

# Railtalk Magazine

Issue 14  
November 2007

Railtalk Magazine is brought to you monthly, free of charge, by the Railtalk team.



What Future  
for Silverlink 321's

Dave Berry's  
Birthday Bash

One's  
"Time for Tea"

### Front cover

A very big thank you to Harald Walkner for letting us use this excellent shot of new Arriva 183.002 at Wels in Austria on the 10th October.



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### Site/Forum

For more information on our website or joining our forum, please contact the editor by email at

[editor@railtalk.net](mailto:editor@railtalk.net)  
**Submissions**

Pictures and news can be entered through the forum, or by email us at

[entries@railtalk.net](mailto:entries@railtalk.net)

Please give a brief description, your name and the date.

### Railtalk editorial team

Andy Patten  
Liam Yates, Class47  
Robert K, James P

### Thanks

As always, thanks to everyone who have contributed this month especially the following:  
Richard Hargreaves, David Mead, David Dawson, Jonathan McGurk, Jonathan Lewis, Brian Battersby, Jim, Carl Grocott, Mike Byrne, Pete Cheshire, Oliver Turner, Tom Carins

### When is it published

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## From the Editor

Welcome to issue 14 of Railtalk Magazine, if there is anything you want to say or write for the next edition please let us know at the email address on the left.

Many thanks to all who have contributed this month. Remember any news, articles, etc can be sent to the address on this page.

You can send us your email address so that we can email you as soon as a new issue is out. Just go to the contact us section of the Railtalk website and send in the form. This means that you will never miss another issue ever again.

Remember we are always looking for a wide range of pictures. Your pictures do not have to be digital, if you want to send us slides, or scanned pictures, just contact us for details.

Also if you have any news or information please send this into us. If you want send information into us in a different way please email the editorial team for other ways of contacting us.

If you missed issue 13, just click on the picture to the right. This will take you to the last issue. If you want any earlier issues please visit the website and all back issues will be found on there.



## The month's review

With the onset of Autumn, various galas have been taking place on preserved lines, and it is pleasing to see so many pictures that are not only of the loco's and stock, but also of the rich and wonderful colours that appear in the land at this time of year.

I must give a special mention at this point to Harald Walkner, who very kindly let us use the shot of the new Arriva liveried loco in Wels, Austria. I hope that some of you will not think that this is just foreign "tat", but here is a company that have done very well recently both here and in Europe, and with it's regular North Wales coast loco hauled diagram about to start, wouldn't it be nice to see a Class 67 in this livery, to match the stock.

Another mention must go to Pathfinder Tours and to the AC Loco Group, for giving some of the Railtalk team, an excellent railtour, in fact I would go as far as to say one of the best tours this year. The ACLG must be very happy with the performance of their Class 86, 86101, and i must say, travelling on the West Coast mainline at speeds in excess of 100 mph, was awesome.

Stepping back in time, David Mead has provided some rather nice shots from years ago, in our "From the Archives" section and we hope to bring you more of these in the coming months, but please bear in mind that these pictures are quite old and may not be reproduced here as well as modern day images, but we hope that you will enjoy seeing what the railway was like years ago.

Our email account has been full with RHTT photos this month, we hope that you like the selection that we have chosen, remember without your contributions we would not have the fantastic selection that we get every month. So a big thank you to ALL who have helped in this issue, in the column to the left should be everyones name, but please for give me if I've forgotten you.

We are looking forward to a very busy November as there will be several new liveries launched as the big franchise shakeup commences.

**Andy Patten, Editor**

**LEVEL CROSSINGS X DON'T RUN THE RISK**

# Charter Scene

This months round up of the British Charter scene

Welcome to the second issue of Charter Scene, as part of Railtalk Magazine. Charter Scene aims to document charter movements during the month, although we need your help. If you have any images or accounts you would like included please contact us via the usual address.



**Above** LMS Class 5MT 4-6-0 no 45407 + LNE K1 Class 2-6-0 no 62005 at Helensborough station working an ECS from Fort William - Carnforth **Jonathan McGurk**



**Above** 37601 crosses Folkstone Harbour with an array of different boats in the foreground whilst working the Atomic Harbourmaster that ran from Crewe - Kensington Olympia and return via the Dungeness branch on the south east coast. **Andy Patten**



**Above** D1015 prepares to start up at Milford Haven ready to head the return run to Paddington on the Western Refiner railtour. Of note, the railtour was diverted away from Bristol Parkway through Filton Abbey Wood and Bath due to vandalism of signal cables. **Jim**



**Above** GWR Hall Class 4-6-0 no. 5972 Olton Hall passes Springburn whilst working the 08.10 5272 Fort William Yd. - Carnforth

**Below** Class 33025 was on the rear of the train providing assistance

Both: **Jonathan McGurk**





**Above** 55022 passes Skelton with the Autumn Highlander railtour. It is pictured here, working the same railtour that a year earlier cause big engine problems for the loco **Class47**



**Left** 86101 pulls the first leg of the Atomic Harbourmaster tour from Crewe into Euston. The tour would then continue onto Folkestone Harbour and Dungeness 86101 is seen working on WCML metals on 20/10/07 **Andy**



**Above** 86101 is seen at Stafford awaiting departure for Crewe on the return on the Atomic Harbour-master. You could have almost mistaken it for a scene a few years ago if it wasn't for the livery of the coaches.

