

Railtalk Magazine

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Happy New Year to all our readers

Welcome

Welcome to Issue 40 of Railtalk Magazine, and what another brilliant month it has been.

Firstly I must start with the brilliant weather that we have been having this past few weeks. I know that it's not everyone's cup of tea, but I am always quite partial to a nice snowy picture as you will see from this issue, it's full of them!

Secondly, and the one I've been most excited about is the launch of the new website, and also the launch of the new magazine style. But as always it's not what I want (well actually... no it isn't), so please get in touch and tell us what you think of the new website and magazine style.

You can find us by pointing your browser to www.railtalk.org.

To round up this month, I've got to say a big congratulations to Martin Walker, who has successfully purchased a second Deltic. As if one headache wasn't enough Martin now owns Deltic 16 "Gordon Highlander" and will make its debut run on January 9th at the ELR Diesel Gala.

Best of luck Martin.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Josh Watkins, JulianG, Colin Irwin, Steve Madden, Robert Beardwell, John Martin, Phil Cherry, Alan Usher, Christopher Sutcliffe, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins and as always a big thanks to the RailUK team for assisting in proof reading.

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Front Cover: 6M67 Bridgewater to Crewe with Class 66 414 "James the Engine" and 66 413 with one flask approaches Bristol Parkway for a crew change on December 22nd. [Julian Churchill](#)

This page: Class 73 212 leads two translator vans and 73 213 into St. Leonards Depot, near Hastings, with a test run from Tonbridge on November 5th. [Craig Stretten](#)



Battle of Britain Class No. 34067 "Tangmere" passes the windmill at Rye, while working 1Z82, 10:44 London Victoria - London Victoria (via Hastings), the Railway Touring Company's "The Sussex Belle" Railtour on December 22nd. [Craig Stretten](#)



Left: No. 60163 "Tornado" arrives at Shalford, Surrey, working 1Z28 11:42 Gloucester - London Victoria, Pathfinder Railtours' "The Thames Tornado" Railtour on November 7th.
Craig Stretten

Bottom Left: No. 6201 "Princess Elizabeth" is seen on "The Christmas Thames-Dee" through Stafford on December 19th. *Richard Hargreaves*

Bottom Right: No. 6024 "King Edward 1" speeds past Bourton hauling "The Bristolian" 1Z20 to Paddington on December 12th.
Derek Elston





Above: Class 201 "Thumper" No. 1001 arrives at Robertsbridge, working 1Z82 08:32 Hastings - Shepherds Bush, Hastings Diesels Limited's "Olympia Express" Railtour on December 19th. [Craig Stretten](#)



Right: A4 No. 60007 "Sir Nigel Gresley" is seen arriving at York with "The Tynesider" railtour on December 19th.

[Alan Usher](#)



Top Left: Class 67 008 heads the 5282 ECS of the Orient Express away from Lincoln, bound for Doncaster Belmont on December 4th.

Derek Elston

Top Right: Class 67 002 is seen departing Newark working 1297 Woking - Lincoln on December 5th.

Class47

Left: Ok so your probably thinking why is there a photo of an East Coast set in the charter section. The first time a Mk4 set has been used for quite a while on charter duties (I think) was on December 5th when DVT 82220 and Class 91 104 worked "The Wave Express" to London Kings Cross. *Class47*



Western Champion to Scarborough
December 5th.

Top Left: D1015 "Western Champion" opens up through Newark working the 1Z50 Kings Cross - Scarborough "The White Rose"
Class47

Top Right: Further up the East Coast, D1015 is seen passing through Doncaster.
Steve Thompson

Left: D1015 pauses at York station heading for Scarborough.
TeesideAnth



Running as D1072 "Western Glory" on one side, D1015 is seen at York preparing to return the charter to London. [Andy](#)



A4 Class No. 60019 "Bittern" approaches Gatwick Airport, working 1Z82 09:42 London Victoria - Chichester, Steam Dreams "The Cathedrals Express" Railtour on December 12th. [Craig Stretten](#)



West Coast's fleet of Class 47s are certainly being kept busy at the moment.

Top Left: Class 47 804 on Rail Tourer's Stevenage - Edinburgh is seen through Doncaster on December 5th. [Class47](#)
Middle Left: On 5th December Class 47 786 "Roy Castle OBE" waits at York with a NENTA return charter to East Anglia. [Class47](#)
Bottom Left: West Coast's mobile advert, Class 47 826 with the ECS for the Yuletide York Tour to York from Liverpool Lime St, seen here passing through Earlestown on December 13th. [Dave Harris](#)
Above: 1234 North Walsham - Skipton with Class 47 826 leading (Top) and 47 786 on the rear (Above) speed through Doncaster.

[Both: Steve Thompson](#)



Top Left: 1Z47 London Kings Cross - Lincoln passes through Collingham on December 6th with A4 No. 60007 "Sir Nigel Gresley" heading for the Christmas Market.

Steve Thompson

Top Right: Another shot of 1Z47 London Kings Cross - Lincoln with Class 47 245 on the rear of the train.

Steve Thompson

Left: A4 No. 60019 "Bittern" is seen at Lincoln arriving with 1Z45 from London bringing in the punters to the annual Lincoln Christmas Market on December 3rd.

Steve Thompson



Top Left: Class 37 609 and 37 259 play to a crowd of fans at York Station leaving on 1Z34 Birmingham International - Newcastle on November 28th.

James Stoker

Top Right: LMS 5690 "Leander" is seen arriving at York on 1Z61 Burnley Rose Grove - York on November 28th.

James Stoker

Right: 1Z59 Pathfinder's Railtour from Westbury to High Marham is seen at Rushton on December 12th.

Class 59 204 "Vale of Glamorgan" is leading the train with 56 312 on the rear.

Steve Madden





The return to traffic of 44871

Top Left: This locomotive has been finally brought back to life after 16 years, and seen here passing Euxton in the snow on her very first day of mainline running December 21st, on a Castleton - Carnforth movement.

