach. [Phil Martin](#)





On August 31st, LMS Class 5MT 4-6-0 No. 44871 is seen passing Mills Hill,  
Middleton with a Machynlleth - York move. [Colin Irwin](#)







Above: Class 67 021 is seen on the rear of 1226 Kings Cross to Hartlepool through Doncaster on August 7th. 67 027 was on the front. [John Martin](#)  
 Right: Class 47 580 with 47 826 on the rear is seen arriving at Paignton with a Sheffield to Kingswear "Statesman" Railtour on August 26th.

[Steve Andrews](#)

Bottom Left: Earlier in the month, the pair are seen again, this time Class 47 580 is leading through Doncaster with 1251 Norwich to Carlisle on August 7th.

[John Martin](#)

Bottom Right: Class 37 706 is seen working an ECS move from Southall to York on August 6th. This working was a regular Fridays only turn, conveying coaches for the Scarborough Spa Express. [Andy](#)







Above: A Class 442 set is seen stabled as Class 47 580 "County of Essex" leads a mixture of Ex Anglia MK2's, Virgin MK2's and a few Northern Belle MK2's along with 47 826 on the rear, through Three Bridges station whilst working 1258 Chesterfield - Eastbourne "Statesman" Railtour as part of the Eastbourne Airshow 2010 on August 12th.

[Daniel Stanbridge](#)

Left: Class 47 826 powers northbound through Redhill with the return working 1259 Eastbourne - Chesterfield "Statesman" Railtour. [Daniel Stanbridge](#)

Right: Class 47 580 "County of Essex" accelerates 1258 Chesterfield to Eastbourne charter away from Kettering Station on August 12th. [Steve Madden](#)







Above: On August 8th, LMS No. 46233 "DUCHESS OF SUTHERLAND" sits at platform 8 of Liverpool Lime Street with 1262 10:08 departure for Holyhead, "THE NORTH WALES COAST EXPRESS" calling at Broad Green, Warrington Bank Quay, Frodsham, Chester, Colwyn Bay, Llandudno Junction, Llandudno, Llandudno Junction and Bangor. [Pete Cheshire](#)  
Below: Class 47 270 shunts the stock for 1263 17:45 Holyhead to Liverpool Lime Street, "THE NORTH WALES COAST EXPRESS" on August 8th. [Pete Cheshire](#)



Above Class 55 022 "Royal Scots Grey" powers through Bolton Percy on August 30th with Compass Tours 1246 Newcastle to Crewe return charter. [Steve Thompson](#)  
Below: On August 28th Class 47 712 stands at Shrewsbury with a returning Compass Tours charter from Paignton to Preston. [Phil Martin](#)





Class 73 204 (with 66 710 on the rear) are seen hauling “The Ness Monster” through Ham Street, just outside Ashford heading to Dungeness. [Charlie Robbins](#)





GWR King Class 4-6-0 No. 6024 "King Edward I" heads along the sea wall at Dawlish with "The Torbay Express" on August 15th. [Steve Thompson](#)





On July 25th, BR Standard Class 8 No. 71000 passes Dawlish Warren  
with the returning "Torbay Express." *Richard Hargreaves*







Above: On August 22nd, GWR King Class 4-6-0 No. 6024 "King Edward I" heads 1228 Kingswear - Bristol past Rockstone Bridge. [Wayne Radford](#)  
 Left: The Bristolian charter from Bristol - London Paddington in the hands No. 6024 "King Edward I" passes Slough on August 28th. [Wayne Radford](#)  
 Bottom Left: This should be a photo of BR Standard No. 71000 "Duke of Gloucester" on the Torbay Express on August 8th. Unfortunately, the Duke had flats on it's pony wheels so we were saddled with Class 67 018.  
 This shot shows it on the sea wall at Dawlish. [Steve Thompson](#)  
 Bottom Right: This is the return on the same day, drifting down past Waterside, between Churston and Goodrington. [Steve Thompson](#)







Above: LNER Class K4 2-6-0 No. 61994 "The Great Marquess" on the return leg of SRPS Railtour is seen coming into Pitlochry on August 26th. [Richard Jones](#)  
Below: Class 67 019 leads the VSOE from Victoria to Oxford approaching Didcot East Junction on August 7th. [Derek Elston](#)



Above: Class 67 006 heads past Heamies Farm with 1279 Warrington to Wembley RUGGEX on August 28th. Class 67 020 was on the tail. [Pete Cheshire](#)  
Below: Class 67 005 thunders past Heamies Farm with 1281 Eastleigh to Carlisle, on August 28th. [Pete Cheshire](#)





A line up of South West Trains Class 455's await their next duties at a sunny Waterloo station on August 18th. [Andy](#)

# Pictures







In connection with the Tall Ships Race in Hartlepool, Northern and DRS operated a special timetable between Hartlepool and Darlington. Several other operators also strengthened services and Grand Central ran several late night trains to York.

Above: DRS Class 47 712 is seen arriving into Darlington station with a terminating service from Hartlepool. [Andy](#)

Below: Class 57 009 is seen on the rear of an additional train leaving Hartlepool. [Andy](#)



Below: With an old First Great Western coach still in the sidings, Class 47 802 is seen approaching Darlington, the lack of sunshine didn't seem to deter the crowds travelling though. [Andy](#)  
 Bottom: With the fairground at Hartlepool in the background, Class 57 004 is seen departing the station. [Andy](#)  
 Throughout the weekend these four locos were in action with a fifth loco kept spare at Heaton. A real credit to all who organised and it shows how rail operators can work together to serve the customers.





Class 47 802 leads 57 009 working 2Z05 Sunderland - Darlington  
past Beacon Hill on August 8th. [Carl Grocott](#)







Above: Following on from our previous page on the Hartlepool Tall Ships event, the locos and stock were all conveyed in a special working from Barrow Hill to Heaton, seen here passing Colton Jct. on August 6th, in more dull dreary weather. [Andy](#)

Right: Class 90 012 "Royal Anglian Regiment" heads through Shenfield on August 28th with a Norwich - London Liverpool St. service. [Andy](#)

Below: After months of speculation, East Coast finally got a new image in August with the launch of an attractive all silver livery. Seen here at Doncaster on August 14th. [Richard Hargreaves](#)







Above: South Eastern Class 375 816 passes beneath the signal box at Canterbury East with the 10:02 to London Victoria on August 19th. [BVT](#)

Left: A new rail flow of timber started this month, from Ribbleshead to Chirk using Colas traction. This is Class 47 739 (complete with sheep headboard) working 6242 Chirk - Ribbleshead seen heading through Gobowen on August 21st. [Carl Grocott](#)

Bottom Left: At Ribbleshead, the new timber flow bound for Chirk is being loaded in readiness for a departure via Blea Moor (run round) and Blackburn and then the WCML. The logs are from Cam Fell. [David Hollowood](#)

Bottom Right: Canterbury has 2 railway stations, each with a lovely signal box. Class 395 022 and 395 023 pass the signalbox at Canterbury West with a train to London St. Pancras on August 18th. [BVT](#)







Above: Network Rail's Class 43 013 and 43 014 lead the NMT set southbound through platform 4 at Preston working 1Q26 Ayr - Crewe measuring run on August 11th. [CJ Sutcliffe](#)

Right: DRS Class 66 413 works 4S44 north through Greenholme on August 4th. [David Hollowood](#)

Bottom Left: On hire to NXEA, EWS liveried Class 90 018 heads through Shenfield towards Norwich on August 28th. [Andy](#)

Bottom Right: In one of the rare occasions during August when there was a sunny day, a Southern Class 377 EMU heads through Clapham Jct. [Andy](#)







Above: Always a hit with the photographers is the Stockton to Sheerness scrap train. This is DRS Class 37 682 and 37 688 passing Bolton Percy on August 27th. [Andy](#)

Below: Earlier in the month, Class 37 682 and 37 688 are again seen working 6290 Stockton to Sheerness scrap train, this time past a rather wet and rainy Harrowden Junction on August 13th. [Steve Madden](#)



Above: On August 21st, the 6M95 nuclear flask train from Dungeness was extended beyond Willesden to Crewe CLS and gave the unusual sight of such a train on the Trent Valley Railway in daylight as well as running on a Saturday.

DRS Class 37 610 and 37 069 take the two-wagon train through Rugeley Trent Valley station, Staffordshire during a short break in that day's rainfall. [Gary S. Smith](#)

Below: Class 37 688 "Kingmoor TMD" is paired with 37 667 on 6290 Stockton to Sheerness scrap train seen at Great Bowden on August 20th. [Derek Elston](#)





Transpennine Express Class 185 142 is seen heading past Howsham with an evening Scarborough - Liverpool service on August 18th. [Andy](#)







Left: Due to Class 92 017 “Bart The Engine” being out of action for a while, the 4S43 Rugby - Mossend LessCo service was run by other Class 92 members, and on August 18th this duty fell to 92 001 “Victor Hugo”, one of only two examples to carry EWS red and gold. Here the service is seen passing Preston, whilst a Northern Rail Class 156 works a Liverpool Lime Street service away towards Leyland. [CJ Sutcliffe](#)

Above: On August 21st, Class 92 017 “Bart The Engine” made her reappearance onto 4S43 Rugby - Mossend LessCo intermodal, and is seen here passing Oxenholme Lake District. [CJ Sutcliffe](#)

Below: “Royal” Class 67 006 arrives into Doncaster hauling EMT HST with powercars 43060 and 43075. The HST had been on hire to East Coast but failed the previous day. [Class47](#)







Above: On August 4th, Colas Class 66 841 is seen working 6J37 Carlisle to Chirk log train over Ais Gill. [David Hollowood](#)  
 Below: Early on the morning of August 11th, Class 66 050 approaches Madeley Junction with a train of tanks for Ironbridge Power Station. [Phil Martin](#)

Above: On August 17th, Class 59 005 "Kenneth J. Painter" heads out of the Olympic complex and heads for Stratford with a rake of empty aggregate wagons. [Andy](#)  
 Below: *It always goes to show that when a better locomotive turns up on a certain working, something happens to make you not get the best photo, and when a worse locomotive turns up you manage to get the best photo.* Seen ascending Preston Docks line is Class 66 006 with 6E32 Preston - Lindsey bitumen tanks on August 18th. [CJ Sutcliffe](#)





