

The Railway Herald

18 November 2005

No.22

The complimentary UK railway journal for the railway enthusiast



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The Railway Herald

Issue 22
18 November 2005

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Editor's comment

Welcome to the slightly delayed Issue 22 of Railway Herald. Unfortunately pressure of other work in recent weeks has had a knock-on effect to Railway Herald but, as ever, we are now trying to get back on an even footing!

Can I remind readers that we are continually looking for high quality, up to date digital photos to illustrate the current day railway scene, simply drop us an email.

Also, we now have two subscription lists, one is as normal with the PDF file attached to the e-mail, the other provides readers with a link to download it in your own time. If you would like to change between the two, please just let us know!

We are being continually asked how readers can get involved with the Railway Herald. We welcome readers contributions for the journal in both pictorial and written formats.

Contributions are welcome for all our pages, especially our news and notable workings columns and should be sent to the editor, by e-mail at editor@railwayherald.co.uk

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the editor at editor@railwayherald.co.uk

Good quality scans of colour slides and prints are also acceptable.

Please note that as the Herald is free and compiled on a voluntary basis, we are unable to offer any financial return.

Where possible we always try to use photographs taken within the production week (i.e the next issue will, where possible, only include images taken between the publication date of this issue and the following Friday.

Publication

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Newsdesk

A new guise for the HST as Cotswold Rail unveils Hornby livery, Asfordby Test Track to close, the full details on Euro-Cargo Rail and their motive power, refurbishment for Caledonian Sleeper stock and the December Timetable change brings major alterations.

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FRONT COVER: The new look to one of Cotswold Rail's HST power cars. No. 43087 stands at Tyseley having just emerged from the paintshop in Hornby colours. **WILF SMITH**

BELOW: Royal Scotman liveried Class 37/4 No. 37416 passes Graig Ddu (Black Rock) with Kingfisher Railtours 'The Snowdonia Explorer' 16.30 Pwllheli to High Wycombe charter on 5th November. **RICHARD W. JONES**



Hornby Red for Cotswold HST

Cotswold Rail has unveiled the new look for its first Class 43 HST set.

So far one power car (No. 43070) and a Mark 3 Buffet vehicle have been outshopped in Cotswold Rail silver colour scheme, with a second power car (No. 43087) carrying all over red livery with a yellow full height Hornby branding.

The vehicles have been had the new colours applied with vinyls at the Birmingham Railway Museum at Tyseley.

Their first outing on the mainline being from Tyseley to the National Railway Museum at York for the 'Cab-It' event.



ABOVE: Following their roll-out at Tyseley, the new look Cotswold Rail power cars are pictured on 10 November at Birmingham Railway Museum before moving to the National Railway at York. WILF SMITH

Asfordby Test Track to close in January 2006

Asfordby test track, the only test centre in the UK where trains can be put through their paces away from the national network, is to be closed.

The 12-mile test route, which was upgraded six years ago by Alstom at a cost of £25 million for use in the Class 390 'Pendolino' commissioning programme, will close at the end of January 2006 after the Department for Transport refused to support it.

Alstom had offered it to Network Rail free of charge, but

the DfT advised the company in October that Network Rail had no current use for the test track.

The up-keep of the route would cost around £1.8 million per year, but its closure will mean an ever increasing reliance on European test facilities. Plus, new trains will have to be tested on the national network during possessions and overnight running.

According to a report in the Times newspaper, Network Rail admits it will need a test track, but is considering renting one

at Valenciennes, near Lille, in Northern France.

Alstom will now remove more than £2 million of testing equipment from the route and its base at Asfordby before the power is switched off at the end of January next year.

Network Rail say there is no business case for keeping the line operational, but questions must surely be asked as to where the testing of the forthcoming HST2 project will be undertaken. As was proved with the Pendolino project,

the route is capable of being configured for the tasks being undertaken and provided an ideal, self-contained railway for mileage accumulation and problem solving. Recent problems with new trains should have provided more than enough evidence that some kind of testing facility away from the live railway is desperately required in the UK.

BELOW: Happier days, Class 390 No. 390002 passes Widmerpool Station on the test track in December 2004. BRIAN MORRISON



EURO CARGO RAIL

On 26 October the French Minister for Transport awarded EWS International a Safety Certificate, allowing it to operate freight trains on the French rail network.

As a result EWS International, which is now the third-rail freight operator in France, will operate trains on behalf of Euro Cargo Rail who will handle the marketing and trading of the new services.