Robert Beardwell

Top Right: LMS 4-6-0 Black 5 No. 44871 is seen at Preston on full train test run from Carnforth to Euxton Jct. and back, December 23rd. *Colin Irwin*

Right: LMS Black 5s No. 44871 & No. 45407 are seen at Carlisle with the "Winter Cumbrian Mountain Express" on December 30th. *Class47*



Scot-Rail with Jonathan McGurk



Top Right: SPT liveried Class 156 436 is seen arriving into Glasgow Central on December 22nd.

Bottom Right: A Virgin Pendolino speeds through Carlisle on December 22nd stirring up the snow as it goes.

Below: DB Schenker Class 66 104 is seen at Glasgow Central High Level station having just worked the 21.04 5M11 Polmadie CMD - Glasgow Central High Level First ScotRail Caledonian Sleeper ECS working on December 8th.

All: Jonathan McGurk



Scot-Rail with Jonathan McGurk



Top Right: Freightliner's brand new Class 70 002 Heavy Haul locomotive is seen at night sitting stabled at Freightliner's Crewe Basford Hall on December 19th.

Bottom Right: Class 170 433 in First ScotRail 'Barbie' livery is seen departing platform 14 at Edinburgh Waverley station during a snow storm while working the 13.15 1R53 Edinburgh Waverley - Glasgow Queen Street High Level service on December 31st.

Below: On December 20th, Class 320 322 is seen departing Anniesland station in the snow, heading east while working the 12.07 Anniesland - Balloch altered Sunday service. This fleet do not normally visit Balloch station on a Sunday as trains from Balloch travel to Motherwell which consists on Class 318 and 334 EMUs, though today services on the North Clyde Electric and Argyle Railway Lines were severley disrupted due to the overhead live wires being brought down east of Partick station.

All: Jonathan McGurk





Oyster PAYG on NR will increase costs and cause confusion

While Transport for London (TfL) are busy telling people how wonderful Pay As You Go (PAYG) is, - "it's what you've been waiting for", they claim - what they aren't so keen to advertise is that Off Peak Day fares within the London area are to be abolished from 2 January. For many people this means an increased ticket price. A shopper leaving after 0930 and returning around 1700 currently pays £4.10 for a journey from Balham to Victoria. Under the PAYG scheme, this is priced at £4.60 – a substantial increase that is totally unjustified. This is the reality that TfL do not want their customers to know. And, before you ask, these fares are not regulated so yes, they can legally get away with it!

It gets worse. The owner of a Gold Card would pay £4.60 instead of £2.70 due to no longer being eligible for a discount. Gold Card and Network Railcard holders will face massive rises due to the discounts they offer not being accepted on Oyster. Again, TfL are trying to keep this secret!

Using an Oyster card with a Travelcard loaded and PAYG is going to be "simple" (that is, simple in the sense that Train Operating Companies call simple!). It's quite straightforward: you can't use PAYG in the way that you normally would. Instead, you have to buy an Oyster Extension Permit! This costs nothing but it will cause inconvenience and does rather defeat the purpose of PAYG!

Perhaps it should be renamed RTBYG (Red Tape Before You Go)? It only applies if you are starting a journey within your valid Travelcard zones and will be extending it outside. You do not have to do this in the other direction. And it only applies when using National Rail services (not including London Underground) Simple?

To the bird-brained TfL management, who delight in making travel expensive and complicated, apparently so! In fact, it is so 'simple' that almost everyone at a recent London Travelwatch meeting was scratching their heads trying to understand it. TfL state that if you do not get a permit you are "liable for prosecution". How nice of them, eh? I'd like to see TfL's management prosecuted for introducing draconian, unfair rules that almost seem designed to bring in revenue by means of penalty fares and prosecutions for customers who are unable to grasp the complexities of their ludicrous, bureaucratic rules. It's as if they have the anti-customer tendencies of Basil Fawlty combined with the desire for red-tape of Gordon Brittas. Sadly, this is no comedy and innocent people are going to be persecuted and overcharged as a result.

South Eastern Commuters to the City find new route

I'm sure you've all heard about High Speed 1 (HS1) but did you know that many fast trains on the 'classic' lines were withdrawn at the timetable change? This means that those who do not pay the upgrade fee, have

a slower journey than before. This is despite having price rises that were significantly above inflation (and only legal due to a loophole!) shortly before HS1 opened. HS1 doesn't go to where many people work - the City. Of course St Pancras has good London Underground (LU) connections, but that costs extra and can be unpleasant at peak time.

The solution? Several commuters have been paying the upgraded fare, but getting off at Stratford International, then taking the free bus to Stratford and onwards to Liverpool Street from where they can walk to their offices. One commuter has stated that this is not only 5 minutes quicker than via St Pancras but saves a lot of money in not having to take LU. It is a valid route, however there is likely to be a period of time when the free bus no longer runs, but the walking route isn't yet open meaning the only way of linking the Stratford stations is via DLR and it is unclear if tickets will be accepted on the DLR.

National Conditions of Carriage (NCoC) changes

The NCoC has had some minor changes, mostly to accommodate Oyster. However the biggest change is that it is no longer printed. Customers have to go online and print it themselves! This is not acceptable. How many customers take a copy with them at all times? What if you have a problem and want to check your rights? The station can now deny you the right to a printed copy. Will they let you look at their computer screens? I suspect not! I fear this

is an excuse to erode customer rights. It is not uncommon for staff to deny rights to customers and it is going to be harder for some people to challenge them. I recommend all readers print a copy and take it with you on all journeys - just in case.

The Cheapest Anytime fare in the UK

Thanks to 'jamesontheroad' on the RailUK forum for informing us, that the fare between Glasgow Central and Edinburgh routed 'CrossCountry Only' is a mere £1.80 single in standard class, or £2.50 in First class (before you ask, no complimentary on this journey). Return fares are £2.90 and £4.80 respectively. While it is true there are not many trains on the route operated by CrossCountry, the fare is so cheap that it may be worth arranging your day around those times. The amount saved is £10.80 for a return if you get the 0600 from Glasgow.