Colas Rail Class 47 739 passes through Gobowen working 6242 13:58 Chirk to Ribblehead empty timber train on August 14th. [Carl Grocott](#)







Above: On July 27th, Network Rail Class 150 unit, 950 001 crosses the river Mawddach at Barmouth. [Phil Martin](#)  
 Below: On July 20th, Pacers 142 032 and 142 041 exchange notes at Pleasington. They are both working Blackpool South/Colne services. [David Hollowood](#)



Above: Looking very attractive in the First Capital Connect livery, Class 313 035 pauses at Finsbury Park with a service for London Kings Cross on August 29th. [Paul Godding](#)  
 Below: Southern liveried Class 456 018 is seen departing from London Bridge on August 28th. [Paul Godding](#)







Above: Class 66 082 works 6Z15 Ferrybridge to Acton Yard empty steel wagons past Rushton on August 25th.  
This is a very rare working along the Midland Main Line. [Steve Madden](#)  
Below: GBRf Class 66 711 hauls an MGR through Doncaster on sunny summer morning of August 27th. [Dave Harris](#)



Freightliner Class 86 604 and 86 639 pass through Preston with 4M74 Coatbridge - Crewe Basford Hall on August 25th. [Colin Irwin](#)





Above: Making a change from the normal silver Class 67, Class 67 018 is seen hauling DVT 82301 and a dead 67 015 working 1P02 Shrewsbury - London Marylebone through Cosford on August 14th. [Carl Grocott](#)  
Below: Having stayed on the WSMR route for a few days, DB Schenker liveried Class 67 018 is seen working 1J89 London Marylebone - Shrewsbury at Telford Central on August 20th. [Carl Grocott](#)



Above: WSMR on diversion, on the weekend of August 7th/8th services were diverted along the West Coast main line. Seen heading through Rugby is Class 67 014, having just overtaken a London Midland Class 350. [Richard Hargreaves](#)  
Below: Another shot of the red beast, Class 67 018, this time at London Marylebone with the 16.30 departure for Wrexham on August 16th. [Robert Barton](#)







Above: Class 153 330 is working a Carlisle - Lancaster service southbound having just crossed Arnside viaduct approaching Arnside station. The line up at Arnside is still fully semaphore, and the box even retains it's original track circuit bells. [CJ Sutcliffe](#)  
 Left: Class 66 100 is seen working a pipe train from Perth to Georgemas Jct. on August 31st. [Richard Jones](#)

Right: Heathrow Express Class 332 009 has just arrived into London Paddington from Heathrow Airport on August 21st. [Derek Elston](#)







Above: A picture which typifies the weather for some of August.  
 On the morning of August 24th at Keadby Canal, Class 66 405 passes on 6R45 Immingham RS - Maltby empty JNA/KEAs during what was quite a torrential downpour. [Steve Thompson](#)  
 Left: Freightliner Class 70 001 "Powerhaul" is seen here passing Redbank with the 4M74 Coatbridge - Crewe. Usually a pair of Class 86's, this was the first time a Class 70 has been used on this service, August 17th. [Dave Harris](#)  
 Bottom Left: East Coast's "Highland Chieftan" HST service from Kings Cross to Inverness is seen passing Dunkeld on August 13th. [Richard Jones](#)  
 Bottom Right: Class 70 001 is seen at Harrow and Wealdstone with its regular 4M93 Felixtowe - Lawley St. working on August 6th. [Robert Barton](#)







Above: Class 66 157 is seen powering through Worksop on August 4th with a rake of HKAs. [John Martin](#)  
 Right: Class 377 521 basks in the sun at Bedford before departing to St. Pancras, on August 28th. [Derek Elston](#)  
 Bottom Left: Class 66 206 does a spot of shunting at Worksop on August 28th, moving empty HTAs from Worksop yard (U1) to Worksop yard (D2). [John Martin](#)  
 Bottom Right: London Midland City Class 153 371 crosses the Grand Union Canal at Fenny Stratford with the 12.04 to Bedford, on August 28th. [Derek Elston](#)







Above: On August 31st, Class 66 108 is seen working the 6S88 to Georgemas Jct. conveying small pipes. [Richard Jones](#)  
 Top Left: Network Rail Class 31 233 is seen at Maidstone East working 1Q58 Selhurst - Sevington (Ashford, Kent) - Selhurst test train. Class 73 138 was on the rear of the consist on August 19th. [Robert Barton](#)  
 Bottom Left: In the early morning mist, Class 67 030 is seen on the London Euston - Inverness sleeper just outside Pitlochry, July 26th. [Richard Jones](#)





Above: Grand Central HST set with 43067 leading takes the 1N25 Kings Cross - Sunderland flying through Doncaster station August 27th. [Dave Harris](#)

Below: The attractive Grand Central black livery does look nice when it is clean, as shown to good effect in this shot of Class 180 107 as it speeds through Doncaster with a Sunderland bound service on August 14th. [Richard Hargreaves](#)



Above: On August 30th, Transpennine Express Class 185 143 passes Bolton Percy with a Scarborough - Liverpool service. [Steve Thompson](#)

Below: Class 165 005 is seen departing Wembley Stadium station with a service bound for London Marylebone on August 16th. [Robert Barton](#)







Above: LIVERIES - THE OLD AND THE NEW: Class 156 504 in the last out of the SPT fleet to be in the SPT carmine and cream livery and will soon be repainted into the new Transport Scotland 'ScotRail - Scotland's Railway' blue and white Saltire livery like Class 156 435, the set sitting opposite inside Glasgow Central High Level station. Class 156 504 is seen waiting inside platform 9 bound for a late night Sunday service to East Kilbride. [Jonathan McGurk](#)  
Below: THE WAIT IS OVER: Brand new Class 380 105 was delivered on Friday August 27th, running as 7X80 and hauled by Class 66 055. The unit is seen here passing South Kenton. [David Hollowood](#)




Above: Class 156 446 and 156 457 await vacant platforms outside Glasgow Central station. [Jonathan McGurk](#)





# Glasgow Electric: 50 1960 2010



The 'Glasgow Electric 50: 1960  2010' exhibition opens on Saturday 13<sup>th</sup> November 2010 for a period of two months at the Kelvingrove Art Gallery And Museum, Glasgow. The exhibition will cover the history of electric commuter trains in Glasgow since they were first introduced in 1960 with the iconic and much loved "Blue Train", climaxing with the reopening of the Airdrie to Bathgate route.

A large collection of original items will be used for the exhibition such as timetables, posters, badges, postcards, promotional literature, books, transfers, model trains, pictures and a DVD.

The painting by Terence Cuneo in 1960 titled 'The Helensburgh Electric Railcar' will be the centre piece of the exhibition.

I am looking for ephemera from the 'Blue Train' period or later electrification schemes and EMU's which could be borrowed or copied for the exhibition?

Any help will be much appreciated.

Martin Brough, Tel: 07759823065  
Email: martin.brough2@virgin.net



43251 leads the Sunday service from London Kings Cross - Inverness seen here approaching Murthly Tunnel on August 15th. [Richard Jones](#)



## Airdrie - Bathgate Railway Project

Below: The view from Gartlea Road Bridge at Airdrie looking east towards Drumgelloch. [Jonathan McGurk](#)

Bottom: A view of the line showing major progress between Blackridge and Forrestfield seen during a recent walk of the new railway line. [Jonathan McGurk](#)



Above: Class 334 012 occupies platform 2 at Airdrie en- route to Helensburgh Central, the new platform 3 can be seen in the background. [Jonathan McGurk](#)

Below: At Bathgate station, Alphaline Class 158 869 sits in the single platform at the what will be closed and demolished station come December this year when the new railway line will be in full working order. [Jonathan McGurk](#)





# Fares Advice by Yorkie

This month we are having a look at some of the bargains on offer at the moment.

## Arriva Trains Wales Club 55 Ticket

With Club 55 you can travel anywhere on the Arriva Trains Wales Network for just £15 return. To get this great deal all you need is proof that you're 55 or over.

There's something for everyone on the network whether you want to go shopping in Manchester, take a leisurely break at The Imperial Hotel in Llandudno, visit a National Trust property, Portmeirion Village or if you're feeling brave, visit the children in university. Rail Travel has never been this easy.

Senior Railcard holders and Disabled Persons Railcard holders, over the age of 55, can get an additional £2.00 off the fare.

How can I buy my ticket?

- Book online by clicking here
- Any station booking office
- By calling 0870 9000 773
- On an ATW train when boarding at a station where no booking facilities are available.

Please note: Club 55 tickets will be available to purchase from 6th September.

Q: Who can get a Club 55 ticket?

A: Anyone aged 55 or over can buy a Club 55 ticket. You are required to carry proof of age when you travel to validate your ticket..

Q: Which routes can I travel on?

A: Club 55 is available for travel between any two stations on the Arriva Trains Wales network.

A supplement may be paid to upgrade onto the First Class service running between Holyhead and Cardiff. If you wish to travel beyond the Arriva Trains Wales network, an 'Add-On' fare may be purchased for selected routes.

Q: When can I travel?

A: You can travel between 6th September and 11th December inclusive. You can travel anytime at the weekend and on any train Monday to Friday apart from those arriving into Cardiff Central, Birmingham New St, Manchester Piccadilly or Liverpool Lime St / Central before 9.30am.

Please see Terms and Conditions.

Note: You cannot travel on: 6th, 13th, 19th and 27th November to Cardiff.

Q: Do I need to book in advance?

A: No. You can purchase your Club 55 ticket on the day of travel.

## Grand Central's September Seniors

York to London from £19.30 one way

An extra 34% off our Senior Fares (Over 60 with appropriate ID) this September when you book online at [www.grandcentralrail.com](http://www.grandcentralrail.com)

This extra discount is available on both our North Eastern route from Sunderland, Hartlepool, Eaglescliffe, Northallerton, Thirsk or York to London Kings Cross and our West Riding Route from Bradford, Halifax, Brighouse, Wakefield, Pontefract or Doncaster to London Kings Cross.