The strategy of ECR is to grow the total volume of rail freight services in France by providing businesses with an economically viable alternative to road transportation, whilst operating services safely and to high levels of punctuality and reliability.

ECR intend to operate over several routes in Northern France, specifically on routes to and from the French border, such as the Calais to Tourcoing, and Calais to Dunkerque.

Discussions are ongoing with several customers and the first revenue earning train for Euro Cargo Rail could operate as early as December, although with the French Christmas holidays it is more likely to be early January.

Motive power for the new trains will initially be a European design

RIGHT: EWS Class 66 No. 66002 passes Carnoustie with 6A30 Mossend to Aberdeen Enterprise working, conveying MOD vehicles bound for Montrose and pipes for Laurencekirk. With the safety case for Class 66s granted, no less than 10 of the EWS fleet will move to France to join the six Vossloh G1206 locos.

JIM RAMSEY.

Bo-Bo locomotive, driven by drivers from EWS International.

Euro Cargo Rail has placed an order for four Vossloh G1206 locomotives, delivery of which is expected by the end of this year. The locos are new-build vehicles, which were built earlier in the year for a leasing company and have remained in storage since being constructed.

The locomotives are a common design throughout Europe with examples being operated by Belgium and German railways plus private operators such as ACTS.

The design is a diesel-hydraulic, 87 ton locomotive, capable of 100km/h. Options for further locomotives and wagons are currently being assessed by Euro Cargo Rail.

All train drivers for EWS International are fully trained in the safety and operational



ABOVE: Belgium Railways employ numerous examples of the Vossloh G1206 design of Bo-Bo locomotive. This one, No. 7807 is pictured at Brugge on 11 August. RICHARD TUPLIN

requirements of the rail network in France, following their years of experience from operating services in partnership with SNCF Fret through the Channel Tunnel.

ECR locomotives will be maintained 'on-the-fly', with work and daily exams being done in

yards, without requiring the facilities of a major depot or the need to take the locomotive out of traffic for an extensive length of time.

Whilst the plan is to operate the services with the G1206 locomotives a decision is awaited from the French Safety Body on the safety case

for the General Motors (now EMCC) Class 66 design. It is hoped that an outcome will be obtained early in 2006. Should the result be positive, then EWS plan to move ten of its existing fleet of 250 Class 66 locos to France where they will work alongside the Vossloh locos.



Refurbishment begins on Caledonian Sleeper stock

All 75 of First ScotRail's Caledonian sleeper coaches are to undergo a major £1 million refurbishment as part of the company's franchise commitment.

The work, which will be carried out at Toton by Axiom Rail, part of EWS, commenced during the week commencing 7th November and will see each coach turned around in just two weeks, with work taking place on two vehicles at a time.

The refurbishment work due to be completed by March 2007 includes:

- ♦ a refurbishment of the sleeping compartment, including new

washbasins and worktops

- ♦ installation of new carpets and flooring
- ♦ refurbishment of the toilets
- ♦ installation of floor level lighting
- ♦ major changes to the look and style of the lounge carriages.

As part of the work, each vehicle is to be outshopped in a new livery, which has been specially commissioned for the Sleeper services incorporating First ScotRail's corporate identity.

Some of the major changes will be most noticeable to passengers using the lounge cars, which are to be transformed with modern

features including sofas and stylish lighting, to create a relaxing ambience for passengers.

Another part of Axiom Rail has also been awarded a contract by VTG for the provision of bogies for a new UK fleet of wagons.

The company has order 120 TF25 suspension bogies for use under VTG's new tank wagons, which are planned for operation in the UK. Delivery of the first bogie is expected during Spring 2006.

The TF25 bogie allows vehicles to operate with low track forces and low bogie wear, resulting in both reduced track access and maintenance expenses.

Embankment work at Shap

A £1 million project to strengthen part of the West Coast Main Line embankment in Cumbria ahead of an upgrade to the track was expected to be completed by the end of November.

The work is needed as a new 30mph crossover is being installed into Harrison's Sidings, north of Shap village, which will give freight faster access to the sidings and so ensure that they are clear of the main line more quickly when high speed passenger trains approach, the speed was previously being restricted to 10mph

The six metre-high embankment sits on extremely wet ground that contains a layer of peat up to one metre thick and during heavy rainfall the area becomes saturated.