Ticket advice for all

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

The Railtalk 2010 calendar is available now for as little as £4.99

Railtalk Calendar 2010



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Calendar - 2010

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JANUARY



APRIL



JULY



OCTOBER



FEBRUARY



MAY



AUGUST



NOVEMBER



MARCH



JUNE



SEPTEMBER



DECEMBER



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Railtalk Magazine
February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Railtalk Calendar - 2010

We are always looking for new challenges, and this year we thought that we would produce a calendar featuring some of the best photographs from the year.

As we move into our fourth year of publishing, we have a brand new website, and also a new look magazine, which we hope that you will all enjoy, but we are always listening to our readers and planning future improvements, so who can say whats next.

Please support the magazine by buying our limited edition calendar for only £4.99. The calendars are A4 landscape on high quality gloss paper, and are spiral bound with thumb hook for easy hanging. if you are interested please drop an email to: david@railtalkmagazine.co.uk. Please include your name and address, and also tell us your preferred payment option.(Cash, Cheque or PayPal)

Thank you and we wish you all a Happy New Year.

Limited Supply
Remaining



Probably the biggest event this month (yes apart from Christmas!) has been the weather, with snow falling in most areas. So we start with a selection of snow pictures from around the country and this shot of Northern liveried Class 158 796 passing Copmanthorpe on December 18th. [Andy](#)



Left: Just a light covering at Shifnal on December 19th as Fastline Class 66 304 is seen working to Ironbridge power station.

Phil Martin

Bottom Left: Transpennine Class 185 104 races a CrossCountry Class 220 towards York on December 18th, kicking up the snow as they pass.

Andy

Bottom Right: Class 153 328 is seen on arrival at Carlisle with a service from Lancaster via the Cumbrian Coast.

Andy





Top Left: Class 325 003 passes south through Carlisle station on a snowy December 22nd.

Andy

Bottom Left: Northern Rail Class 156 484 is seen arriving in the snow at Thornaby station on December 22nd.

Stephen Marsh

Above: Class 60 009 passes Thirsk whilst working 6N04 Lindsey - Jarrow Tanks on December 28th. This is probably one of the last Class 60 strongholds in the North East.

Danny Sladdin





This is a First Great Western service operated by GBRF, using hired locos from both Arriva and Virgin Trains and Anglia liveried stock. This Taunton - Cardiff service hauled by Class 57 315 is shown approaching Filton Abbey Wood, Bristol on December 22nd. [Julian Churchill](#)



Above: GBRF Class 66 732 works 5277 Willesden to Derby Litchurch Lane through Bedford Yard on December 23rd. It returned later that evening with a Class 378 to Willesden. [Steve Madden](#)



Top Right: Virgin Trains Class 57 303 is seen at Filton Abbey Wood in December working the new First Great Western service from Taunton to Cardiff. [Julian Churchill](#)



Bottom Right: Christmas Eve afternoon in the fog and the snow but I think it's quite atmospheric in it's own way. Class 66 015 on 6D34 West Burton-Lindsey tanks passing Kirton Lime Sdgs. [Steve Thompson](#)



Above: A very nice reflection shot of East Midlands Trains HST power car 43058 in the rain at Derby on December 5th.

Richard Hargreaves

Top Right: East Midlands Trains liveried HST power car 43082 and Class 153 326 are seen at Nottingham on December 5th.

Richard Hargreaves

Right: Virgin liveried Class 57s are still occasionally appearing on the WAG express, such as this instance when Class 57 308 was photographed at Shrewsbury heading for Holyhead.

Phil Martin





Above: December 9th and as the sun sets on Doncaster, East Coast liveried power car 43367 “Deltic 50” waits to depart Doncaster Works with ‘40805’ a new Mk3 East coast livery coach, barrier wagon and 43315. *Colin Irwin*



Left: GBRf Class 66 702 “Blue Lightning” is seen passing through Whittlesea Station with 4E33 Felixstowe to Doncaster service on December 4th. *Steve Madden*



Top Left: Class 07 007 heads a line up of DRS Class 20s at Eastleigh Works on December 12th, with Class 20 313 and 20 309 clearly visible.

Andy

Top Right: In use at Eastleigh as a "Super-Shunter" during December was Class 60 011. *Class47*

Left: On December 12th, Class 31 601 and 31 106 are seen at Plymouth after working the 5Z08 from Exeter. *Steve Andrews*



GBRf Class 66 719 prepares to leave Eastleigh yard on December 12th with an engineers train. [Richard Hargreaves](#)



Above: Class 66 133 and 66 097 haul 6B13 Robeston to Westerleigh tanks past Cosford on December 28th. This working was being diverted over the Marches and Telford during the holidays because of engineering works in the Severn Tunnel Jct area. This working is now hauled by 2 x Class 66s as illustrated. *Carl Grocott*

Left: Class 66 155 is seen working an Intermodal service through Basingstoke on December 12th.

Andy



Above: Virgin/Arriva Class 57 315 is seen working the 5057 Plymouth Laira to Eastleigh ECS service on December 9th.

Steve Andrews

Top Left: Just a few RHTT workings made it into December. One such working was the daily circuit from Toton through Nottingham, as seen in this shot with DR 98909 leading DR98959.

Richard Hargreaves

Bottom Left: Class 31 454 is seen on the rear of 2Q08 at Middlesbrough waiting the road to Saltburn, December 3rd.

TeesideAnth



South West Trains Class 450 110 is seen traversing the Lymington branch on December 12th. *Brian Battersby*



Freightliner Class 70 time.

Above: Class 70 005 is seen passing Helsby on December 14th whilst on trials for the Fiddlers Ferry/Ellesmere Port coal circuit.

Brian Battersby

Top Right: Freightliner Class 70 005 enters Walton Jct. with the 4F05 Fiddlers Ferry - Mainsty Warf MGR duty on December 17th.

Dave Harris

Right: Class 70 001 heads 4L92 Lawley Street - Felixtowe through Northampton on its inaugural working.