**Richard Hargreaves**

**missions Submissions Submissions Submissions Submissions Submissions Submissions Submissions Submissions**

Railtalk Magazine is always happy to accept any material you would like included in the monthly magazine. Railtalk Magazine accepts pictures, news articles, accounts and more. We are also able to accept prints, to arrange this please contact the editor. As always the magazine is published at the end of each month.

To submit material for inclusion please email:  
**[entries@railtalk.net](mailto:entries@railtalk.net)**

To contact the editor or for more information on what is accepted in the magazine please email:  
**[editor@railtalk.net](mailto:editor@railtalk.net)**

If you have an queries please feel free to post them on the Railtalk Forum

Thanks,  
**Railtalk Editorial team**

# Pictures



Above: Class 318 268 just fresh from refurbishment from Hunslet-Barclay is seen working the 18.37 2L03 Larkhall - Dalmuir Service 4th Oct. Jonathan McGurk  
Below: Class 158770 still shows its former Northern Spirit identity as it works a service from Nottingham, seen here at Grantham 6th Oct. Class47





Above: Standby loco for most of October was 37038, seen here at York, on the 7th Oct. Later in October it went to East Anglia to assist. Andy  
Below: Veteran Class 20 but still going strong on the 6th Oct is 20304 with the early morning trip from York along the Scarborough branch. Class47



South West Railways



Above: Whilst the Class 20's dominate the North East RHTT's, Class 37's are the main power for the mid Wales diagrams. Here is 37218 on the front of the departure from Welshpool on the 3rd October. *Pete Cheshire*  
Below: Such is the diversity of traction on the RHTT's that there are not many loco types that have never assisted, and this year is no exception. This year, EWS have the contract for services out of Peterborough and here we see 67016 returning with the morning turn. *Class47*





Above left: Undergoing attention at DRS's York Works base on the 7th October is 20301. There are normally five Class 20's 20301 - 20305 allocated to York. *Andy*  
 Top right: M.P.V.s DR 98919 + DR 98969 Approaching Dumbarton Central Station working the 15.39 3S91 Shettleston P.T. - Dumbarton Central Sandite Train. *Jonathan McGurk*  
 Middle right: Class 20's 20302 and 20304 have routine maintenance undertaken at York works on the 7th October. *Andy*  
 Below: Ex EPS machine 37602, now working for DRS is seen at Shrewsbury on the 18th October. *Richard Hargreaves*





*Top: With the speeding up of the eradication of the Network South East livery, the First Capital Connect liveried Class 365's are the norm at Peterborough, working the semi-fasts to London. 365524 is seen here approaching Peterborough on the 6th October. Class47*



*Middle: 334 034 is getting prepared to work the 12.25 1G61 Glasgow Central High Level - Gourock Service, while 156 462 is preparing to work the 12.08 2D01 Glasgow Central High Level - Paisley Canal Service on the 4th October. Jonathan McGurk*



*Bottom: In autumn sunlight, and a lovely blue sky, Class 318 261 works the 09.53 2F27 Lanark - Milngavie coming into Motherwell on the 10th October. Jonathan McGurk*



*Above: Class 90 047 works the 13.52 4M74 Coatbridge F.L.T. - Crewe Basford Hall Freightliner approaching Motherwell on 10th October. Jonathan McGurk  
Below: Newly delivered 66 429 passes Motherwell working the 06.31 4S43 Daventry - Grangemouth Tesco Express train 10th Oct. Jonathan McGurk*



*As dawn breaks, 66501 powers through Grantham with a Freightliner service to Leeds. Class 47*





*Top: Class 66 170 is seen passing through Paisley Gilmour Street Station working the 11.09 6J12 Longannet P.S. (Power Station) - Hunterston Empty M.G.R. Train, 13th October. Jonathan McGurk*



*Middle: Class 320 319 17.15 1H35 Bellgrove - Helensburgh C. approaches Dumbarton. 16th October. Jonathan McGurk*



*Bottom left: Class 170 420 in First Scotrail's 'Glasgow 2014 Back The Bid Livery' is seen inside Glasgow Queen Street High Level Station, having just come in with the 14.30 1R95 Edinburgh Waverley - Glasgow Queen Street High Level Shuttle Service on the 5th October. Jonathan McGurk*

*Bottom right: GBRF's 66724, rests between duties at Eastleigh. This loco has been working engineers trains at Bournemouth during recent weeks. James P.*





*Above: Making a welcome return in October, 37425+37411 passing through Acton Bridge on the 15th with an Edge Hill - Crewe engineers. The pair had only just started working off Warrington after being reinstated. Mike Byrne*

*Below: 66585 works the 6Z82 Portbury - Rugeley seen here passing Shifnal on the 17th October. Carl Grocott*





*Above: 37417 and 37410 at Hartford Junction on 19th October. This is a few miles south of Weaver Junction and is where the line from Northwich meets the WCML. The working is the 6F61 Folly Lane - Warrington which has started producing pairs of 37s due to the weight of the train making locos slip badly on the climb to Runcorn station. Mike Byrne*

*Below: 43 062 and with 43 013 leading, this is the late running 11.19 1Q92 Glasgow Central - Crewe, New Measurement Train at Carlisle. Jonathan McGurk*





*Above: GBRF 73205 and 73209 at Lewisham on a Engineers train. Both James P.*

*Below: SWT thunderbird 73109 Battle of Britain worked on a special train for Dave Berry's birthday tour. Train went from London Victoria to Gillingham.*





*More photos of the Dave Berry Birthday Bash, what a birthday tour this was. 73136 Perseverance and 73202 Dave Berry also worked the tour. All © James P.*



**What future for Silverlink Class 321's**

Silverlink class 321/4 units will soon be no longer required on the West Coast Mainline, they are too young to be scrapped and were named one of the most reliable fleets in the country with Bletchley gaining the "Golden Spanner" award.