Dates of Travel:

You can travel between 01/09/2010 and 30/09/2010.

The return journey must be within one calendar month of the outward journey.

Discounted journeys:

Discount applies to both peak and off-peak services in both Standard Class and First Class.

This offer cannot be used in conjunction with any Railcard discounts or other promotional offers.

How to Book:

Bookings must be made by 29/09/2010. This offer is only available through the Grand Central website.

To obtain this discount enter the promotional code 'SEPTSENIOR' in the promotional codes box.

If you book 7 days in advance your tickets can be sent free of charge by first class post. Tickets booked within 7 days of travel, but at least 2 hours before the train departs, can be collected free of charge from an enabled fast ticket machine. Alternatively tickets can be sent via Next Day Delivery at a cost of £6 when booked by 1500 the day before travel.

## Ticket Advice for All

Advice on rail ticketing is available on [railforums.co.uk](http://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.

## Driver names a train to mark Virgin's investment of more than £2 million at Polmadie

Passengers will benefit from further improvements in the performance of rail services on the West Coast Main Line thanks to investment of more than £2 million by Virgin Trains in Glasgow.

Virgin's Super Voyager tilting trains that link Glasgow and Edinburgh with Birmingham will be serviced at a new facility that was declared open recently at Polmadie on the south side of the city.

Joe Porter, a train driver whose railway career at Polmadie stretches back to the last days of steam, inaugurated the new servicing unit by naming a Super Voyager train "Polmadie Depot".

He was chosen by his colleagues who had asked Virgin Trains to mark the importance of Polmadie by naming a train.



Chris Gibb, Chief Operating Officer of Virgin Trains, who invited Joe to unveil the new cast metal nameplate on the side of the 125mph train, said:

"Most days now, our trains are more than 90 per cent on time and the investment at Polmadie in a dedicated facility to service Super Voyager trains will help build on that improved performance."

Chris Gibb praised the hard work of the people of Virgin Trains, Network Rail and the train suppliers Alstom and Bombardier for boosting reliability to the extent that last month's Public Performance Measure\* (PPM) for Virgin Trains was 93 per cent.

Among work carried out by the 118 people employed by Alstom Transport at the Glasgow traincare centre is overnight servicing for the 11 trains that Virgin operates from Scotland first thing each morning.

As well as the Virgin Trains' drivers' depot, the Glasgow site includes one of five traincare centres on the West Coast Main Line managed by Alstom Transport, builders and maintainers of the Pendolino electric train fleet operated by Virgin Trains to and from London Euston. In Glasgow, Alstom Transport teams also service Super Voyager diesel trains, which were built by Bombardier, whose main maintenance site for these trains is at Central Rivers in the East Midlands. The development of the new Glasgow facility dedicated to diesel train maintenance maximises the opportunities for work on both types of train, by allowing most of the traincare centre at Polmadie to be devoted to Pendolinos while the new premises handle Super Voyagers.

The bespoke development for Super Voyagers increases the scope for preventive maintenance, diesel engine health checks and tilt mechanism repairs on these trains. More can be done in Glasgow without the need for the trains to go onto depots elsewhere. Roy Sullivan, Alstom Transport Mainline Operations Director, said: "Glasgow is very important to us. The depot plays a crucial role in our train maintenance strategy, making sure that Virgin and other train operators can deliver reliable services for their passengers."

Bombardier's Vice-President Services for the UK, Paul Roberts said: "This is an important development for our Super Voyager trains, demonstrating our dedication to and close working relationship with Virgin Trains, ensuring a high quality service for passengers travelling from Edinburgh and Glasgow to Birmingham and also between North Wales, Chester and London."

Chris Gibb said: "The 52 Virgin Trains drivers who are based at Polmadie are very proud of the depot's history, dating back to 1875 when the Caledonian Railway opened an engine shed there. We were delighted to accept their suggestion to name a train and that Joe Porter would be the ideal candidate for today's event."

"Joe began his railway career at Polmadie as a teenager more than 43 years ago when he cleaned steam locomotives. He started to shovel coal on them as a fireman just weeks before the last of these engines were replaced," Chris Gibb added.

"In his time here, Joe has seen many changes from the end of steam to the arrival of diesels, followed by electric trains. He drove those and also the ill-fated Advanced Passenger Train. He now drives Virgin's highly successful tilting trains, the Pendolinos and Super Voyagers."



# Train Derailed in Crossing Collision in Little Cornard

On Tuesday 17th August, unit 156 417 working 2T27, 17:31 Sudbury to Marks Tey collided with a tanker at Sewage Lane Crossing in Little Cornard.



The two carriage train working the service departed Sudbury on time for its return to Marks Tey when at 17:35 it collided with a 44 tonne slurry tanker which was on the railway when departing from the Cornard Sewage Works over the User Worked Crossing at Sewage Works Lane, close to the B1508 Bures Road.

The train, believed to be travelling at around 50mph split the tank from the cab of the lorry and was derailed and come to a rest a short distance later remaining upright.

In total 21 people were injured including the driver of the train with three seriously injured. 17 people were taken to Colchester General hospital, with 11 treated and discharged that night; six remained in hospital the following day, including one male passenger who received life threatening injuries and was later moved to the Royal London Hospital which specialises in head injuries.

Another passenger was air lifted to Addenbrooke's Hospital in Cambridge, the rest of the passengers were considered "walking wounded" and reported as receiving cuts and bruises.

The train driver, who was also injured in the accident, was described as a hero, possibly saving many lives during the incident. The driver is reported to have applied the brakes of the train and then left to cab to warn passengers in the front carriage to brace themselves for a collision, the driver suffered from broken bones but is expected to make a full recovery.

National Express East Anglia's Managing Director, Andrew Chivers, said: "Our first priority is the welfare of our passengers and train crew. Our thoughts are with those who are injured and their families."

National Express advised that replacement buses would be operating on Wednesday 19th August, and then most likely Thursday 20th August with the first trains expected to run on Friday morning with the 0530 Sudbury to Marks Tey service.

Local residents rushed to the scene to help those inside the train, with emergency services arriving around 10 minutes later.

Firemen worked to secure the train which was although upright was leaning to one side due to the embankment and small bridge which the railway line is on at this point. Residents reported hearing a loud bang describing it like a bomb exploding, and saw slurry leaking from the tanker shortly after.

The crossing is a user worked crossing, and those wishing to cross are required to use the telephones provided to call the signaller at Liverpool Street (who control the line and crossings) to ask for permission to cross, a Network Rail statement states that the Signaller did not receive a call from the tanker driver before the incident.

A 38 year old man - the tanker driver was arrested by Suffolk Police shortly after the incident on suspicion of dangerous driving and following the incident was held at Bury St Edmunds police station for questioning.



British Transport Police spent most of the day on 18th August scouring the site for evidence for physical and technical evidence to try to piece together the events which led to the incident, including the use of Police Dogs.

The Data Recorder from the train was recovered for analysis. The Rail Accident Investigation Branch were also in attendance to work out what happened, they will in the future publish a report which will detail their findings and make recommendations to prevent future incidents.

The history of the railway crossing will also come under investigation;

Convoy of low loaders etc in Cornard Road British Transport Police Chief Constable Andrew Trotter, said that the history of the crossing and any previous issues there would form part of the overall investigation into exactly what happened.

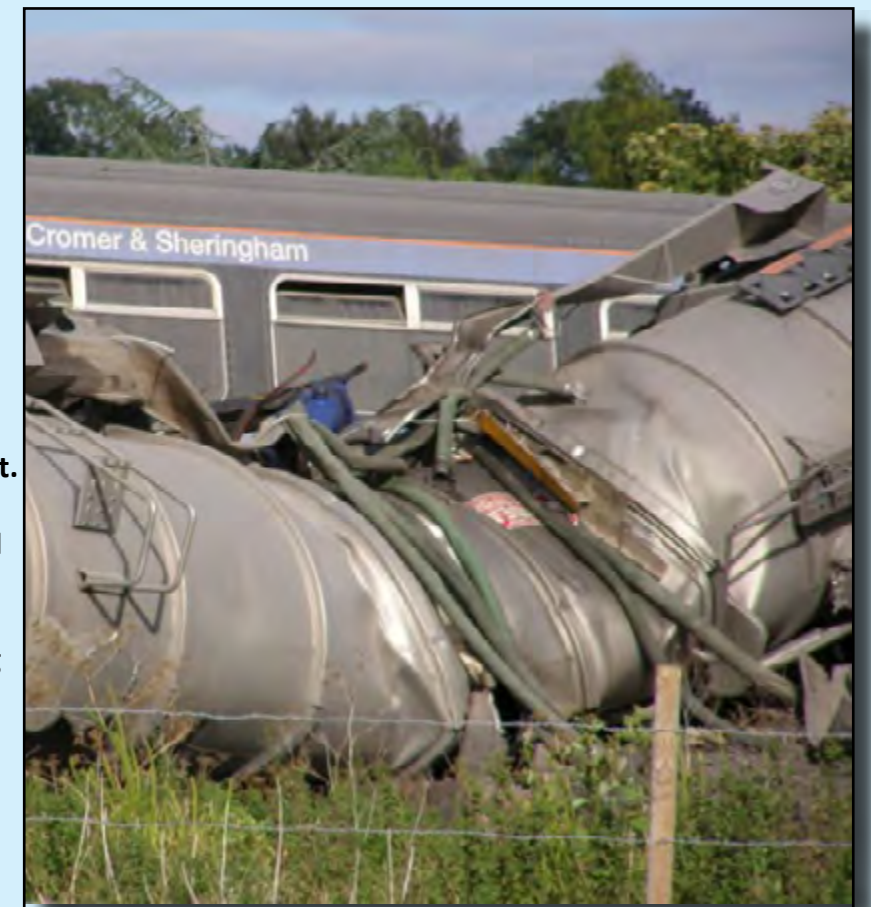
Local residents say that they could not remember any accidents at this crossing for at least 20 years, although one local land owner reported a number of recent near misses between vehicles and trains.

Engineers spent most of the afternoon on 18th August setting up decking to allow the huge crane and low loaders, which spent much of the day parked up along Cornard Road in Sudbury, to move in and remove the tanker and train. A fairly difficult process given the location and presence of overhead power cables which EDF were required to remove before the salvage could take place.