Derek Elston





Freightliner's new locomotive Class 70 002 breasts the line summit at the former Pool Pits Junction, Hednesford, Staffordshire with the 6M55 Stoke Gifford - Rugeley power station on December 8th, as Class 66 606 (with an empty hopper train) waits for a DMU to leave the station ahead and clear the block to Bloxwich. [Gary S. Smith](#)



Above: Fastline's Class 66 303 passes through a sunny Ruckley nr Shifnal on December 19th.

Phil Martin

Top Left: Colas Rail's Class 66 842 passes Headcorn, Kent working 4Z91 Dollands Moor - Hams Hall Intermodal on December 14th.

Craig Stretten

Bottom Left: Class 66 061 working 4L45 Wakefield Euro to Felixstowe DBS passes Marholm on December 4th.

Steve Madden



Following the flooding and bridge collapse at Workington on the Cumbrian Coast, DRS, Northern and Network Rail have implemented an emergency timetable with additional trains running between Workington and Maryport (Monday to Friday). DRS traction and traincrew operate these services.

Left: Class 37 423 and 47 790 arrive at Workington with 2T24 Workington - Maryport on December 12th.

Carl Grocott

Bottom Left: Class 37 608 leads 47 790 with a service to Maryport on December 30th. *Class47*

Bottom Right: Class 47 790 is seen arriving at the new temporary station of Workington North. *Class47*





Network Rail's Class 31 459 and 31 602 top and tail a test train from Crewe to Stafford via Manchester. Seen here between Manchester Piccadilly and Manchester Oxford Road on November 30th. [Colin Irwin](#)



Europorte 2's Class 92 038 (with 92 043 on the rear) passes Sevington, Ashford, working 6293 Dollands Moor - Dollands Moor (via Wembley) driver training/loaded test run on December 17th. [Craig Stretten](#)



Above: Class 87 002 heads through Warrington Bank Quay enroute to Warrington's Royal Mail Terminal to commence a Class 325 drag.

Colin Irwin

Right: Class 313 108 passes Newhaven Harbour, Sussex, working a driver training/test run to Brighton on December 16th.

Craig Stretten

Right: EMU front end variations at Bedford carriage sidings on December 6th.

Derek Elston

Bottom Right: A Bakerloo line service approaches Harrow and Wealdstone station on December 28th.

Pete Cheshire

Below: As the sun sets, Class 444 005 departs Eastleigh with a service for London Waterloo.

Richard Hargreaves





GBRF Class 73 141 and 73 204 top and tail 1Q62 05:55 Factory Junction - Hastings SERCO
Test Train through Crowhurst, on the Hastings line, on November 27th. [Craig Stretten](#)

Right: Class 67 017 "Arrow" leads 2C67 0800 Cardiff Central - Paignton service on behalf on First Great Western past Hollicombe. As a result of unit shortages the DfT funds a second loco hauled set running to Paignton in the path of a former South West Trains service.

Liam

Bottom Right: Hanson Traction Class 47 270 pauses at Crewe after a run from the South on the November 30th.

Colin Irwin

Below: Class 37 904 "John Tiley" and 33 025 "Glen Falloch" are seen on 0Z98 Shrewsbury Coleham to Derby RTC, after working down to Newtown last night on ERTMS brake tests. Seen here crossing Shifnal viaduct on December 5th.

Pete Cheshire



Top Right: Class 70 002 is seen at Craven Arms on its first revenue earning trip, 6M55 Stoke Gifford to Rugeley Power Station, running about 80 minutes down, due to a “flat” on the rear wagon. After being held at Wooferton the train ran forward to Craven Arms, where it set back into the siding to drop of the offending wagon. It is seen here arriving on December 1st. [Pete Cheshire](#)

Bottom Right: Class 47 812 leads 47 805, 47 727, 47 769 and 47 739 into St Leonards Depot, near Hastings, forming a light engine movement from Ashford Up Sidings on November 16th. The majority of the Class 47s required coolant top-ups. [Craig Stretten](#)

Below: Class 158 887 had the honours of being the last ever SWT unit to go west of Newton Abbot towards Plymouth. It is seen here at Totnes whilst preparing to depart with the slightly delayed 16:28 departure. [Liam](#)



Right: Arriva Class 158 841 and 158 833 are seen heading towards Shrewsbury at Uffington, on December 2nd.

Pete Cheshire

Below: Freightliners passing in the low winter sunlight at Stafford on December 19th as Class 66 588 heading for Crewe passes 66 534.

Richard Hargreaves



The Nosh Report with Steve Roberts



Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (ie 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.

Before I start on my ramblings, may I take this opportunity to wish you all a very Happy New Year.

Well it is often said that you can find the best places by accident and that is just what happened this month. I was on a trip to Lymington with some of the Railtalk regulars and when we got to the Pier station most of us were hungry. The only place around was in the ferry terminal and to be honest my expectations were not high, but what a shock I got. Delightful home made cakes and sandwiches, plus tea, coffee and all the usual cold drinks and confectionery. There was also a lovely outdoor area for sitting and watching the ferries coming and going.



Very pleasant service and not at all expensive, certainly much cheaper than many rail station outlets.

I have to say that the whole area seemed very nice and I certainly plan to have some more visits to the area.

To those of you who have sent in Nosh Reports and think that I've forgotten then don't worry, we will be including you in a future issue, but I'm keeping it brief this month due to a very busy schedule.

Until next month when I'll be back month with another gem to let you all know about.

Remember you can email me at:

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

View from the Outside by Megan Thomason



This month Andrew attempted to take me on a train day as a Christmas present, which would have worked except the trains were cancelled and delayed....so he got me brain training for the Nintendo DS instead. By the way I got a 20 year old brain on it. That is the perfect one....just thought I would tell you....not to show off or anything...

So, we went to Carlisle, were then meant to go to Maryport to this wonderful beach....but never got there. I have never spent so long at a station before in my life (3 hours)...I know I'm new to the whole train station sitting. I'm sure the readers of this magazine will have managed way longer than an amateur like me. Andrew can spend days at a time at a station!

So, thanks to the delayed trains...I got a much better present. Oh dear I do sound awful don't I? Ok....fine...well....I guess the bit where it started snowing was good....but the waiting around in the cold...not so good. Ask my toes. They were

numb, they will vouch for me...it was cold.