It has been revealed that Northern Trains would like at least 4 of these units, and possibly more to replace the class 323s they have. The 323s would then go to London Midland who would use them as 6car trains where current class 323 trains operate. London Midland do not intend to change the routes operated by class 323 units.



'one' Railway have already received 2 class 321/4 Silverlink units and therefore may show interest in some more at a later date to allow more 12car train operation. It was revealed in RAIL magazine that 'one' planned to refurbish its class 321 fleet, therefore some people are under the impression that this means they will not be getting any additional trains, this may, however, not be the case, and the Silverlink units gained may be sent at a later date or as an addition.

C2C have also expressed interest in some of the fleet, it is not clear as to why they would require these, however, one can assume that after recent hire of them they are impressed by them and may therefore want some to operate their services.

First Capital connect also express their need for at least 2 extra 8 car trains and are interested in the class 321s. This would be for London Kings Cross—Cambridge peak services.

It is hard to know where the fleet or parts of the fleet will eventually end up, although soon facts may be revealed, and some may be surprising!

**FIRST TO RECEIVE ELECTROSTARS?**

Rumour, Myth or truth?                      Whatever of the above how sensible does it seem?

NOT VERY... let's explore the theory behind this rather uncalled for suggestion:

It was decided that First would receive all the class 319 type EMU trains to help with their current "Thameslink" route and that the ones taken from Southern would be replaced by class 377 electrostars.



Now it is being suggested that instead of Southern releasing 319s for 377s, First would simply receive the new electrostar trains.

Nice... First passengers would receive new trains on their Thameslink route, a much welcome improvement and therefore seems quite sensible

However, what happened to uniform fleet? Most companies strive for a uniform fleet of specific class or type of train, by giving First the new electrostars, this would prevent Southern and First from coming close to this aim.

A non-uniform fleet means far more training and a need for more

behind the failed one could be incompatible. technological advances. It also proposes danger to operations as it restricts what can and cannot couple en-route and in the case of a train failure, the unit

Overall, it is unlikely that this would occur, however, there is always a small possibility.

**'ONE' who cares**

It would appear that 'one' are aware that some of their trains are looking quite a state and therefore has taken immediate action.

'one' has put signs up inside most of the un-refurbished class 315 fleet explaining the companies awareness of the train's condition and the fact that they are doing all they can to get the trains refurbished, and suggesting that by early 2008 all class 315s will be completed and thanking passengers for their patience whilst the process is carried out.

Not many other companies are as considerate with this and this should be mentioned, as once again, 'one' has proved its skill and capability in sorting ongoing problems.

'one' has already been inevitably facing the West Anglia / Great Eastern war, incorporating passengers complaining from either the Great Eastern / West Anglia telling 'one' that they feel the opposing side is getting more of the un-refurbished stock. At one point this was true, and Great Eastern did get all the refurbished stock, however the situation then seemed to turn the other way round. Now there are so few un-refurbished trains, it is hardly worth complaining about.





## RESERVATIONS ABOUT RESERVATIONS

OK... who actually makes reservations anymore? You know it is more hassle to get on the train, find someone sat in your seat and have the argument with them over it than to just stand, or face the chance that the train might not be full.

Reservations are a waste of time on the phone when you have someone on the other end who knows they'd really prefer to be somewhere else and doesn't take the slightest bit of interest, then you have to pay more on top of that!

WHAT A CON!

Just a few personal observations, I hope you enjoyed them  
Robert K.



## Arriva announces senior appointments for CrossCountry franchise

Arriva plc, one of Europe's largest transport services organisations, has today announced senior appointments within its UK Trains division, in preparation for the start of the new CrossCountry franchise on 11 November 2007.

Andy Cooper has been appointed interim managing director. Andy has extensive industry experience previously holding managing director roles at Anglia Railways and Central Trains. Most recently working as director of Arriva's CrossCountry mobilisation team, he has an exceptional understanding of the new franchise and Arriva's plans to develop services.

Andy will report to Bob Holland, Arriva's managing director - UK Rail.

## c2c switches to renewable energy sources

c2c, part of the National Express group and the country's most punctual railway, have announced that it is to become the country's greenest railway with the introduction of renewably generated electricity sources - such as wind farms and hydro power - to be used across all of c2c rail stations, maintenance facilities and offices. The switch to renewable energy is part of National Express Group's wider strategy to reduce energy use across the business and a commitment to becoming a low carbon business. The contract, with E.ON UK, forms the largest of its kind in the transport sector. This move strengthens c2c's position as, not only the most punctual railway, but as the greenest - by becoming the first train operator to use renewable energy in its stations, and energy saving braking systems in its entire fleet of electric trains in June 2007.

## Drax Power Limited and EWS Energy agree new rail freight haulage arrangements

Drax Power and EWS Energy have agreed a new commercial approach that will strengthen and develop the relationship between the UK's leading electricity generator and the dedicated rail operator for the electricity supply industry.

While the terms of the new commercial approach are confidential, the agreement enables Drax Power to use EWS Energy coal train services as a key component of their supply chain for the long term, delivering coal to Drax power station in Yorkshire from a number of supply points in England and Scotland.

In addition Drax Power and EWS Energy are jointly investigating the viability of moving biomass material by rail to Drax power station.