In the early hours of Thursday 19th August the tanker and carriages from the train were lifted by the crane and loaded onto road vehicles, the carriages on the train departed for Railcare Works in Wolverton for assessment. Workers began to clear the site of decking and other equipment on Thursday afternoon to allow Network Rail to begin repairs on the track.

It was reported early evening on 19th August that the 38-year-old tanker driver, was charged with endangering safety on the railway. He was arrested on Tuesday following the incident and will appear before Bury St. Edmunds Magistrates' Court on Friday 20th August. Train services on the line resumed on 20th August.

All text and photos: © Sudbury Branch Line Website





# EAST COAST ASKED TO COMMISSION NEW 11-CAR PENDOLINO TRAIN

Directly Operated Railways Limited, the company established by the Government in 2009 to manage Train Operating Companies that come back to the public sector, has announced that it is in discussion with industry parties concerning the possibility of commissioning a new 11-car Pendolino train on the East Coast Main Line.

Elaine Holt, Chairman and Chief Executive of Directly Operated Railways, and Chairman of East Coast, said: "I'm very pleased that East Coast has been asked to commission the new Pendolino on the East Coast Main Line. Whilst a final decision has not yet been made, if it goes ahead, the train would add extra capacity to our fleet – and we're sure our customers would appreciate the comfort and facilities that the new Pendolino has to offer.

"We're currently talking with the manufacturers Alstom, and other key industry partners to understand the challenges and opportunities involved in the commissioning and certification of the Pendolino on East Coast."

Under the plan, East Coast Main Line Company Limited (East Coast), the publicly-owned company which operates Anglo-Scottish services on Britain's premier long-distance rail route, would take delivery of the new train in July next year. East Coast would operate the Pendolino in daily passenger service, principally between London and Edinburgh, for a period currently estimated to be nine months.

The new 11-car Pendolino Class 390 – which is being built by Alstom at its facility in Savigliano, Italy – forms part of an order for four such train-sets. Alstom started work on the new order in early 2009. The units will be very similar to the 52 Pendolino Class 390s, each of 9 cars, currently in service on the West Coast Main Line.

These train-sets were built by Alstom between 2001 and 2004 and are capable of speeds of up to 140 miles per hour. The 11-cars of the new Pendolino will be only slightly longer than trains in the existing East Coast fleet, enabling all current station stops to be utilised by the train without the use of Selective Door Operation.

Whilst the new 11-car Pendolino is being commissioned with East Coast, it would be fully integrated into the East Coast fleet and timetable – and would be maintained by the Alstom train care centre at Polmadie, in Glasgow.

# Brits do like to be beside the seaside with First Great Western

Seven First Great Western routes have been named in a report of the top 10 branchlines to see the most significant passenger growth over the past year.

All six lines to seaside resorts in Devon and Cornwall as well as the Severn Beach Line featured, with the Atlantic Coast Line from Par to Newquay topping the bill, with a 55 per cent increase in passenger footfall.

This surge, which was revealed in the research gathered by the Association of Train Operating Companies (ATOC), has been put down to recession-hit Brits opting for beach holidays over flights abroad as well as investment to increase the frequency and capacity of local services.

The figures are better than those recorded during the days of steam, when the Cornish Riviera as a holiday destination was in its prime, which is great news for us.

First Great Western Regional Manager for the West of England, Julian Crow, said: "All the signs are that this summer is going to be even busier than last year when we saw significant increases.

"It is great news for everyone. In many local seaside resorts the growth means more visitors than ever are arriving by rail rather than adding to road congestion."

- Par – Newquay (First Great Western (FGW)) 54.80%
  - Bristol Temple Meads – Severn Beach (FGW) 16.90%
  - Liskeard – Looe (FGW) 13.10%
  - Plymouth – Gunnislake (FGW) 9.10%
- Truro – Falmouth (FGW) 37.80%
  - St Erth – St Ives (FGW) 15.50%
  - Exeter – Barnstaple (FGW) 11.60%

# FINAL TRACKS LAID ON BRITAIN'S LONGEST PASSENGER LINE FOR 100 YEARS

Network Rail has completed track laying on the new 24km stretch of railway between Airdrie and Bathgate on Friday 27 August, making it the longest domestic passenger railway with new stations to be built in Britain for a century.

A 200-tonne mobile track laying machine ran through the site of the relocated Drumgelloch station over the course of two hours, completing a modern, soon-to-be electrified rail link between West Lothian and North Lanarkshire. By December 2010, the line will carry four trains an hour in each direction, opening up travel options between Scotland's two biggest cities.

Ron McAulay Network Rail director, Scotland, commented: "The completion of this brand new stretch of railway has historical significance but its real significance will become apparent over the next couple of decades. In North Lanarkshire and West Lothian, this rail link will rejuvenate the area by encouraging investment and will encourage even more people to travel by train between Edinburgh and Glasgow.

"The completion of track-laying is a major milestone for us and keeps us firmly on track to begin driver training by mid October and to open for passengers by December 2010. We still have a significant amount of work to do; installing signaling and overhead cables as well as completing the three new stations and the relocation of two other stations but we're confident that we will deliver on schedule."

Stewart Stevenson, minister for transport, infrastructure and climate change said: "Scotland has the most ambitious climate change legislation anywhere in the world and our climate change delivery plan means persuading motorists to get out of their cars and use more sustainable forms of transport. That's why we are investing £300 million in the Airdrie - Bathgate route to bring considerable benefits for the communities along the route, forming a direct rail link to Glasgow and Edinburgh for towns like Caldercruix, Blackridge and Armadale for the first time in 50 years. "I am delighted that we have reached this significant milestone - a clear indicator that this work is moving apace towards final delivery. Once complete this new route will offer travellers a real alternative to the car and enable people to make better use of public transport networks."

At 24km (15 miles), the Airdrie-Bathgate is the longest domestic passenger railway to include new stations to be built in Britain since the Ashendon to Aynho line was constructed through Bicester North, Oxfordshire in 1910. In Scotland, it is the longest line to be built since the Ballachulish branch line opened in 1903.

The rail link includes three new stations at Caldercruix, Blackridge and Armadale as well as two relocated station in Drumgelloch and Bathgate. Four trains an hour will operate in each direction running as far west as Helensburgh and Milngavie and as far east as Edinburgh. The £300m Airdrie-Bathgate Rail Link\* is funded by Transport Scotland.





# Rail boss urges Wrexham residents to ‘use it or lose it’

Many businesses are feeling the squeeze of the recession and the rail industry is no exception. Andy Hamilton, Managing Director of local rail firm Wrexham & Shropshire, explains why he’s taken the decision to make changes to some of the fares.

When my team and I launched a much-needed direct rail service from Wrexham to London Marylebone back in April 2008 we had a vision of a train company that offered a comfortable travelling environment for passengers coupled with excellent customer service and value for money.

I think we have achieved that and the passengers here in Wrexham tell us as much almost daily. Our commitment to service has also been independently recognised: earlier this year we scored the highest rating for passenger satisfaction - 99% - ever scored by a UK train company, in a survey carried out by Passenger Focus, the independent rail watchdog. But we are not complacent. We recognise that we need to keep listening to our customers - particularly as we are operate as an open access business (without government subsidy) , which means that our success and even our survival depends on being able to keep enticing people out of their cars and onto our trains.

Like all businesses, Wrexham & Shropshire is not immune to economic pressures, such as the recession and rising fuel costs. Despite loyal customers and consistent week-on-week growth in terms of passenger numbers, we are still not making the profit we need to safeguard the future of our rail service. That is why we have taken the difficult decision to make changes to some of our fares from mid September.

From Monday 20 September, there will now be two standard fares: semi flexible and fully flexible. The fully flexible ticket will be valid on all trains - the semi flexible ticket on all trains with the exception of the 05:10 Wrexham to Marylebone, and the 16:30 Marylebone to Wrexham (both Monday - Friday). We will also continue to have discounted Advance tickets available on every train.

We have decided to increase fares in this way as it will affect only a very small minority of our customers. In fact for passengers travelling from Wrexham, the semi flexible fare is actually cheaper. Put in context, this means that there will be no increase in fares on 44 out of the 54 trains we run each week. Passengers on these trains will enter 2011 with us having not having increased fares at all in the three years we have been operating - unprecedented for a train company. Even though our fully flexible prices are still nearly 70% lower than the equivalent Virgin ticket to Euston (and we will continue to offer our excellent value £120 first class fare, which includes a complimentary meal from our menu of locally sourced food), this has still been a tough decision. We would much rather have never had to increase any of our prices - but that would not be realistic for any business. All our passengers are important to us, which is why this news is coming direct from me.

My team (most of whom are local) and I remain committed to providing you with a quality service and innovations such as ‘ticket by text’, that you tell us make your journeys easier and more pleasant. To do that, we are relying on your continued support to ensure that the train service we offer remains busy and open for business. My message is simple: we will keep offering you a great service, but please keep using it or there’s a risk you may lose it.

# Rail bridges get celestial makeover

The future looks good for two rail bridges on Brook Road close to Stourbridge Junction station, one of which is adorned with all the signs of the zodiac. Network Rail can see into the future and knows that the work won’t have to be done for another 25 years.

Jo Kaye, Network Rail’s route director, said: “Across the country, Network Rail maintains the infrastructure on which Britain relies. Out of the thousands of bridges on the network, the zodia structures are unique and we are proud stewards of their history.”

Steve Field, resident artist at Dudley Council was involved with British Rail when the designs were first painted about 20 years ago. Fortunately, Mr Field found and reused the original stencils. The second bridge has designs representing cut glass but the original painting of these was done freehand from small sketches.

Mr Field explained: “The imagery is to celebrate the glassmaking heritage of the area. One ‘cameo bridge’ features cameos mixing star signs with mythology.

“The other bridge has motifs similar to the patterns in cut glass, another local technique. Cameo glass - which looks a bit like Wedgwood pottery - was re-invented in Stourbridge in the nineteenth century. The technique had been lost since Roman times. There is still a small-scale studio glass industry here and a bi-annual glass festival at August bank holiday.”