You know the worst part of the day though....the hot chocolate. I asked for hot chocolate and I got water with... well... water. I told Andrew it didn't taste of hot chocolate but he didn't believe me. Typical. Andrew eventually caved in and took it back and they admitted their machine may be a tad broken and I got the best hot chocolate ever once they'd fixed the machine....then came the 3 hour wait...due to the cancelled trains. Not that I'm complaining, it was a very sweet idea to take me to a nice secluded beach at Maryport (Andrew has just leaned over and read what I am writing about and told me that Maryport isn't that wonderful)...so maybe it wasn't such a sweet idea then...

Anyway, It was a good day riding on trains and taking pictures out of the window of the snowy fields of the countryside. I even got to read my book (I like reading my books as much as Andrew loves his trains). So trains and books together were a

good treat.

I have exams on January 12th and 13th, so when we took the LONG way home to Leeds and then to York, I managed to get some revising in.

I must say though, Christmas was a great time for me this year and that day is just one of the good times I had. I do however feel I should say....as this is the last day before I go back to college...Ice Skating is much more fun. I went with a friend today as the last bit of fun before college starts again and it was just brilliant, you all should really try it, I know you can't go as fast as you can on a train but it's still fun! I had to hold my friend's hand the entire time though... but oh well.

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



PowerHaul - Longer, Heavier Trains...

Freightliner is pleased to announce that PowerHaul locomotive 70 001 has successfully completed operational trials hauling, the first ever 30 wagon train to and from the Port of Felixstowe. Following a test run, the PowerHaul locomotive conveyed a train of 60 imported boxes to Freightliner's terminal in Birmingham before returning later that night with exports. With higher haulage and acceleration capabilities, the PowerHaul locos are able to increase payloads per train and retain timing criteria to preserve rail network capacity. Through PowerHaul, Freightliner is uniquely increasing port capacity, increasing network utilisation, reducing CO2 emissions, reducing fuel use and improving reliability.

This facilitates the anticipated growth in number of containers entering the UK's deep sea ports, and decreases road congestion by removing over 120 lorries from the UK's roads for each return trip.

Adam Cunliffe, Managing Director, Freightliner Ltd said, "We currently operate 21 daily services from the Port of Felixstowe, and until developments within the port are completed the number of train slots are limited. By utilising our new PowerHaul locomotives we are able to increase the capacity available to our customers whilst improving our carbon footprint."

The first two PowerHaul locos arrived in the UK on 8th November and were followed by a further four on 2nd December. Freightliner's bulk freight division – Freightliner Heavy Haul – also completed successful trials in the same week with PowerHaul locomotive 70 002, hauling 1300 tonnes of coal from Portbury to Rugeley Power Station

Photo © Freightliner



The green pioneers

First GBRf will become the first freight operator to regularly move renewable biomass material on the rail network, following a new multi-million pound contract with Drax Power Limited ("Drax"). Under the new deal, which will start in 2010, First GBRf will operate four train services a day, taking a variety of environmentally friendly biomass from the Port of Tyne to Drax Power Station near Selby, North Yorkshire.

In order to transport the fuel, First GBRf will introduce a number of specially modified coal hopper wagons (HYAs), which will have covers to ensure that the biomass is kept dry while moving on the rail network.

The wagons will have fully automated top and bottom doors, which will allow loading and unloading to be carried out efficiently, increasing the reliability of the service.

Each biomass train will consist of a Class 66 locomotive and 21 hopper wagons. John Smith, managing director at First GBRf said: "We are absolutely delighted to be the first rail freight operator to carry biomass by rail. By doing so we are not only opening up a new market to the freight industry, but also making a significant environmental contribution too.

"At First GBRf we are always investigating new ways of reducing our carbon footprint and we are thrilled to be working with Drax and assisting them to increase the amount of electricity created from a renewable source and further reduce CO2 emissions."

Dorothy Thompson, chief executive of Drax commented: "We firmly believe that sustainable

biomass has an important role to play in the future energy mix of this country. Through our sustainability policy we aim to reduce greenhouse gases by at least 70% compared to coal-fired generation through substituting coal with biomass.

"Emissions due to transportation are a key consideration when we calculate the 'field to furnace' impact of the biomass we source. Our agreement with First GBRf to move biomass by rail makes an important contribution to our commitment to reduce not only our carbon footprint, but the carbon footprint of UK generation."

The deal is yet another example of First GBRf's ability to innovate and trail blaze.

To be the first rail haulier to win a contract to move biomass in Britain represents another significant first for the ground breaking freight company.



New hourly airport links from Sheffield with launch of new East Midlands Trains timetable

People in Sheffield have benefited from a new, hourly service to East Midlands Airport since the launch of East Midlands Trains new timetable on Monday 14 December 2009. Passengers travelling from Chesterfield have also benefited from 16 new direct train services to and from the airport.

These new services are being introduced as the result of a successful partnership between East Midlands Trains, South Yorkshire Passenger Transport Executive (SYPTEx) and Yorkshire Forward, and have also brought an improved service between Sheffield and London with the introduction of two trains an hour.

The new hourly services from Sheffield has provided a vital link between South Yorkshire and East Midlands Parkway station, just a short distance away by shuttle bus from the successful East Midlands Airport. With a journey time of around 45 minutes between Sheffield and East Midlands Parkway, this new service will provide a regular link, giving access to more than 100 destinations served by the airport.

David Horne, Commercial Director for East Midlands Trains explains: "Our new East Midlands Parkway station is in a perfect location for passengers wanting to avoid the hassle of driving to the airport, and instead take the more relaxing alternative of travelling by train.

"Since its opening earlier this year, we have been looking at ways to improve the service to East Midlands Parkway, and provide an opportunity for even more passengers to benefit from this fast and easy link to the airport. We're certain these new train services between Sheffield, Chesterfield and East Midlands Parkway will prove a big hit with our passengers."