This had to be taken into consideration when designing the stabilisation project and the contractors undertook a period of ground investigation consisting of trial pits and boreholes. As a result, large stone base has been provided to ensure that the whole embankment is stable.

While the work on the embankment took place, line speed on the West Coast Main Line was reduced to 60mph.

December timetable brings major changes

The new timetable on 11 December will bring some wide ranging changes with it, especially to Arriva Trains Wales and Wessex Trains.

Arriva's the 'Times are Changing' campaign was launched on 10th November with a 30-day countdown to new services and easier-to-understand and remember train times across their network.

The new ATW timetable will follow a 'standard pattern' with the majority of train services running at the same minutes past the hour.

With the new timetable, an additional 950 services a week will operate across the network, part of which will increase the advertised Sunday service by 28%.

One of the key additions is a new two-hourly direct service from Holyhead to Cardiff and a two-hourly direct service linking Milford Haven and Manchester via Swansea and Cardiff.

To support the new timetable, Arriva (which dispenses with loco-hauled trains on the Rhymney Valley line from the same date) has increased its

drivers and conductors by 22%.

Arriva Trains Wales hope that by reorganising the timetable they will be able to improve punctuality of services.

The other major change in the region sees services between South Wales, Bristol and the West of England transferred from Arriva Trains Wales to Wessex Trains, in preparation for the start of the Greater Western franchise next year.

The timetable change also brings benefits to Wessex Trains passengers, including the introduction of an hourly Cardiff - Taunton regular interval service on weekdays, plus improved hourly services in the afternoon and evening peak between Plymouth and Ivybridge and a new 0610 from Penzance connecting into the 0825 Virgin Trains service from Plymouth creating a second early journey opportunity to Bristol and the North from Cornwall.

On South Eastern Trains, several early morning weekday services change their origin point and some late night services run earlier to allow engineering work

to take place overnight.

In East and West Anglia, changes with the introduction of the new timetable will affect services from London Liverpool Street to Cambridge (via Harlow / Bishops Stortford), Chingford, Enfield Town and Hertford East, as well as services to Stansted Airport including the proposed introduction of new off-peak services between Stratford and Stansted Airport.

In the West Midlands the 11th December will see the introduction of the new Siemens 'Desiro' Class 350 units on a new service from Rugby to the North West of England. Elsewhere in the region, Walsall to Birmingham New St services will be extended to Birmingham International, providing Walsall passengers with direct train services to the Airport and the National Exhibition Centre.

Train services will be partially restored on Trent Valley with five train and five bus services operating daily between Stafford, Rugeley Trent Valley, Lichfield Trent Valley, Tamworth, Atherstone and Nuneaton.



LEFT: On 4th November, Class 350 'Desiro' No. 350104 passes Stafford destined for Liverpool with a Central Trains service from Birmingham New Street. From the December timetable change, the Class 350s will see more widespread use with the introduction of a Rugby - North West service.
WILF SMITH

Falmouth line trackwork

'The Maritime Line' between Truro and Falmouth was closed on weekdays for two weeks from 17th October to allow Network Rail to undertake track improvement work.

During this work a large section of the track in the Perranwell area was completely replaced. The train service was replaced by a special bus service for the duration of the closure.



WAGN launch second promotional Class 365

The second of four WAGN Class 365 Networker Express EMUs was unveiled at Letchworth Station on 3rd November.

The unit, which has been vinyl wrapped at West Anglia & Great Northern's Hornsey

Depot, shows several local landmarks from the the two Garden Cities of Letchworth and Welwyn.

The Class 365 involved was No. 365540 shows images on each side of the train that portray Broadway Gardens and

the Spirella Building in Letchworth and the Coronation Fountain and Gardens at Welwyn as well as Digswell Viaduct, Welwyn.

The final two vinyl wrapped units should be unveiled before the end of the year.

ABOVE: WAGN Class 365 No 365540 is pictured shortly after arrival at Letchworth Garden City station on 3 November. Following a short ceremony at which the unit was officially launched into traffic, the train operated a special 12.23 service to Welwyn Garden City with local dignitaries and invited guests on board.

BELOW: The bodyside of vehicle No. 65933 of set No. 365540 is pictured portraying the Spirella Building in Letchworth. Each vehicle within the set features a different landmark from the Hertfordshire Garden Cities of Welwyn and Letchworth. **BOTH: BRIAN MORRISON**



Rail passengers to be screened

The Transport Secretary Alistair Darling has announced that screening techniques are to be tested on both the UK National Network and London Underground over the coming months.