Trials are currently underway and success will potentially open a new market to rail freight and enable Drax Power to increase the amount of electricity created from a renewable source and further reduce CO2 emissions.

## BTP NETS 180 ARRESTS IN SOUTH LONDON OPERATION

A two-week joint policing operation in south-east London targeting robbery, anti-social behaviour and low-level disorder on public transport has ended with 180 people arrested for criminal behaviour.

Operation Chicago 4 involved the British Transport Police, the Metropolitan Police Service's Transport Operational Command Unit, Transport for London, Southern and Southeastern railways. The operation ran from 10-13 October and was repeated the following week on 17-20 October and targeted the rail, bus and tram links in Lewisham, Lambeth, Croydon and Southwark. BTP further covered Bromley.

BTP London South DCI Phil Kent said the intention of the operation was to detect and prevent robberies, thefts, ticket fraud, fare evasion, drug dealing, aggressive begging and anti-social behaviour.

"Operation Chicago is an intelligence-led operation to identify those criminals who use the rail network to travel between boroughs to commit offences. By working with partner agencies we can ensure that we detain those people who may favour plying their criminal trade on various modes of transport and very importantly reassuring the travelling public who were very positive about the operation."

BTP alone has arrested more than 180 people for various offences, including drugs, robbery and carrying offensive weapons.

## MoD awards rail contract to EWS Network

The Ministry of Defence has awarded its Strategic Rail Capability and Mainline Rail Freight Services haulage contract to EWS Network.

MoD awarded the £28 million contract to EWS Network following a competitive tender process. It is for four years and also covers the maintenance of the MoD's wagon fleet.

EWS Network will supply locomotives to pull the MoD's own fleet of railway wagons, as well as providing specialist services utilising the EWS wagon fleet as required. In an average year the MoD utilises around 8,000 wagon movements on Britain's rail network.

Brigadier Jeff Mason, DSCOM Director, said: "The national railway network is a vital strategic transport asset for MoD. We will take full advantage of it under this contract to continue to move by rail a wide range of armoured vehicles and material. Moving these items by rail saves on road transport costs and exploits MoD's existing rail assets. It also meets the MoD's commitment to greener issues."

## First Group turns to Hopwood to kick start Great Western revival

Mark Hopwood is set to leave National Express Group to sort out the ailing intercity services at First's troubled Great Western franchise.

The yet to be announced recruitment of Hopwood, who is widely recognised as one of the industry's foremost operational managers, is a coup for First. The group is under pressure from ministers, the Department for Transport and user groups to make rapid improvements at its flagship Great Western operation. Turning round the intercity part of the franchise where punctuality is thought to be stubbornly stuck at around 75% of trains arriving on time, is the key to achieving a respectable level of performance.

In his current post as managing director of NEG's London Lines operation, Hopwood has made c2c the most punctual train operator in the UK. He is also known for making rapid improvements at Silverlink, at one point taking punctuality from 84% to 90% in a year.

Hopwood's arrival will mark the completion of a new senior management structure at Great Western, which has been put in place since high level responsibility for the franchise was transferred from First's deputy chief executive Dean Finch to rail division chief executive Andrew Haines this summer.

## ATW MOST IMPROVED TRAIN OPERATOR FOR PERFORMANCE

Arriva, one of Europe's largest transport services organisations, has welcomed the latest National Rail Trends report published by the Office of Rail Regulation (ORR).

Latest industry train performance figures indicate that the group's Arriva Trains Wales (ATW) business is the UK's most improved rail operator with 93 per cent of its services arriving on time, representing a 5.6 per cent improvement on the same period in the previous year.

Bob Holland, Arriva's managing director – UK Trains who has overall responsibility for the ATW franchise, said: "Our focus has been on consistently driving up the punctuality and reliability of our trains.

"We made a commitment to our customers and other stakeholders that we would bring improvements and these latest independent figures show that through the efforts of our professional team of people at ATW we are delivering on our promise.

"While the performance figures are welcome news, we also recognise there is still more to do. We are confident that our recent opening of a £3 million state-of-art train care facility in Machynlleth combined with improvements to our Canton depot will help ensure our fleet is well maintained and better prepared to cope with the demands of the busy and complex network of services we operate.

## Plastic Fantastic for ST. AUSTELL

Pedestrians in St Austell are benefiting from a unique new footbridge which was installed by Network Rail recently. The new bridge at Alexandra Road is the first of its kind in the UK and is constructed from a form of plastic called FRP (Fibre Reinforced Polymer). Network Rail has invested £435,000 in this new technology and is now looking at whether FRP can be used to renew bridges on other parts of the rail network replacing traditional materials such as steel, concrete or timber.

## SOUTHERN WINS AGAIN

Train operator Southern is celebrating after winning a prestigious award at the recent National Training Awards. Southern won the award for its innovative coaching programme in partnership with Buonacorsi Consulting. Southern's coaching programme represents a brand new qualification accredited by the Institute of Leadership and Management as a level 5 diploma in coaching and mentoring. Now in its second year, the programme has delivered 40 qualified coaches to the organisation, with more to come next year. All coaches are Southern staff. Chris Burchell, Southern's managing director was delighted with the win. "This is a great achievement for all those who were involved. The coaching programmes have provided us with a strong base from which to further develop coaching within Southern. I see this as a key part of developing our business."

The National Training Awards are the UK's number one accolade for businesses, organisations and individuals who have achieved lasting excellence and success through training and learning

## News in brief

### Rail passengers' lives put in danger by unsafe glass.

Train companies are putting the lives of passengers at risk unnecessarily because they are refusing to fit laminated safety glass on their older trains.