In 1991 Mr Field came up with the designs and made the original stencils because he wanted a subject that reflected the kind of subjects found on cameo glass, which are usually mythological and figurative. He thought the zodiac fitted well because there are 14 bridge panels, giving room for the 12 signs plus two extra central cosmic signs, which were used to represent the moon and the sun.

Dudley Council has funded the work with section 106 money secured through the planning process for developments across the borough. Councillor David Stanley, cabinet member for environment and culture at Dudley Council, said: “The artwork on the bridges provides an important and distinctive local feature.

“The borough artist has been carrying out some restoration work to bring these features back to life, which I am sure will be welcomed by everyone who passes them.”



# c2c’s SEASIDE SPECIAL

South Essex train operator c2c organised a special summer excursion to the coast for the Reede Road Tenants and Residents Association on Sunday 29 August.

Up to 600 local residents from the Dagenham area enjoyed a complimentary day out to Southend-on-Sea, on a specially chartered 8 car c2c train which travelled direct from Dagenham Docks at 09.40, arriving at Southend Central station at 10.17.

Southend Central station is a brief 2 minutes walk from the seafront, so in no time at all the Dagenham residents were walking along the glorious beaches or the longest pier in the world, enjoying the sea breeze and the coastal views.

After their day out at the seaside, another specially chartered c2c train took the group home, leaving Southend Central station at 18.05.

Julian Drury, Managing Director of c2c said; “c2c were delighted to organise this summer excursion in conjunction with local MP Margaret Hodge for the Reede Road Tenants and Residents Association.

It has become something of a local tradition, and a notable date in our diary. I’d like to thank our Manager Gordon Park, who did so much to organise this event and the rest of the c2c team for the many extra hours they have put in to make it happen. It was a great day out for all involved.”





## PLAQUE UNVEILING MARKS LATEST PHASE OF STATION WORK

A plaque was unveiled on the island platform at Chester railway station on Friday 6 August to mark the completion of the latest phase of work to renovate the station.

The £1.1m project was largely paid for by Network Rail, with support from the Heritage Lottery Fund, Railway Heritage Trust and Cheshire West and Chester Council.

Network Rail route director Jo Kaye said: "The station is an important gateway to the city, used by nearly 3.5m people a year, who rely on rail. Much has been done in recent years to improve the station frontage, with a new road layout, architectural lighting and structural repairs. The main concourse has been transformed with a new ticket office, coffee shop and ticket barriers and the roofing renewed.



"Now we have been concentrating on the island platform, used by Merseyrail passengers on the line to Liverpool."

Work started in February to refurbish platform 7 and part of the station buildings on the platform known as the West Pavilion. Being a listed building, special permission had to be obtained to carry out the work and any new material used had to replicate the existing fixtures and fittings as closely as possible.

Two unused out buildings that had previously been added but were out of character with the original structure, were demolished.

Platform paving was taken up so that the material it was embedded in could be renewed, any old slabs that were serviceable were reused and new slabs matched to the old.

Uneven coping stones that line the platform edge were levelled. The stone and brickwork of the West Pavilion was repaired and cleaned, and new cast iron guttering and rainwater pipes were installed.

Six doors and five windows were replaced, all matching the style of the originals, and all the external windows, doors and pipe work was painted.

At roof level, the sheeting that covered the gable ends of the canopies over platforms four and seven was removed so that steelwork could be repaired and painted before new glazing was fixed in place.

Work is continuing on a new waiting room, customer services office and café to serve the island platform, and in a completely separate scheme, negotiations are ongoing to build multi storey car park



## £13m INVESTMENT PROGRAMME IN CUSTOMER FACILITIES AT KEY ESSEX STATIONS

National Express train companies National Express East Anglia (NXEA) and c2c are working in partnership with Network Rail to improve customer facilities at seven Essex rail stations with funding from the Department for Transport's National Stations Improvement Programme (NSIP).

The Essex stations to be upgraded through this Programme are:

NXEA stations at Billericay, Brentwood, Colchester and Marks Tey;

c2c stations at Chafford Hundred, Shoeburyness and Southend East;

NXEA station at Waltham Cross in Hertfordshire will also be upgraded under the NSIP scheme.

In assessing which stations would most benefit from investment and improvements Network Rail and the train operators used various criteria in considering how to improve station capacity, provide better customer information, improve safety, security and accessibility, and develop interchanges with other forms of transport. Customer feedback from the twice-yearly National Passenger Survey was also assessed in deciding which stations should be prioritised for improvement work.

An information leaflet for customers and stakeholders providing more details of the improvement works is being prepared for each station to benefit from the NSIP investment. Although the scope of the works – which are due to commence from Autumn 2010 – will vary according to the location, amongst the type of improvement to feature as a result of the investment is: new and improved ticket office and booking hall areas, new waiting shelters and retail outlets, improvements to station accessibility and station forecourts.

Commenting on the investment programme, Andrew Goodrum, Customer Services Director for NXEA said:

"We are working with Network Rail and our external partners to develop these improvement schemes which will help to transform the customer facilities at a number of our stations in Essex. Feedback from the National Passenger Survey has been instrumental in our criteria to select the stations most deserving of this welcome investment from the Department for Transport's NSIP fund."

Andrew Munden, Network Rail route director, said:

"This programme of investment will give passengers what they want – safer, brighter, more spacious stations providing an improved environment for everyone travelling by train. Britain relies on rail and the planned new facilities are a great example of how the rail industry is working together to bring Britain's stations into the 21st century, encouraging even greater use of the railway network."

## SHREWSBURY STATION POISED FOR RAIL GROWTH

Network Rail has unlocked the potential at Shrewsbury station to cater for more trains on platform 3, marking a new milestone to an ongoing effort to improve rail services.

The upgrade of the signalling system in the Shrewsbury area will now enable trains from the Hereford and Cambrian lines to travel via platform 3. The enhanced capability will help ease congestion on the line, bringing a more reliable service to passengers. It also spells an opportunity for more trains to operate between Hereford and Shrewsbury and the Cambrian Lines to

Shrewsbury, catering to any potential passenger growth in the future. In addition, the new infrastructure will pave the way for more capacity and better performing rail services on the North-South Wales rail link.

Mike Gallop, principal programme sponsor, Network Rail said: "Britain relies on rail. The number of passengers traveling through Shrewsbury station has grown by around 25% in the last five years and the station now serves around 1.6m passengers per year.

"As the railway continues to grow, we will need to create flexibility on the railway and more importantly, room to cater to future demand. This effort underscores our commitment and the importance to invest in the future of our railway."

On top of this investment, Shrewsbury station has also benefited from a series of upgrades, including new electrical system, real-time customer information system, CCTV and a new lift at platform 3.

Network Rail is also currently working with Arriva Trains Wales and the Welsh Assembly Government to further improve the station with new lighting, paint, canopies and waiting facilities to provide passengers with a clean, bright and secure environment.

New signal equipment was installed on platform 3 with changes made to the interlocking system in Severn Bridge Junction signal box and to the track points



## Manchester Metrolink Musings



What Manchester is doing is continuing to lead the way in the UK's light rail scene. After the decline of the traditional systems, with Blackpool being the last of that breed that survived, Manchester Metrolink emerged as the pioneer 2nd generation system in the early 1990s. In effect the system was a guinea pig that led to the likes of Sheffield Supertram and Croydon Tramlink taking off. As yet I see no other system expanding at the rate Metrolink is doing. Blackpool is upgrading and renewing the coastal route, but not extending, and even TfL have effectively shelved all the expansion projects for Tramlink for now. So by expanding the system we are further experimenting with reaching areas further out of the city centre not connected to the network, and in some cases not by any form of rail transport. If it works, which it probably will (if not, taxpayer money up the swannie, bad times) I wouldn't be surprised if I saw other systems doing the same thing in the near future.

And despite how good the new vehicles look from the outside, their build quality isn't all that impressive. They have two horns just as the T-68 variants, however the electronic street horn which emits a sound that emulates that of the T-68s kettle whistle is just far too quiet, people on the street just cannot hear it over traffic noise. The louder air horn is used more on the M5000 as a result of this. Also on my first trip on board an M5000 (3002 from Radcliffe to Market Street) the tram already had a flat spot on the centre bogie. And the unit had only been in service for a matter of a week running up and down the sidings at Queens Road at relatively low speeds. Also the seats don't have cushions, they just have a strip of material over the plastic of the seat, not very comfortable at all. However they are very light and airy inside due to the high level of windows, they're quite quiet all in all, and when they're given a free stretch of ex-heavy rail line my god are they quick...

I was in Blackpool last week actually and was pleased to see work was well advanced on the relaying of track in the Fleetwood area, trams are once again running as far as Fishermans Walk in Fleetwood, and the tramlines are being relaid with the vision of continuing to run heritage trams through the town. Although with the new trams comes a question, 550v DC or 750v DC? Every other light rail system uses 750v DC, however Blackpool's first generation system uses 550v DC. I personally would think they will stick with 550v DC and it will be interesting to see what Bombardier will do with the trams they will have to build for the system.



All text and photos: © CJ Sutcliffe



## NEWPORT BEGINS FINAL COUNTDOWN TO NEW TRAIN STATION

The brand new Newport station building will open its doors to passengers for the first time in September.

The construction of the landmark Newport station has moved on to the final programme of work to bring passengers a bigger, brighter and modern station. In the next two weeks, up to 100 engineers will be working to build pavements, tile the floors and fit out the interior facilities, including information points and ticket offices.

Mark Langman, area general manager, Network Rail said: "Work continues on schedule to meet our deadline and we will keep working hard over the next two weeks to deliver this scheme for passengers. Wales relies on rail and the brand new Newport station is a great example of how rail industry partners are working together to bring Wales' stations into the 21st century, encouraging even greater use of the railway network."



Spokesperson from Arriva Trains Wales said: "This new development marks a huge step forward for passengers in Newport. This program of work will provide a more welcoming environment and a much brighter passenger experience, encouraging more people to try the train."

Councillor Matthew Evans, leader of Newport City Council, said: "I'm looking forward to the opening of the new railway station, which I believe will create a lasting legacy for the benefit of all Newport residents as well as further enhancing the city's position as the main transport gateway for South Wales."