The trials, which will begin early in the New Year, will test how effective new and existing technology could be to help counter the continued terrorist threat to the land transport network.

The trial will test equipment at a small number of UK railway and London Underground locations, commencing with the the Heathrow Express platforms at London Paddington where a test will run for four weeks.

A small number of randomly chosen passengers will be asked to take part in the tests. This may involve either going through a scanner or being searched either by hand, with the use of portable

trace equipment or with sniffer dogs. Bags may be passed through x-ray machines.

It will be the first time many of these techniques have been trialled on the UK rail network. Most methods will be familiar to those who fly but some technology will be new. It will include the first use on the UK railway of body scanners using millimetre wave technology, which will enable security staff to check for concealed objects.

The trial will test the usefulness of the specialist equipment and help examine the practical issues that may affect its future use in a normal rail environment.

No decision has been taken on its future deployment at this stage. The trial will inform future considerations on whether the techniques could be used on a targeted basis.

Pendolino's over the S&C

From 14th January until 26th March 2006, Virgin Trains will be diverting services over the Settle & Carlisle every weekend due to engineering works.

As a result Class 57/3 locomotives will be in use on the following services 'dragging' Class 390 'Pendolino' sets:

SATURDAYS	08.20	0Z10	Preston - Kirkby Stephen (57/3)
	11.19	1S40	Euston-Glasgow
	11.33	1M44	Glasgow-Euston
	15.17	1S56	Euston-Glasgow
	15.48	1M16	Glasgow-Euston
	17.57	1M18	Glasgow-Euston
SUNDAYS	18.29	1S39	Euston-Glasgow
	22.28	0Z11	Kirkby Stephen > Preston (57/3)
	10.18	0Z10	Preston-Kirkby Stephen (57/3)
	14.20	1A54	Carlisle-Euston
	15.29	1S56	Euston-Glasgow

18.33	1M18	Glasgow-Euston
19.09	1S69	Euston-Glasgow
21.21	0Z11	Kirkby Stephen-Preston (57/3)

Services marked 57/3 are 'Thunderbird' (light engine) moves.

Porterbrook hands pioneer 87 to the NRM



ABOVE: Class 87 No. 87001 Royal Scot/Stephenson stands on display at the NRM's 'Cab-It' event on 12th/13th November. The locomotive was officially handed over on 17th November. RICHARD TUPLIN

The National Railway Museum at York has officially accepted the pioneer Class 87 No. 87001 Stephenson into the National Collection.

The hand over took place on the occasion of the

BELOW: The Royal Scot nameplate now carried on one side of No. 87001. WILF SMITH



NRM Annual Dinner on 17th November, with the locomotive displayed on the Museum's turntable in the Great Hall.

The locomotive was prepared for its final trip to York by Alstom Traincare at Willesden depot, who had previously performed the running maintenance when on lease to Virgin West Coast, and volunteers from the AC Locomotive Group.

The locomotive has seen a number of livery changes but, in June 2003, in order to mark the contribution of Class 87 locomotives to the UK railways, 87001 was repainted in its original blue livery and named Stephenson.

The loco, which moved to York under its own power is now dual named, with Stephenson on one side and Royal Scot on the other.

Christmas Sleeper Bookings

First ScotRail has opened bookings for the Caledonian Sleeper up to 6 January 2006, allowing journey plans to be made well in advance for the Christmas and New Year period.

The popular 'Bargain Berths' on the Caledonian Sleeper are also available for travel on selected days.

Rugeley Vandalism

Rail services returned to normal between Walsall and Stafford and on the West Coast Main Line on 3 November after a signalling systems room in the Rugeley area was damaged in an arson attack.

The signalling systems room, which controls signalling equipment was destroyed in last week's arson attack, knocking out the signalling along West Coast Mainline and between Stafford and Hednesford. Quick repairs by Network Rail engineers allowed a reduced service to run until full repairs and testing of the new signalling equipment were completed.



ABOVE: Freightliner Heavy Haul moved a rake of 24 JNA wagons to Long Marston for store on 14 October. Class 47/8 No. 47830 was provided as power for 6Z52 07.30 Basford Hall-MoD Long Marston, seen here releasing the single line token at Evesham. **CHRIS PERKINS**

EWS honours battle hero

EWS marked the 200th anniversary of the Battle of Trafalgar, by naming a loco in honour of Admiral Sir Cuthbert Collingwood.