Mick Jameson, Chair of South Yorkshire Integrated Transport Authority, said: "The new Sheffield half-hourly train service enhancement will increase the Sheffield City Region's connections to Europe via St Pancras and, from 14 December, also East Midlands Parkway. This long-awaited but whole-heartedly welcomed new service represents a considerable boost for the people and economy of Sheffield and Chesterfield." Penny Coates, Managing Director, East Midlands Airport said: "We welcome the new service which connects East Midlands Airport to a key part of its catchment area in Sheffield and Chesterfield.

"The new hourly service provides our passengers in South Yorkshire with a quick, easy and hassle free connection, not only to the airport but worldwide destinations. "We hope the new hourly service will be a great success and our passengers can continue to benefit from the strong relationship between the airport and East Midlands Parkway."

PLANNING APPLICATION FOR NEW RAIL STATION SUBMITTED

Plans for a new railway station at Apperley Bridge have been submitted to Bradford council by Network Rail and Metro.

The station, which lies between Leeds and Shipley, is one element in a programme of investment by Metro to improve public transport throughout the area.

The submitted plans include two new platforms which would be linked by an existing bridge, access ramps, a 300-space car park and a new access road.

Metro's plans for, Apperley Bridge, a further new station at Kirkstall Forge and car park extensions elsewhere in West Yorkshire have been identified as a priority by the Regional Transport Board with an estimated total scheme cost of £16.74m.

"New stations and more park-and-ride facilities spaces will make the rail network more accessible and encourage more people to make business trips and commuter journeys by rail," said Metro chairman Cllr Ryk Downes.

"Apperley Bridge will help reduce congestion on local roads by reducing commuter car journeys between Leeds, Shipley and Bradford.

"Electric trains like the Class 333 trains that pass through the site at the moment will use the station, so there will be reduced CO2 emissions too, which is good for everyone."

Warrick Dent, area general manager for Network Rail, added: "This is an incredibly busy route and this new station is a vital part of our plans to continue to build a bigger and better railway in Yorkshire."

SIGNALLING IN THE FUTURE AT SCARBOROUGH

Passengers travelling between Seamer and Scarborough will have a smoother and more reliable journey after Network Rail completes £20m rail improvement works.

Work to upgrade both track and signals starts in January 2010. The complex job which will last for much of the year includes the complete renewal of track, drainage and signalling within the station approach area. It will also see control of the signalling system fully transferred to Seamer signalling box (currently split between Falsgrave and Seamer) and a new track layout to improve timetable flexibility and give better access for refuelling steam trains.

Warrick Dent, area general manager for Network Rail, said: "This is a significant investment to improve the condition and operation of the railway in this area. It is a long and complex project that will deliver real benefits for passengers. We continue to work closely with the council to minimise the impact of the works upon the community."

Between January and October 2010 works are being carried out overnight when trains do not run to minimise impact upon the travelling public. The work will impact upon rail services at the end of the year.

EAST COAST PLANS BIGGER AND BETTER FIRST CLASS SERVICE

Better range of complimentary snacks and simpler table layout follows feedback from customers

TRAIN operator East Coast is relaunching its range of complimentary food and drink served at seat for customers travelling in First Class.

The changes, which were introduced on Sunday 13 December 2009, provide:

- more space – a new, simpler table layout creates a more spacious travel environment, ideal for those working on the move using East Coast's complimentary wireless internet
- more choice – a wider range of complimentary snack items, depending on the time of day
- better quality – carefully chosen suppliers providing the best products for customers to enjoy
- better service – complimentary items served at seat by on-train staff, ensuring customers can choose from the selection on offer

The simpler table layout also involves the withdrawal of 'table tidy' water and condiment holders, in response to feedback from customers and staff. These items will continue to be available free from the at-seat catering trolley, whilst menus will remain at each seat, so customers can relax and choose from a tempting selection of food and drink available.

The new range of complimentary snacks includes:

- Café Bronte Dunker Biscuits – in Fruit Shrewsbury, Double Choc Chip and Soft Cookie variants
- Farrington Fruit Cake
- Eat Natural Mini Yoghurt Bar
- Dormon Peanuts
- Burt's Ready Salted Crisps

The biscuit range will be available throughout the day, with yoghurt bars also served before 10am, cake between 2 and 5pm – ideal to enjoy with a complimentary afternoon tea – and crisps and peanuts added to the evening selection after 5pm.

The new complimentary food and drink selection reflects feedback received from customers travelling on East Coast's services.

East Coast customer service director Denise Lennox, said: "We've listened carefully to feedback from our customers in First Class about what they want from their travel experience.

"This welcome feedback has inspired these improvements, and we'll be looking to hear more from our customers about what they think of the new selection".

The changes to the table layout in First Class have also been driven by feedback from customers and many East Coast staff, bringing smarter presentation to a better value complimentary range. Denise added: "The 'table tidies' took up valuable space on the table, which our business customers especially need to work. "Again, we've listened to feedback and we're taking prompt action to clear up the clutter."

Virgin Trains delivers its VHF promises

Passengers have flocked to Virgin Trains in record numbers in the first full year of the Virgin High Frequency (VHF) service. Under VHF, launched on 14 December 2008, Virgin Trains has carried 25.4 million customers, attracted by the 30 percent step-up in train frequency and faster journey times. These are the best-ever annual carryings under Virgin Trains' stewardship of the West Coast.

Total growth in passenger numbers is 15 percent. Growth has continued through the year, despite the difficult economic situation, in marked contrast to airlines and other long-distance rail operators. The share of the rail/air market on the Manchester/London route is over 80 percent, and on Glasgow/London has doubled to 17 percent as customers have switched away from domestic air travel and turned to trains instead.

The routes from Manchester and Birmingham to London Euston have seen train frequencies increased to every 20

minutes, and average journey times in the case of Manchester slashed to as little as 2h05. The number of direct trains from London to Glasgow increased from nine to 13 a day while, since 26 January, Chester has been linked to the Capital by a train each hour. Liverpool received extra peak period trains to and from London Euston.

Tony Collins, Virgin Trains' Chief Executive Officer, said: "After a year of operation it is clear that VHF works. The intensive use of the network and of our trains is vital if the UK is to gain maximum benefit for the investment in the West Coast."