Mike Otlet, technical director, Atkins, said: "Newport Station is an iconic example of clever design and engineering excellence. A key consideration of the design was how to minimise the building's energy demands and carbon emissions and that meant our experts using state of the art design tools to optimise the design. We believe the building will provide an outstanding feature for the people of Newport as well as proving a highly efficient and interesting station for travellers to enjoy."

The station measures 2,100 square metres and is nearly twice the size of the old building.

Passengers will benefit from two new concourses and an additional new entrance to serve passengers from the northern side of the city. A station footbridge will conveniently connect passengers to all platforms.

The station will also be equipped with three lifts, CCTV, modernised customer information system and new waiting shelters. Both concourses will also have improved ticketing and information points and more shops.

The scheme is jointly funded by Network Rail and the Welsh Assembly Government, with support from Arriva Trains Wales and Newport City Council.

The new station is jointly designed by Atkins and Grimshaw and is constructed by Galliford Try.

## Stourbridge Shuttle tops half a million passengers

More than half a million passenger journeys have been made on London Midland's operation between Stourbridge Junction and Stourbridge Town since conventional trains were replaced by innovative railcars, built by Parry People Movers Ltd, in mid-2009.

The 500,000th passenger trip was made on Tuesday 17th August.

The new railcars enabled an increase in service frequency and now there are departures in each direction every 10 minutes for most of the day (Monday to Saturday – a lower frequency service operates on Sunday) which is a principal reason for increased attractiveness of the service.

Comparison of passenger numbers that for the period end-June to mid-August patronage has risen by 20% between 2009 and 2010.

One of several innovations brought to the rail network by the London Midland franchise, the new era on the Stourbridge Town branch line has seen the introduction of environmentally-friendly lightweight railcars equipped with flywheel energy storage that 'regenerates' energy lost in braking to add to the energy and carbon savings achieved by the branch operation.

The branch line service has operated at over 99% service reliability since the start of 2010.

John Parry, chairman of Parry People Movers Ltd, said: "We are looking forward to seeing our vehicles continue to serve people travelling to and from Stourbridge. A new maintenance depot – now at the planning stage – should help improve reliability still further, and also represents a statement of confidence by the rail industry in the future of our 'lightweight rail' concept, which we hope to see implemented around the country to provide new transport links."

London Midland engineering director Mac Mackintosh said: "This reflects the continuing hard work, skill and innovation of engineers at London Midland and Parry People Movers. It's great news for passengers in Stourbridge. The Shuttle has clocked up a tremendous amount of passenger journeys and reliability is very high."

## EMT Gets Wi-Fi

Rail passengers using East Midlands Trains services to London are starting to benefit from access to the internet whilst they travel, with the roll out of the train operator's brand new on board WiFi service.

The new WiFi service, which is currently being installed on all train services to/from London, will offer passengers easy access to the internet, email and other online applications, whether for work or leisure purposes. First Class passengers will benefit from complimentary access to the service, whilst other passengers will need to pay a small charge using a debit or credit card through the online secure payment page.

Jayne Moyses, Sales Manager for East Midlands Trains, said: "We're constantly looking at how we can further improve our service and we know the launch of on board internet access will make a real difference for our passengers.

"We'll be installing the latest technology, utilising multiple mobile connections, providing our passengers with the best possible service and speed.

"We already provide complimentary access to the internet at Chesterfield and Sheffield stations and through our First Class Lounges at Derby, Leicester, Nottingham and London St Pancras. The roll out to our train services will help passengers to work even more efficiently whilst on the move."

George Cowcher, Chief Executive of the Derbyshire and Nottinghamshire Chamber of Commerce, said: "This is great news for businesses in East Midlands and beyond. Not only will it enable business owners and employees to work and prepare for meetings while they travel, but it will also make it easier for them to stay in contact with their office while they are on the move.

"The big advantage for businesses of travelling by rail is that time spent on the train can be put to better use than it would be whilst driving. Having access to WiFi means that time can be used even more productively."

The service is currently being piloted on three trains, with the roll out to all trains taking place throughout the rest of the year. From 5 September, WiFi will be available every day on all fast trains on the London/Sheffield route (those timed to depart Sheffield to London at 27 minutes past the hour and departing St Pancras to Sheffield at 55 minutes past the hour) as well as on the 'Robin Hood' service from Nottingham to London (departing Nottingham at 07.50).

During the pilot, all passengers will be able to access the service free of charge. From 5 September 2010, Standard Class passengers will pay £4 per journey (up to 3 hours) or £7.50 a day to access the WiFi service. The corporate WiFi facility, iPASS, will be introduced from the Autumn.



# New £1.6 million train washplant for London Midland depot

A new train washing facility has been commissioned at London Midland’s Tyseley train depot. The £1.6 million washplant has been created to replace an old model used on site for over 35 years. The washplant, funded by Network Rail, will clean approximately 120 trains each day. Almost 3,000 metres worth of carriages will pass through the washing facility daily (each train is around 23 metres long). The Tyseley-based washplant has an acid and detergent dual function, unlike the older model, which works harder to remove stubborn particles such as carbon dust and heavy build-up of dirt and grease. This new robust cleaning system begins with the train passing through an arch of pre-wash spray, being doused with a cleaning solution, and vigorously washed with rotating flails from multiple angles. The exit process involves rinsing the carriages thoroughly using the flails and water jets to remove the cleaning fluid and any remaining residue, before the train is moved and then parked. London Midland Engineering Director, Mac Mackintosh, said: “The arrival of the new washplant will help to save hours of manual labour in the long-run. The intensity of the cleaning process means dirt and grime is eliminated effectively, which makes the trains easier to maintain. The previous model served us well over the years, but wear and tear over 35 years has meant a new washplant was urgently needed. “I’m sure our passengers will also appreciate the results of our washplant, as a clean train creates a positive image for the passenger.” Network Rail, Route Director Jo Kaye, said: “Whenever passengers are asked what is important to them when travelling by train, cleanliness comes high on the list of priorities. “Keeping the outside of the train in pristine condition is every bit as important as clearing litter from the inside, and this new washplant will do just that.”



# ACCESS IMPROVEMENTS COMPLETE AT HUDDERSFIELD STATION

Passengers using Huddersfield station have better access and facilities after improvements were completed by Network Rail and First TransPennine Express. Network Rail has installed two new lifts to provide step-free access links between the subway and platforms. They will also have CCTV and telephone links. A new flight of stairs to platform one has also been completed. Rail Minister Theresa Villiers said: “I warmly welcome this announcement. Access to rail travel is hugely important for people right across the country. The work completed today was funded by the government’s Access for All programme and will be a big help to the disabled, the elderly, parents with pushchairs and people carrying heavy bags.” Warrick Dent, area general manager for Network Rail, said: “These new facilities are making using the station much easier for all passengers. This important funding has made it possible for us to carry out these improvements that will make the railway open to more and more people.” Vernon Barker, managing director at First TransPennine Express, added: “Easy access to the station and between platforms is vitally important for all passengers and these new lifts will be a major improvement, providing a much easier start and finish to thousands of journeys every year.” Further improvement works are being carried out to the booking hall and waiting area. These are being funded by the Railway Heritage Trust, Metro, Kirklees council and the National Station’s Improvement Programme (NSIP) and are due to be complete later this year.



# VITAL REVAMP FOR ARNSIDE VIADUCT

Arnside Viaduct is going to be revamped for the 21st century next spring. Network Rail has appointed May Gurney as principal contractor to carry out essential work to replace the deck of Arnside viaduct. Originally constructed in 1856, Arnside viaduct is a 51 span structure carrying the Carnforth and Whitehaven line over the estuary of the River Kent. The structure has suffered deterioration over the years, resulting in the bridge’s load capacity being reduced and a speed restriction being enforced. Network Rail will be working with May Gurney to replace the entire deck of the viaduct to return the structure to it’s former condition, reinstate full line speed, meaning less major maintenance in future, improving journey times for both passengers and freight users. Stuart Middleton, Network Rail area general manager said: “Britain relies on rail so investment in the future of this line is vital. The work at Arnside is similar to the deck replacement scheme carried out on Leven viaduct a few years ago, a project that delivered great results. “The upgrade will not only see major structural improvements to the viaduct but also bring more benefits to passengers in the way of a smoother, quieter and faster ride.” John Wilkinson, Managing Director of May Gurney Rail Services said: “May Gurney specialise in difficult rail bridges. This 500m long structure will provide us with a great challenge and we look forward to working with the local community and Network Rail in improving this asset.” Owing to the large scale and nature of the deck replacement works a full closure of the line will be necessary, with the scheme being completed in one 16-week period between March and July 2011. Network Rail will be liaising with train operating companies to plan punctual and reliable alternative travel arrangements. More details on how the work will affect passengers and neighbours of the viaduct and surrounding area will follow in the coming months.





# View from the Outside

This month Andy and I went to London and we went to a busy station called London Bridge, highly recommended for all you enthusiasts, Andy took a photo every 30 seconds, whilst I read my book sat on the platform.

Train photography is something that brings Andy and I together. Plus trains also bring other people together since they are for travelling on first and foremost! Trains also helped us get around London but I must say the tube is extremely hot and I nearly fainted a few times.

I hear they are planning to add air conditioning so that should be good. I am wondering if due to the temperature do people preferred the over-ground trains rather than the underground trains or busses on hot days?.

Also this month we went to Acton bridge which was a great spot for train photography, even though we nearly

got blown over the edge of the platform every time a train came past, lets just say they were fast and created a whirlwind effect, not to mention the hair over face effect.

The bad news is that since last month I have a new job which means that I have to work most Saturdays and Sundays so I won't be able to go out on train days as much. Perhaps next month I will have to talk about trains that Andrew has been on rather than myself!

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](mailto:megan.thomason@railtalkmagazine.co.uk)



Class 158 863 approaches Manchester Piccadilly on August 18th, forming the 07:56 service to Norwich. [CJ Sutcliffe](#)

## Oldham Mumps Bridge Demolition



A couple of photos of the continuing progress for the Manchester Metrolink extension to Oldham. [Colin Irwin](#)





# The Nosh Report

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 following on from last month and converted carriages, I did have a tip off that there were a couple of old carriages that had been turned into a cafe in St. Annes, near Blackpool. But I have been also informed that they might have closed down, so if anyone can let me know, please do.