A report by the Rail Safety & Standards Board shows that most of the people killed in the two most recent rail crashes died as a result of being thrown through breakable windows. The windows are found on almost half of Britain's trains. Laminated glass would cost only £125 per window but train companies are trying to delay making the change as long as possible in order to save money.

Under the industry's current plan, passengers will continue to travel for at least the next 15 years in trains from which they have a greater risk of being thrown out and killed.

### Tickets please!

From late summer 2007 Northern will be introducing new, easy to use ticket gates at Leeds, Manchester Oxford Road and Blackpool North stations. This will help improve your journey through main stations at peak times and avoid congestion. Gates will also help us reduce the number of passengers travelling without a ticket, improve security and discourage anti-social behavior

### East Midlands Trains

Latest news from EMT is that they will reform its Meridian fleet to 17 x 5-car and 6 x 7-car. Also it is swapping the centre cars of its 3-car 158s for 2 x 153 and 1 x 158 with Northern.

### Brownies give Station some "Flower Power"

Eighteen members from the 1st Penparcau Brownies in Aberystwyth have completed a 'Groundforce' style project at the town's railway station. The Brownies, aged between seven and 10, approached Arriva Trains Wales to ask if they could undertake a project that would offer the girls some experience in gardening and improve the appearance of the station flower beds.

Reformed back in January of this year, having been closed for several years due to a shortage of leaders, the Brownies now meet every week at the Penparcau Community Education Centre with almost all the girls from the immediate area and a couple from Rhydyfelin. The girls are currently working towards their World Issues badge, which is about making a difference to the world we live in through community and environmental projects.

### **EIGHTH SUCCESSIVE PERIOD OF PUNCTUALITY OVER 90% AS 'ONE' RAILWAY MAINTAINS BEST PERIOD OF PERFORMANCE SINCE ITS FRANCHISE BEGAN**

**TRAIN OPERATOR ACHIEVES 90.34% OF TRAINS ON TIME AND OVERALL MOVING ANNUAL AVERAGE (MAA) UP TO 88.82%.**

The punctuality of train services on routes operated by 'one', part of National Express Group plc, was over 90% for an eighth successive period in the four weeks ending 13 October, with the train operator maintaining the most consistent period of performance since the franchise began in 2004 and one of the best periods of the past 15 years.

Over the period in question, 90.34% of 'one' railway services arrived at their destination "on time" (within 5 minutes of the published arrival time for all services except intercity services - where the national measure is within 10 minutes). The general trends remain very positive, although Mainline services experienced a less consistent month than usual, due largely to a mix of infrastructure problems, engineering work over-runs, suicides and incidents outside the industry's control (such as the closure of the route for eight hours on 5 October - due to the closure of the adjacent A12 caused by safety precautions related to a fire on a road vehicle carrying oxy-acetylene cylinders).

'one' and Network Rail are still on target with the delivery of their 10 specific actions to address the key causes of delay and disruption, including upgrades and extra resources to improve the reliability of trains and infrastructure (track, signalling and overhead power lines). However, extra efforts are being focused on restoring the Mainline punctuality levels up to the higher standard which has usually been achieved in recent months.

### **TIME FOR TEA!**

'one' railway, is celebrating the achievements of their station adopters in Essex, by bringing them together for an afternoon tea party. The party was held on Wednesday 10th October, at 2.30pm on Burnham-on-Crouch station - recent winner of the Anglia in Bloom Best station award.

The tea party provided the backdrop for the inaugural 'Essex Station Adopter of the Year' award. The judging for this prestigious award was done by members of the Essex and South Suffolk Community Rail Partnership and the local 'one' railway management team.

David Winder, Business Director for 'one' railway's Southend and Metro route commented: "Our station adopters in Essex have contributed a great deal to the local community over the past year. This tea party is an opportunity to celebrate their achievements and say thank you for their efforts. The establishment of the 'Essex Station Adopter of the Year' award is recognition for the part they have played in improving station environments for the benefit of rail passengers and local communities. I would like to give a heart-felt thank you to each and every one of them."

Over 100 'one' railway stations have already been adopted. Station adopters help with the upkeep of floral displays, and work closely with 'one' railway staff including the station maintenance teams in reporting faults and defects, acting as the 'eyes and ears' in their local community.



### **NEW TEAM WILL KEEP STATIONS CLEAN AND TIDY**

'one' railway (part of the National Express Group) the train operator for London and the East of England has continued to build on the investment they have made in their West Anglia route, by establishing a new station maintenance team.

The new team have a broad skills-base and a wide remit which allows them to tackle both cleaning and maintenance issues. They are responsible for everything from painting and decorating, to heavy cleaning and graffiti removal. More over, they are mobile, which means they can react quickly to problems as they arise - nipping them in the bud before they become more serious. They aim to enhance the station environment, making them more welcoming and pleasant for one railway's passengers. The stations benefiting most from the team's attentions are those between Enfield Town, Chingford and London Liverpool Street - some of which have suffered from graffiti and vandalism in the past. The team has already worked wonders at Hackney Downs station and next they move on to Enfield Town.

Perry Ramsey 'one' railway's Business Director for the West Anglia route commented: "We are determined to improve all aspects of the service we offer our customers. On our West Anglia route we have had eight successive periods of train service performance in excess of 90%. Now, with the addition of the new maintenance team we will be able to focus on giving our stations a little more tender loving care, making the environment more pleasant for our passengers."