The naming took place at Newcastle station on 12 November and the locomotive, Class 90 No. 90020 was named Collingwood, by Admiral Collingwood's closest living relative Mrs Collingwood-Cameron.

Vice Admiral Sir Cuthbert Collingwood came from the north east and ultimately achieved victory over the combined French and Spanish fleet at Trafalgar, following the death of Lord Nelson.

Some of the crew from HMS Calliope were present at the naming ceremony, as the 200th anniversary also coincides with the centenary of Gateshead's HMS Calliope Royal Naval Reserve Unit.

RIGHT: Crew members from HMS Calliope pose with the third nameplate on 12 November. **RICHARD TUPLIN**



Work continues on 'Deltic' 55022

Work is progressing on Class 55 No. 55022 Royal Scots Grey at Barrow Hill.

The work, which has been delayed by additional tasks and necessary asbestos removal on the faulty generator, is being carried out by the Commercial Services arm of the Deltic Preservation Society.

The delay has resulted in the planned charter on 28th January being postponed until 24th June, although the owner is hopeful that at least

one main line charter will operate before then with the locomotive.

Also destined for Barrow Hill is the Class Forty Preservation Society's No. 40145.

This is to allow various voluntary and contract work to be carried out, including repairs and improvements to cab interiors, a light repaint (retaining the current BR Blue livery), repairs to radiators, fitting of batteries and the On Train Monitoring and Recording (OTMR) data equipment.

Cotswold Rail to buy Class 56?

Cotswold Rail is in discussions to purchase one of the preserved Class 56 Type 5 locomotives.

Currently carrying Large Logo blue livery, Class 56 No. 56057 British Fuels has been based on the Nene Valley Railway since its purchase from EWS. A full overhaul has been carried out on the loco, together with a repaint into its current livery.

The Type 5 was recently put up for sale by its owner and following discussions, it is highly likely that Cotswold Rail will become the new owner.

The key question that is not clear at the moment is the locomotives return to the mainline. Adrian Parcell of Cotswold Rail told *Railway Herald* that it is not definite that the locomotive will return to the main line, due to the large costs involved. One option is to outbase the locomotive on one of the heritage lines for a period of time.

It is not known whether the Type 5 will retain its existing livery or whether it will be repainted into Cotswold Rail's standard Silver colour scheme.

Wessex Trains naming

Wessex Trains has named Class 158 No. 158861 Spirit of the South West.

The naming marks the fourth anniversary of Wessex Trains' establishment and the first meeting of the South West Public Transport Users' Forum c.i.c. (SWPTUF) since its establishment as a wholly independent social enterprise organisation to promote the region's public transport services.

The naming took place at Taunton Station on 15 October.



The return of the BLUE PULLMAN

FM Rail officially launched the new coaching stock that will form the basis of Hertfordshire Rail Tours luncheon train service from the start of 2006 during the 'Cab-It' event at the National Railway Museum, York on 12 November.

The train, which will mainly comprise eight refurbished Mark 2 coaches, carries a recreation of the 1960s Blue Pullman colours. The livery, which suits a Mark 2 coach remarkably well will be continued on to the locomotives, with FM Rail's Class 47/7 Nos. 47703, 47709 and 47712 carrying the Nanking Blue colour scheme, but without the white bodyside strip. Each locomotive will retain its existing name.

The train's first outing, following a shake-down trial, will be on 12

January from London King's Cross, composed of two Mark 1 Kitchen cars, a Mark 2 Brake vehicle and five Mark 2 First Open coaches. As the year progresses, a further three Mark 2 FO vehicles will be added to the formation, which should operate in top and tail formation, with a Type 4 at each end.

Passengers on FM Rail's Blue Pullman will enjoy a full on-train meal service at their First Class seat, typically the delicious Great British Breakfast, on the outward journey and a four course dinner on the way home. Meals are freshly cooked on board by expert chefs and silver-served by friendly and attentive stewards.

The train, which is also available for private hire, seats 336 people when in full formation and will have a maximum speed of 100mph.