So this month I went back to somewhere I used to frequent alot (that was in the days of actually being able to go out on an overnight bash and actually doing proper trains.

I found this written about it and it seemed to sum up my thoughts:

*"Antonio's is like the friend you've known since this primary school. After all, whatever the time of day, this popular greasy spoon is always there for you - whether they're serving greasy fry-ups at 10am or meaty kebabs in the middle of the night!"*

*"I've got to admit, the food is nothing special. But Antonio's is cheap and the 24-hour opening is too good to resist!"*

So go along and have a look for yourself.  
Antonio's, 14-15 Station Approach, Manchester,  
Greater Manchester M1 2GH

They are just outside the entrance to Manchester Piccadilly station. Open - Always!



Antonio's Cafe used to be the haunt of many overnight enthusiasts, when waiting for that desperate leap, or for the early morning Cardiff train.

I understand that it has fairly recently been refurbished but it does look and have the same feel as it always has.

The appeal of this place though has to be that any time of day or night you can get something to eat or drink

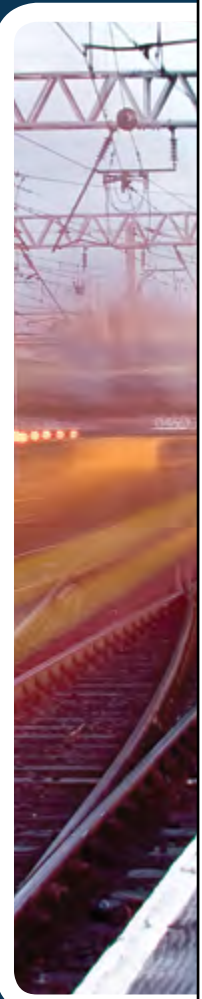
If you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

[steve.roberts@railtalkmagazine.co.uk](mailto:steve.roberts@railtalkmagazine.co.uk)

Stephen W Roberts

## 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.

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View from a Pendolino, as a Northern Class 156 arrives alongside a Virgin Trains Pendolino as they head for Manchester Piccadilly on August 21st. [Class47](#)

# A Different View







Above: Doncaster attempts to make Class 142s more desirable by inserting an ex Virgin Mk3 catering vehicle into each set!. [Dave Harris](#)  
Below: Whils at Mangapps Farm, we couldn't help noticing this oddity! Perhaps this is part of the original boat train. [Class47](#)



Time for a wash and brush up, as Docklands Light Railway No. 56 goes through the carriage washer at Poplar on August 18th. [Andy](#)





# Talyllyn Railway

The Talyllyn Railway is a narrow-gauge preserved railway in Wales running for 7.25 miles from Tywyn on the Mid-Wales coast to Nant Gwernol near the village of Abergynolwyn.

Below: No. 4 "Edward Thomas" this 0-4-2ST was built in 1921 by Kerr, Stuart & Co. Ltd. for use on the Corris Railway, and was purchased by the Talyllyn in 1951 and named after the TR's former manager.

Top Right: No. 1 "Talyllyn" originally built in 1864 by Fletcher, Jennings & Co. of Whitehaven as an 0-4-0ST, "Talyllyn" had a short wheelbase and long rear overhang which led to its rapid conversion to an 0-4-2ST.

Bottom Right: No.3 "Sir Haydn" built in 1878 by Hughes' Loco & Tramway Eng. Works Ltd of Loughborough this 0-4-2ST (originally 0-4-0ST) worked on the nearby Corris Railway until the closure of that line in 1948.

*All: Richard Hargreaves*



# Preserved Railways





# Severn Valley Railway



GWR 2-8-0 No. 3802 stands at Kidderminster with the 12.00 departure for Bridgnorth on "Seaside Special" weekend, 31st August. [Derek Elston](#)





The A1 Steam Locomotive Trust  
New Steam for the Main Line

### Tornado update on tour dates and visits

Saturday 4th – Sunday 19th September – Tornado visits the West Somerset Railway at Minehead.  
Please check with WSR for which days Tornado is operating

Saturday 25th September - 'The Brunelian' - Hampshire (60163 Tornado and 6024 King Edward I from Bristol) to Plymouth and return - promoted by Pathfinder Tours

Wednesday 29th September - 'The Purbeck Tornado' - London Waterloo-Swanage-Southampton and return - promoted by UK Railtours

Saturday 2nd October - 'The Merseyside Tornado' - Liverpool South Parkway, Runcorn, Crewe, Stafford, Lichfield Trent Valley to London Euston and return hauled throughout by Tornado.  
This tour is Tornado's first visit to the city of Liverpool - promoted by HF Railtours

Saturday 9th October - A1SLT Convention (private meeting), Barrow Hill Roundhouse, near Chesterfield

Sunday 10th October – open day at Barrow Hill Roundhouse, near Chesterfield

Friday 22nd October - 'The Royal Borderer' - Doncaster to Edinburgh & return (Tornado from/to York to Edinburgh) - promoted by Pathfinder Tours

Saturday 23rd - Sunday 31st October - Tornado visits the East Lancs Railway at Bury

Wednesday 3rd November - Crewe to Glasgow & return (Tornado from/to Manchester Victoria to Glasgow) - promoted by HF Railtours

Thursday 11th November - 'Armistice Day with Tornado' - London Waterloo-Ely for Duxford-Norwich and return - promoted by Steam Dreams

Thursday 18th - Saturday 20th November - 'The Christmas Coronation' weekend shopping trip from London King's Cross to Edinburgh Waverley, departing on Thursday and returning on Saturday.  
Optional Edinburgh - Newcastle - Carlisle - Edinburgh circuit on Friday 19th November - promoted by Steam Dreams.

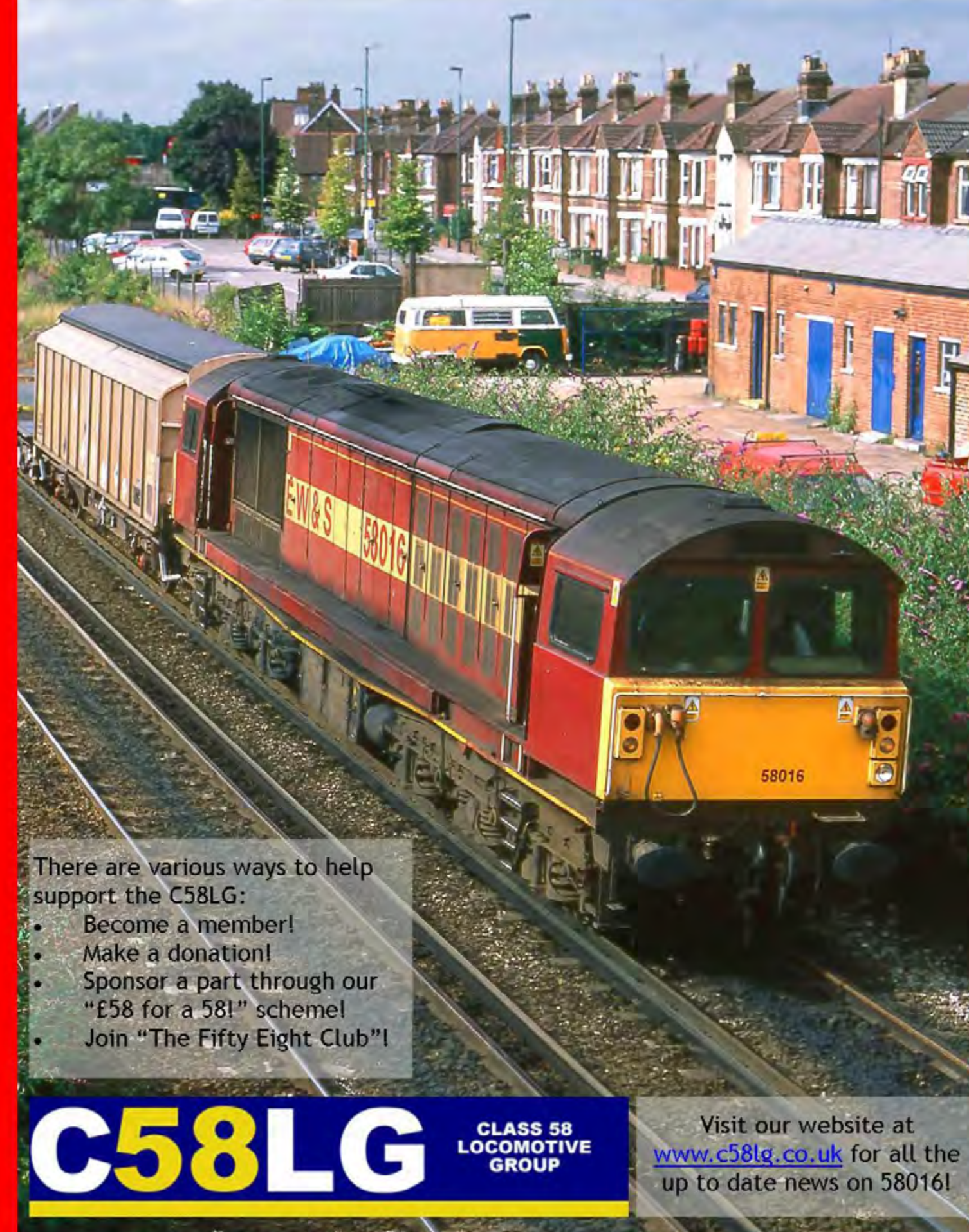
Saturday 4th December - 'The Bath Christmas Market' - Bedford, Luton Airport Parkway and St Albans via Salisbury to Bath & Bristol and return - promoted by UK Railtours

Saturday 11th December - 'The Cathedrals Express' - London Euston to Chester and return - promoted by Steam Dreams

Monday 13th December - 'The Cathedrals Express' - London circular tours - promoted by Steam Dreams

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.

Join the **CLASS 58 LOCOMOTIVE GROUP** and help support 58016's return to operational condition!