The work under taken by this newly established team has already resulted in improved feedback from customers, rail user groups and 'one' railway's own mystery shopping exercises - in which cleaner, brighter stations have been reported and a prompter eradication of graffiti.

### **'ONE' COMMUNITY SCHEME SEES TOTTENHAM HALE STATION 'ADOPTED' BY LOCAL LAD**

Tottenham Hale station is steaming into the future after local lad Daniel Bateman decided to join the station adoption scheme run by National Express Group's 'one' railway. Daniel has had a lifelong interest in the railway and regularly visits Tottenham Hale station.

Daniel commented:

"I've always been interested in the railway. I know most of the staff at Tottenham Hale station and I thought I might as well do something."

He added:

"When I was two my Dad took me on a steam train ... since then I have always been interested"

Daniel Bateman was presented with his official certificate of adoption at Tottenham Hale station on Monday 15th October at 10.30am.

Derek Noakes 'one' railway's Business Director for Stansted Express said:

"Daniel's enthusiasm for the railway will be a great asset to Tottenham Hale station. We are delighted to welcome him into the scheme. We have already seen many stations around our network benefit from the involvement of adopters. Adopters act as the eyes and ears of the community. Their suggestions for station improvements help us to better understand our customers' needs and to improve the station environment, which benefits the whole community."



## RAIL NETWORK TO UNDERGO MASSIVE WINTER ENHANCEMENT PROGRAMME

Scotland's railways will benefit from a series of major and co-ordinated engineering works over the festive holiday period this year.

A significant proportion relates to the delivery of more than GBP800m worth of enhancement projects, designed to transform rail travel in Scotland over the next five years.

Network Rail will be working at locations across Scotland to deliver a range of improvements and enhancements needed to modernise the railway and help deliver massive projects such as the new Airdrie-Bathgate and Stirling-Alloa-Kincardine lines and the Glasgow Airport Rail Link.

The planned works will include the electrification of Waverley station's Mound tunnel, the redesign and renewal of track at Glasgow's Shields Junction and the installation of new signalling systems at both Glasgow Central Station and between Larbert and Stirling. Vital maintenance will also take place at various locations on the Edinburgh-Glasgow and Dundee-Aberdeen routes.

All the projects have been timed to minimise the impact on passenger services, and to take advantage of the absence of trains on Christmas Day and New Year's Day. The scale of the work does, however, require several line closures for the full holiday period between Christmas and early January.

David Simpson, Network Rail Route Director for Scotland, said: "The rail network in Scotland is currently experiencing a level of investment of unprecedented scale and ambition. "The engineering works we have announced today are vital to the delivery of important expansion projects across the country which will benefit train travellers, freight forwarders and the Scottish economy by providing new routes, increased capacity and improved reliability.

## Virgin Trains website hits a million

Virgin Trains' easy-to-use ticket booking website has proved a hit with customers who have used it to make a million ticket transactions since its launch last February. Sales made through the website are currently running at around 15 percent up on the same period last year.

Virgin Trains' Commercial Director Graham Leech said: "We are really pleased with the results so far. In preparation for our increased frequency train service which starts in 2009, we're now working on further improvements, including tickets@home, so we can offer an even better ticket booking service to the increased number of customers we will be carrying."

Virgin Trains is leading the railway industry with its new website that makes searching for and buying the cheapest possible ticket far simpler. The site provides customers with a one-stop-shop from enquiry through to ticket purchase. The system is based on simple-to-understand generic ticket types:

Fully Flexible – buy anytime, travel anytime – buy anytime, travel anytime

Semi Flexible – buy anytime, travel off-peak – buy anytime, travel off-peak

Book Ahead – buy in advance, travel on specific trains at peak times or travel on specific trains at off-peak time – buy in advance, travel on specific trains at peak times or travel on specific trains at off-peak time

## NETWORK RAIL SUPPLIERS GET ON BOARD NEW FRAMEWORK CONTRACTS

New contracts and new suppliers are being introduced by Network Rail into its £130 million professional services business. The company is looking for the move to add further competition and help drive efficiencies and reduce costs.

The new Professional Services framework contracts cover a variety of disciplines comprising technical design, specialist engineering, commercial services and project management services. The company spends around £130 million per year on professional services from a range of suppliers from large multi-disciplinary consultancies to specialist organisations.

The final number of framework professional services suppliers is anticipated to increase from 75 to around 100.

Network Rail took the opportunity to update its framework contracts as the existing ones came up for renewal this summer. The new framework contracts, which are nil value and have a term of four years, are based on a new suite of contracts which were launched in June this year.

Network Rail's Director of Contracts and Procurement, Ian Sexton, said: "For the first time all our suppliers will be on identical terms and conditions and I am pleased the number of suppliers on frameworks, with whom we can let contracts quickly, easily and efficiently, has increased significantly. "We are currently investing billions of pounds to improve the railway and it is vital that we have the right framework agreements in place so that the rail industry remains attractive to our suppliers and we get the right people with the right skills and talent to help us meet the demands of the 21st century rail user."