Blue Pullman Tours 2006

12 Jan King's Cross - Peterborough via Cambridge
28 Jan Letchworth - Portsmouth Harbour
4 Feb London Victoria - Portsmouth Harbour
14 Feb Stevenage - Salisbury
18 Feb King's Cross - Kidderminster

All of the above tours are **FULLY BOOKED**

4 Mar King's Cross - York & Harrogate
11 Mar Paddington - Exeter & Okehampton
25 Mar Basingstoke - Chesterfield



TOP: The first vehicle of the new set, Mark 2 FO No. 3352 stands at the NRM.

ABOVE: The luxury 'Pullman' style of the Mark 2 First Open coaches convey an atmosphere of grandeur.

BELOW: The tasteful table setting within the dining coaches. The eight FO vehicles all feature 2+1 seating. **ALL: RICHARD TUPLIN**





ABOVE: In beautiful Autumn sunlight, Class 66/6 No. 66602 passes Burn on the East Coast Main Line, north of Doncaster with a rake of brand new Aggregate hopper wagons for Freightliner Heavy Haul. The vehicles, which have been built in Poland were imported to the UK through the Channel Tunnel and this working moved the wagons from EWS's Belmont Yard at Doncaster to the LNWR depot at Midland Road, Leeds for commissioning. Five of these vehicles are now on trial on aggregate traffic out of the Peak Forest area. [RICHARD ARMSTRONG](#)

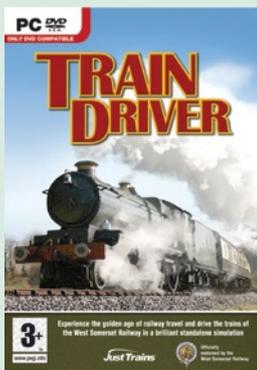
BELOW: A shortage of motive power for Freightliner Intermodal has seen the company making extensive use of Class 47/3 No. 47303 Freightliner Cleveland. The triple-grey liveried Type 4 powers past the camera at Swindon on 10th November with 1003 Cardiff Wentloog - Southampton Intermodal service. [ANDY HARKNESS](#)





ABOVE: On 15th November, FM Rail tested Network Rail's newly repainted Class 73/2s, Nos. 73213 and 73212 on the luxury Queen of Scots train, with a return ECS working to Tonbridge, where the Network Rail yellow-liveried 'EDs' were deposited. Acting as train loco and Thunderbird was FM Rail's Class 73/1 No. 73107. The train is pictured passing Shortlands in appalling weather, bound for Tonbridge. **PATRICK SEALE**

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System Requirements

Operating System:
Windows XP/2000,
Millenium or 98.

Minimum Processor:
1.8Ghz

Minimum Memory:
512Mb

Minimum Video Card:
64Mb

Hard Drive Space:
3Gb

Other Requirements:
DVD-ROM drive

Train Driver
PC DVD-ROM

Produced By: Just Trains (<http://www.justtrains.net>)
Price: £19.99
See system requirements box

Train Driver is yet another twist in the Railway Simulator world.

Featuring the West Somerset Railway the game is a stand alone version and can be installed on any PC and does not require any other additional software in order to enjoy it! However people who already have 'Trainz Railway Simulator' will be pleased to hear the game integrates fully.

The game essentially mimics the previous release of 'The West Somerset Railway' for Microsoft Train Simulator earlier in the year. However some additions and tweaks have been made in order to give more enjoyment.

Steam locomotives now featured are 7820 Dinmore Manor, 7828 Odney

Manor, and 6412. Two liveried versions of D7017 also exist along with the resident Green DMU.

There are twenty activities to try, including locomotive failures, and photographic charters. Time has been taken to recreate all stations and significant buildings in the vicinity of the railway.

These also include the recent housing development on the Minehead seafront and McDonalds!

Those who have already used any of the Trainz series will know what they can expect from this latest release.

For those who don't here is a great opportunity to introduce yourself the world of 'Train Sims'



2006 Calendar

Produced By: Class 40 Preservation Society
Price: £10.00
From: c/o Beaver Sports Ltd., Flint Street, Fartown, Huddersfield, HD1 6LG or phone (07768) 935893.

Railway calendars are always a popular idea and the CFPS have produced an excellent product for 2006.

The calendar, which is A3 size features one month to a page, with half of that page taken up with a high quality picture of a Class 40, most of which have been taken during BR days.

The locos featured are 40013, 016, 025, 029, 031, 042, 044, 049, 055, 064, 081, 084, 090, 106, 118, 127, 132, 135, 145, 151, 158, 162, 193, 195 and 196.

The calendar is wire bound and the profits help to keep both CFPS locos running.