There are various ways to help support the C58LG:

- Become a member!
- Make a donation!
- Sponsor a part through our "£58 for a 58!" scheme!
- Join "The Fifty Eight Club"!

**C58LG**

**CLASS 58  
LOCOMOTIVE  
GROUP**

Visit our website at  
[www.c58lg.co.uk](http://www.c58lg.co.uk) for all the  
up to date news on 58016!



# Mangapps Farm

Mangapps Railway Museum is a privately owned working museum established on a farm at Burnham on Crouch, Essex. It features a ¾ mile standard gauge passenger carrying line, with restored stations, signal boxes and ancillary equipment removed from various sites throughout East Anglia.

We went along for our very first visit to the farm for the Shunter event on August 28th and were very impressed with what we saw. Class 302 201 waits to depart Mangapps station being pushed by a Class 03 shunter. [Andy](#)







Above: Class 03 089 is seen with authentic match wagon. [Andy](#)  
 Below: Class 117 DMU driving trailer No. 51381 is seen in the sidings at Mangapps Farm on August 28th.  
*(The photographer notes - I had 51381 on 27/05/86 from Didcot to Oxford so not required at Mangapps  
 It was leading with 59491 and 51340 for company on that date.)* [Richard Hargreaves](#)



Above: WD226 which is a Drewery/Vulcan 0-4-0DM shunter,  
 built in 1945 and used by the Army. [Richard Hargreaves](#)  
 Below: A bit of a gem, hiding in the shed undergoing restoration. Class 03 No. D2018. Built in 1958  
 and believed to be the oldest surviving 03. [Richard Hargreaves](#)







Above: Mangapps also houses some ex - London Underground Tube stock. This is unit 1030 a 1959 Metro Cammell Ex-District Line Tube Car. [Richard Hargreaves](#)

Below: Ex NCB 0-4-OST No. 2157 built in 1943 by Andrew Barclay is currently undergoing restoration. [Brian Battersby](#)



Below: Bagnall 0-6-0PT No. 2613 was built by Brookfield Foundry in 1940. However \*'Brookfield' was designed as a metre gauge loco for export to Turkey but diverted to the Royal Navy when World War 2 started. [Richard Hargreaves](#)

Bottom: Class 47 793 is undergoing restoration, like so many other items at Mangapps, this loco was fairly common to the area when it was numbered 47 579 and carried the name "James Nightall GC." [Brian Battersby](#)





# South Devon Railway

At the South Devon Railway, Ex BR Class 122 "Bubble Car" No. W55000 looks in tip-top condition as it departs Buckfastleigh on July 27th. [Richard Hargreaves](#)





# Llangollen Railway



Above: At the Llangollen 1960's Gala, Class 26 No. D5310 waits at Llangollen station ready to depart with a service to Carrog. [Phil Martin](#)

Below: Class 37 No. 6940 (37 240) is pictured at Carrog with a service for Llangollen. [Phil Martin](#)



Below: Wickham Class 109 No. E50416 and E56171 are seen passing Garthdywr heading for Carrog. [Pete Cheshire](#)  
Bottom: Great Western Railway 0-6-2T No. 5643 is seen steaming out of Llangollen station on August 1st. [Phil Martin](#)





Recently repainted Class 37 240, now running with its old number of 6940 is seen at Llangollen station after arriving with a freight train on August 1st. [Phil Martin](#)





# Vale of Rheidol

Vale of Rheidol loco No 9. "Prince Of Wales" makes a spirited departure from Aberystwyth with the 1430 to Devils Bridge on August 7th. [Dave Harris](#)





# West Somerset Railway



Above: At the West Somerset Railway, GWR '38XX' Class 2-8-0 No 3850 is seen waiting time at Crowcombe Heathfield station on July 26th. [Richard Hargreaves](#)

Below: Also at the WSR on July 26th was Bulleid Pacific No. 34046 "Braunton." [Richard Hargreaves](#)



## FORTHCOMING EVENTS AT THE GREAT CENTRAL RAILWAY SEPTEMBER, OCTOBER, NOVEMBER 2010

Sept 4th

Guided Walk from Rothley with Charnwood Borough Council

Meet at Rothley station from 10am, to catch the first train towards Leicester. Walk back from there - either 5 or 8 miles - and then ride for the rest of the day. Special discount rate tickets for walkers, just £5 per adult.

Sept 10th, 11th, 12th

Three day diesel gala spectacular

Guest starring a Deltic and a Class 26 and featuring a host of other vintage diesels! This three day event will feature a busy timetable with plenty of mileage for fans of heritage traction.

Sept 17th

"The Black Mail" 1st Class Murder Mystery Restaurant car train

There's a killer on the loose so crack the case over a fine meal. Advanced booking essential on 01509 230726

Sept 18th and 19th

Get Some In / Veterans Weekend - featuring an RAF Chinook helicopter

We honour those who have served our country - including national service - with free travel. Our very special guest will be the visit of an RAF Chinook helicopter to Quorn and Woodhouse station. Tour the machine, meet its crew!

Sept 24th, 25th and 26th

Three day beer festival

Starting at midday each day, take your taste buds on a nostalgic journey through Great Central territory, with guest beers from breweries as far apart as Wrexham and Rugby. Free entry for CAMRA members.

Sept 24th

"All Aboard For Murder" 1st Class Murder Mystery Restaurant car train.

Can you solve the crime over dinner?  
Advanced booking essential on 01509 230726

Sept 30th

Deltic Pullman dining train

Celebrate our summer star diesel guest, Deltic D9009 and the creation of our new Pullman train. Welcome via our new bar car, a five course meal on board the train, hauled for sixteen miles by Deltic D9009 and a question and answer session about this fascinating locomotive.

October 2nd and 3rd

Peppa Pig at the Great Central Railway

Peppa Pig is coming to the Great Central Railway for the first time ever. Come and meet her at Loughborough Central station at 11am, 12midday, 1pm, 2pm and 3pm each day. Have your photo taken with her! Enjoy a tea party train, departing from Loughborough at 12.15pm, 2.15pm and 4.45pm

October 8th, 9th and 10th

"Steam Railway" Gala

Its the big one! Our thrilling steam gala will feature at least three visiting locomotives including two unique survivors from the days of steam. Passenger trains, freight trains and postal trains. Its going to be absolute magic for the enthusiast, for the family or for anyone who likes to watch trains go by!

October 15th

The Case of the Final Aria: 1st Class murder mystery dining train

Who dunnit? You find out! Advanced booking essential on 01509 230726

October 29th

The Case of the Final Aria: 1st Class murder mystery dining train

Solve the case before the final course. Advanced booking essential on 01509 230726

5th November

Bonfire Night

Take the train to one of the best displays in Leicestershire, or arrive on foot at the gate at Quorn and Woodhouse station.

AND DON'T FORGET. BOOK NOW FOR SANTA SPECIAL TRAINS - THEY RUN ALL THROUGH DECEMBER.

MORE DETAILS AT :

[www.gcrailway.co.uk](http://www.gcrailway.co.uk)

or just click our logo.



# From the Archives



Top Right: Class 60 017 is seen heading through Chester on October 10th 2004 with a steel train heading for Shotton. [Brian Battersby](#)

Bottom Right: Class 47 118 complete with Eastfield Scottie Dog is seen outside Motherwell Depot on May 30th 1987. [Derek Hopkins](#)

Below: Class 37 717 is seen running through Crewe heading for the diesel depot on July 19th 2003. At this time the lines at the rear of the station were still through roads to enable locos to travel to/from diesel and electric depots without having to run through the station. [Class47](#)







Below: Class 60 013 and 60 032 are seen on freight through a busy Newport. [Paul Godding](#)  
 Bottom: Class 33 005 and 33 034 are seen approaching Llandeilo on August 1985 with a Pullman working from London Victoria. [Pete Cheshire](#)



In comparison to Andy's modern image photo of a Desiro 444 at Bournemouth Central in July this year (see below) - here is a scene taken from the same spot but on 4th September 1965! No. 73068 - one of the 1951 built Standard Class 5, 4-6-0s, waits on a London Waterloo bound service. The single headlamp on the nearside buffer beam indicated that this service had originated from Bournemouth West. Steam on main line trains had less than 2 years to go when this scene was recorded on my Halina 35X fixed focus camera! [David Mead](#)





Thanks for reading this issue,  
see you again next month.

# The Back Page

Farewell to the summer, as Class 33 207 heads for home with 5271  
Mach - Carnforth, through Newtown on August 31st. *Carl Grocott*



## RETRO RAILTOURS LTD

[WWW.RETRORAILTOURS.CO.UK](http://WWW.RETRORAILTOURS.CO.UK)

### Retro Oxford Christmas Extravaganza

This tour will run on **Saturday 27th November 2010** picking up at:

Leeds 0700, Dewsbury 0720, Huddersfield 0735,  
Stalybridge 0805, Stockport 0830

After Stockport, we continue down through the West Midlands, weaving along  
the famous canals, arriving into Oxford around lunchtime.

Oxford is, of course, famous for its colleges, but also features a fantastic  
Norman castle, built in 1071, and today hosts a fabulous Christmas market,  
which you have the opportunity to experience.

We aim to depart Oxford around 5.30pm, so you should have plenty time to  
discover the delights of the city.

Fares boarding at all stations:

First Class Adult £85, First Class Child £60.00

Standard Class Adult £55, Standard Class Child £40

Premier Dining Adult £145, Premier Dining Child 'Please call'

WE HAVE REQUESTED PRESERVED DIESEL LOCOMOTIVE 47580 'COUNTY OF ESSEX', WHICH HAS  
BEEN RESTORED AND PAINTED IN BRITISH RAIL LARGE LOGO LIVERY BY A TEAM OF VOLUNTEERS. THE  
COACHES WILL BE MATCHING BLUE AND GREY STOCK RECENTLY REFURBISHED BY CARGO-D.

To book, you can visit our website [www.retrorailtours.co.uk](http://www.retrorailtours.co.uk) or alternatively postal booking can be sent to  
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.  
Enquiries Tel: 0161 330 9055

**If you book before the 31st October, Deduct £5.50 from fares above!**