## GREAT CENTRAL MAKES FRIENDS WITH "THE ENEMY"

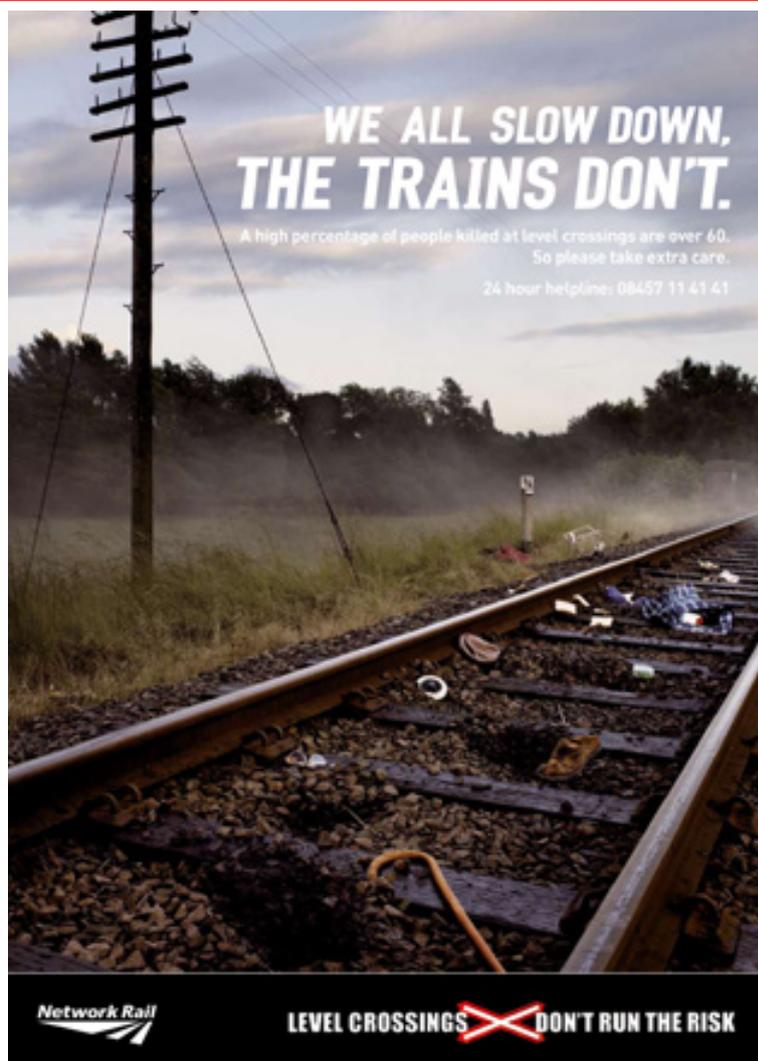
Railway hosts 'secret gig' by top band

The Great Central hosted a special charter train for New Musical Express magazine competition winners on Friday 19th of October. 100 passengers were taken by specially decorated train from Leicester to Loughborough to see a 'secret gig' by top rock band "The Enemy."

The event had to be kept secret so as the concert wasn't invaded by gatecrashers!

The band had specifically requested a diesel hauled train to fit with their current industrial image. Class 47 D1705 duly performed – and so did the band, a 30 minute set from an open wagon parked in platform one at Loughborough Central. The crowd were able to watch the show from under the listed canopy.

General Manager Robert Crew said, "This was a big gig for us! We were contacted by the bands management with a view to hosting this special event, sponsored by O2 and the NME.



## RAIL SAFETY MESSAGES AT THE NATIONAL RAILWAY MUSEUM

Network Rail is taking its modern safety messages to a week long event at the National Railway Museum in York. "Triumphs and Tragedies" runs from 20-28 October, giving visitors the chance to find out more about some of the dramatic episodes that have been an historic part of Britain's railways.

Network Rail is sending representatives from their level crossing and young people safety teams to give the serious message behind the fun event. "Don't Run the Risk" is a national campaign designed to highlight the severe risks drivers, cyclists and pedestrians take in ignoring the warning signs at level crossings.

A new interactive stand which is touring the country as part of the campaign will be on display. Visitors will be invited to play 'What's the risk?' an interactive video game that tests the knowledge of both drivers and pedestrians on the correct use of level crossings.

A wrecked car which featured in the adverts showing the consequences of misuse will also be at the Museum during the week.

No Messin', powered by Network Rail, aims to raise awareness of railway safety amongst young people by giving them ideas about positive ways to spend their time, rather than play on the railway. Members of the railway crime education team will also be on hand to offer information and advice to young people.

Network Rail's Area General Manager, Neil Henry, said: "It is really important that these safety messages reach as wide an audience as possible. This fun and engaging event at the National Railway Museum is a great opportunity for us to do just that in a relaxed but informative environment.

"As national rail infrastructure operator we take our responsibilities for safety very seriously. These campaigns we are highlighting are aimed at encouraging the public to do all they can to help us keep themselves and the railway safe."

## GREAT CENTRAL DECLARES 2008 "YEAR OF THE EXPRESS ENGINES"

Guest engines and major events programme create a 'year long' celebration of the 40th anniversary of 'end of steam.'

"Wadebridge", "Tornado" and "City Of Truro" all head for GC metals. The Great Central has announced an ambitious programme of events and visiting engines. 2008 has been declared the "Year of the Express Engine" with a number of high profile guests due to touch down at the award winning Leicestershire line.

Southern Region West Country no. 34007 "Wadebridge" is the first big engine due to arrive in a year which will encompass British Rail's last express engine "Oliver Cromwell" and Britain's first new main line steam engine in 45 years, "Tornado". The year will be rounded off with a visit from "City Of Truro", reputedly the first engine to reach 100mph back in 1904.

## GREAT CENTRAL "STEAM RAILWAY" GALA STORMING SUCCESS

The six engine Great Central, "Steam Railway Magazine" gala in October has been hailed a runaway hit by railway management.

With final figures still being collated it's thought that around three and a half thousand people visited the railway over two days with a significant number also dropping in for the Friday night TPO drop. Train fare takings were forty percent higher than the same event last year.