Passengers travelling at weekends, previously used to limited frequencies and slow schedules while Network Rail carried out the West Coast Upgrade, have enjoyed some of the biggest improvements. Those taking weekend breaks, for example, have 20 minute interval services between London and Manchester and Birmingham through to mid-evening on Sundays. Passenger numbers at weekends have grown by 36 percent.

Service performance has steadily improved over the year after initially disappointing punctuality in the early part of

2009. Over the period between August and November the Public Performance Measure (PPM) was 90.1 percent. Our fleets of Pendolino and Super Voyager trains remain some of the most reliable in the industry.

During the year a number of other improvements have been introduced for customers. Wi-Fi and enhanced mobile reception has been installed on all our trains. Our programme of increasing car park spaces is now nearly complete, with some 2800 spaces delivered and extra capacity of 1000 spaces at remaining stations to come on stream during 2010. A new First Class Lounge has been opened at Crewe station; lounges at London Euston and Liverpool Lime Street have been completely refurbished.

Passengers have taken advantage of excellent deals on tickets. The average price paid per mile has gone down by 8.4 percent. A revamped website - virgintrains.com - launched in November makes it even simpler for customers to find the best prices, particularly through the user-friendly Best Fare Finder. Over 500,000 discounted Advance tickets are available every week.

LIFT OFF! CRANE SIGNALS FINAL JOURNEY FOR BARNHAM BOX

After almost a century of controlling the signals and points on the railway from east of Bognor Regis to west of Arundel, Barnham's historic signal box has made the 1.8 mile journey from the town's station to its new home at Aldingbourne playing fields, where it will start its life as a community centre.

The delicate operation, which took place despite wet and windy conditions, was the culmination of years of hard work and fundraising and months of planning. It involved lifting the five-tonne structure by crane from the middle platform of Barnham station and putting it onto a large low-loader. The signal box then made the three-hour journey across the town before being lifted onto the new pre-built foundations at its new home. Along the way approximately 100 telephone

lines had to be moved out of the way one at a time.



Fiona Taylor, Network Rail's route director for Sussex, said: "Passengers travelling through Barnham are already benefitting from the new signalling centre which is more suited to the needs of the modern railway. It's important to get the right balance between using the latest technology to run an efficient and reliable train service and preserving

Britain's rich railway history. In this case, we're pleased the historic signal box, which is a genuine railway legacy, can continue to play an important role in the community. "Because of the age of the old signal box, we had to bring in a specialist team to relocate it to its new home. This was not an easy task, but now the box has been moved successfully, work can start on restoring it to its former glory."

Andy Ayling from the Save Barnham Signal Box campaign group added: "We are indebted to those generous sponsors who have given their support to this relocation project. Without their help, it would not have been possible to preserve this fine example of Edwardian railway heritage.

"Now the signal box is in its new home, we can focus on raising funds for the final part of the restoration work so the community can start benefitting from this facility. Any donations will be welcome."

CROSSCOUNTRY TOPS RAILWAY CHARTS

CrossCountry has won two prestigious rail industry awards in recognition of its trains being one of the most improved and reliable fleets across Britain's rail network.

CrossCountry was awarded Gold and Silver at the annual 'Golden Spanner' ceremony organised by industry magazine Modern Railways. The Golden Spanner went to the Class 221 Super Voyagers for taking first place in the 'Modern DMU' category as the most reliable fleet in its class. The Super Voyagers also took the Silver Spanner for being the most improved fleet thanks to reliability being up 118% on last year. The 'Golden Spanner' is an awards scheme aimed at promoting excellence in train maintenance within Britain. Sarah Kendall, Production Director at CrossCountry said: "We are extremely proud to win these nationally recognised awards. Since the start of our franchise in November 2007 the team at CrossCountry has worked very closely with Bombardier Transportation, our maintainer to take specific targeted steps to improve the reliability of our Voyager trains. Our focus now is to build on this significant progress and further improve our performance. Train reliability is vital for our customers and therefore of the highest priority for us." All trains are ranked on the distance they cover between technical faults by the Association of Train Operating Companies' (ATOC) National Fleet Reliability Improvement Programme. Using this league table (see below) CrossCountry's Voyager trains outperformed all other intercity fleets across the country. James Abbott, editor of Modern Railways magazine that organises the Golden Spanners Awards, commented: "Our congratulations go to the maintenance teams responsible for winning these awards. The real winners will be CrossCountry's customers, as more reliable trains means more reliable journeys for passengers." CrossCountry operates a fleet of 57 Voyager and Super Voyager trains from Cornwall and the South Coast to Manchester, Newcastle and Scotland via Birmingham. The entire Voyager fleet was put through a refurbishment programme to provide extra seats and luggage space on all trains.

National Fleet Reliability Improvement Programme (Intercity fleets)

Train Operator	Fleet	Miles
CrossCountry	Class 221	25,982
CrossCountry	Class 220	25,275
East Coast	IC225	23,890
East Midlands Trains	Class 222	14,723
Nat Ex East Anglia	Electric-loco/train	14,121
Wrexham & Shropshire	Diesel-loco/train	13,924
East Coast	HST Set	13,337
Virgin Trains	Class 390	12,727
East Midlands Trains	HST Set	12,647
First Great Western	HST Set	12,548
Virgin Trains	Class 221	11,283
Grand Central	Class 180	10,988
Grand Central	HST Set	10,071
CrossCountry	HST Set	9,118
Hull Trains	Class 180	5,145

Source: ATOC Intercity fleet reliability (mileage represents the distance covered per train between any five minutes delay attributable to the fleet in the last year).

UP TO SPEED ON THE SETTLE CARLISLE LINE

Train speeds are set to double for the first time in 40 years this weekend as a temporary speed restriction is lifted over a mile-long section of the Settle to Carlisle line.

The stretch of track through Kirkby Thore was given a thorough makeover in the summer when Network Rail spent over £6m strengthening the line to protect it from sink holes caused by gypsum mining.