"We're delighted by the support enthusiasts gave to this event," said General Manager Robert Crew, "particularly the readers of Steam Railway magazine. We know they enjoyed the show. It's an honour and privilege to work with such an important partner as Steam Railway Magazine"

Guest engines GWR T no. 5643 and LMS Black 5 no. 45110 touched down on GCR metals in the days leading up to the event. With the motive power team readying SR King Arthur 30777 'Sir Lamiel' for re-entry into traffic and three other engines for the home fleet to prepare, Loughborough shed was a hive of activity. The same week, SR Merchant Navy No. 35025 'Brocklebank Line' was readied for departure resulting in the rare clearance of an entire shed road.

## Pictures with a Different View



Above: Does the cow care? Not so much as a different view, but wow what a view! 320322 passes Ardmore. *Jonathan McGurk*  
Below: A splendid night time exposure as a Class 175 rounds the curve at Sherwisbury with a Manchester - Crdiffe service. *David Dawson*



## Preserved Railways



Above: Green Arrow was probably one of the few locos to appear at the Severn Valleys steam and diesel gala. *Class47/David Dawson*



Above: One of the stars of the Nene Valley Autumn Diesel Gala was Class 47 270 seen here with 33063 at Wansford. *Class47*  
Below: Looking very authentic and sounding excellent was the Class 56 at this years Nene Valley Autumn Diesel Gala. *Class47*





Above: Resident ex-Thames Trains DMU still retains it's original interior and still has authentic rattles, Nene Valley Autumn Diesel Gala. Class47  
Below: Taking a rest from mainline duties, 50049 appeared at the Severn Valley Diesel Gala in October. David Dawson





Above: The splendour that is the Llangollen railway, provides a backdrop to this service that could easily be from many years ago, the colours in the trees and on the hillside make this a very good picture. *Carl Grocott*

Below: The Llangollen also had various locos taking a freight with passengers in the guards van, along the line. *David Dawson*





*Above: Two more from the Llangollen Autumn Diesel Gala and here Class 47 D1566 seen passing 37240. David Dawson  
Below: D5401 was a popular visitor to the line and is seen here with the freight leaving Glyndyfrdwy. David Dawson*





A selection on shots, all taken at the recent West Somerset Railway's Gala, on the 7th October.

Left: The lines DMU parked at Minehead "Not in Service"

Top: S.D.J.R.'s No 88 runs round its train.

Below: Driver looks for the the clear as L.B.S.C.'s 662 departs

Bottom: "Its a sedate life" as the guard takes a moment to enjoy the afternoons journey.

All: Jim





Renowned traveller and writer Brian Battersby has kindly sent us this report from his last visit into Europe.

"During the last two weeks of August I enjoyed a holiday in the Mosel Valley in Germany. We were staying near a town called Bernkastel & the nearest railway station was Wittlich about 16 Km away. This line carried a reasonable amount of Freight & about three passenger trains per hour in each direction on the corridor between the major cities of Trier and Koblenz. One of the three passenger trains per hour would take you to Luxembourg in around 1 hour, a journey worth taking. Luxembourg's railways are rarely photographed & I would recommend an hour or two on the main station, next time I will venture further out of the city as I believe there are some very busy freight lines. Other places I would recommend to anyone planning a visit would be Trier, a lot of passenger but also a fair amount of freight and a big depot just outside the station. There is also a large freight yard across the river and I suspect it would be well worth spending a couple of hours on that side of the Mosel. Another German location that is a must to visit would be Koblenz, loads of passenger trains again & freight can be either busy or thin on the ground through the station. However a short train ride from the main station to locations across the River Rhine (Koblenz is where the River Mosel joins the Rhine) to somewhere like Vallendar or even better Neuwied & the freight will just roll continuously. You will see things like, Private freight locos including European 66's, locos from Switzerland & France as well as DB & Railon locos & a bit of passenger thrown in. On the Koblenz side of the Rhine a trip to Koblenz - Lutzel is worth visiting, DB have a railway museum at this location with some Modern Image exhibits. Also I am told that the station here see's a lot of freight as well, including the red 66's not seen across on the Neuwied side. I hope this may inspire people to take the plunge and visit the Rhine and surrounding areas, if you like your freight it takes some beating....."

Ex SNCB 5315 at Louven. *Brian Battersby*





*Above: VT267+VT255 both is Vectus Livery and looking rather smart are seen here at Trier on the 24th August. Brian Battersby*  
*Below: SNCF "Fret" 437020 passes through Trier on the 30th August. Brian Battersby*





## From the Archives



*In the past month we have received some outstanding archive shots from David Mead, starting in this month's issue we hope that you will enjoy the railways of yesteryear, and we would like to thank David for allowing us to share his pictures. Many more next month....*

*Above: 9 Jan 1983 - Two EDL's double head a Christmas Railtour across Canute Road, Southampton - 73122 and 73126. David Mead*

*Below: 30 Jan 1976 - D1056 Western Sultan passing Clink Road Junction, Frome on a loaded stone train from Merehead Quarry. David Mead*





Above: 22nd Dec 1979, and 47431 crosses The Tay Bridge on the 05.50 Kings\_Cross - Aberdeen. David Mead  
Below: 21st July 1967 - Standard Class 4 75033 at Carnforth Motive Power Depot - behind is 9F 92016. David Mead



*The mighty 86101 on a trip to Doncaster passes Temple Hurst Junction. Oliver Turner*