Network Rail route director Jo Kaye said: "The speed restriction was put on because the ground around the line was unstable and there was a real risk that it could affect the stability of the track.

"During a three week closure of the line we rebuilt one road bridge, strengthened another, filled in a third that was no longer required, and laid huge concrete slabs underneath the track that can withstand any ground movement."

Mark Rand, chairman of the Friends of the Settle-Carlisle Line, complimented Network Rail on the work. "The need for trains to slow down at Kirkby Thore has been a problem on the Settle-Carlisle Line for decades. The fact that Network Rail has invested so heavily to deal with the problem is an indication of the importance of today's line, which was under threat of closure 20 years ago.

The line now operates round the clock. Passenger and freight trains will benefit enormously. The mile or so of reinforced track at Kirkby Thore has been a notable success."

"Network Rail went to great lengths to minimise the impact on the countryside and we thank them for that too. Passengers will hardly notice where this major work took place so very recently. The entire 72 mile length of the Settle-Carlisle Line is a Conservation Area - and nowadays an incredibly busy modern railway."

The removal of the 30mph speed restriction will mean a saving of around 90 seconds for passenger services and nearly five minutes for freight trains, which will improve the overall punctuality of all trains on the line.



HALF A MILLION POUNDS SPEEDS UP ROBIN HOOD LINE

Network Rail has improved the line-speed on the Robin Hood Line on time and within budget. This means passengers can enjoy improved train services on this route.

£500k of investment in track and bridges has increased the line speed at Mansfield Woodhouse and Sutton Forest from 20mph to 60mph. The Robin Hood Line which stretches from Nottingham to Worksop has also benefited from new level crossing telecoms and new signage and speed boards.

The work started at the beginning of November and was carried out on weekday nights and over weekends to minimise disruption. The project was completed on Sunday 29th November. Dyan Crowther, route director said:

“This is excellent news for passengers on the Robin Hood Line. Key work which could improve line-speed was identified quickly and the work was carried out with the minimum of disruption. Passengers can now enjoy more reliable trains and less disruption.”

The line-speed improvements were funded by Network rail in order to provide additional benefits to train passengers using the route.

Jim Bamford, Nottinghamshire County Council said:

“Nottingham County Council first proposed this in 2006, so it is a real cause for celebration that it has been completed. This says a lot about the effectiveness of the close co-operation between the council and Network Rail’s enhancement team, which I believe has been of benefit to both bodies - and ultimately to Nottinghamshire’s rail users. I am pleased to pay tribute to the way the scheme has been overseen by Network Rail, which has done an absolutely excellent job.”

David Horne from East Midlands Trains added:

“It’s great news that passengers travelling on this line will benefit from further improvements. The launch of East Midlands Trains new timetable in December 2008 brought Sunday services to the Robin Hood line for the first time since the 1960s, and on 13th December, we will be launching new services between Nottingham and Bulwell. “These improvements made by Network Rail are already helping us to deliver more punctual train services, and with the new service set to launch on 13 December, passengers on the Robin Hood line will benefit from a significantly improved railway.”



Signalman who averted major disaster at Carlisle station 25 years ago is honoured by Virgin Trains

Virgin Trains has honoured a former signaller at Carlisle, whose quick actions averted a major disaster in the City 25 years ago.

Bill Taylor avoided disaster in the early hours of 1 May 1984 by his quick thinking when he realised that a freight train had become uncoupled and both portions of the train were rolling downhill towards Carlisle station.

A plaque was unveiled in the waiting room near platform 6 at Carlisle station on 17 December 2009, in memory of Bill Taylor by Peter Robinson, a railway historian who chairs the Cumbrian Railway Association.

Whilst on duty on 1 May 1984 Bill realised that something had happened to prevent the brakes automatically preventing the rear section of the train from running away. Recognising that in the darkness the driver was probably unaware of what had happened, Bill knew he had only moments to act.

The locomotive and the front part of the heavy freight train that was still coupled to it were allowed to run forward into Carlisle Citadel station. Still under the control of the driver, this part of the train was brought safely to a stand.

After the leading part of the freight train had passed, Bill switched the points to divert the runaway onto a freight-only line bypassing the station, where a passenger train for London was picking up passengers. There was significant wreckage when the errant wagons derailed on a bridge over the River Caldew, but thanks to Mr Taylor’s actions, nobody was hurt and the historic passenger station was saved.

After investigation, safety procedures were changed to ensure that such a runaway would never happen again, with brakes coming on automatically to bring all wagons to a stop in the unlikely event of a similar coupling breakage.

The events of 1984 are part of railway history, but the plaque will help ensure that the memory of Bill Taylor and his prompt action will continue to be remembered.

Virgin Trains Station Manager for Carlisle Ann Turner said: “Bill Taylor’s actions are well known in Carlisle and his quick thinking prevented a major accident in the station. When Bill’s son David approached us to commemorate the 25th anniversary we were happy to have a plaque displayed in a prominent place on the station.”

First GBRf secures passenger contract with First Great Western

First GBRf, the UK's leading freight hauler, has won its first contract to provide regular timetabled passenger services, just six months after the company won its Passenger License. The service, which started on 14 December 2009, will run between Taunton and Cardiff for First Great Western (FGW).

First GBRf is providing locomotives, coaches and train crew for the FGW service, which is expected to continue until the end of July 2010.

As part of the contract, First GBRf has formed a partnership with Virgin Trains to supply Class 57 locomotives, and Riviera Trains will supply especially refreshed rolling stock. Weekend servicing will be provided by Arriva Trains Wales at its Cardiff Canton depot.

West Somerset Railway will provide overnight servicing and

berthing facilities at its station in Bishops Lydeard, just a few miles from Taunton, which will provide a robust start to the service.

Neil Crossland, Commercial Director, First GBRf said: "We are delighted to be awarded this service. Since taking the strategic decision to obtain a Passenger License we have operated a select number of Charter services to gain experience. We see this as our first big step and look to develop new and exciting partnerships in the near future".

DLR awards £10m contract for final three-carriage works

Docklands Light Railway (DLR) has awarded a £10m contract for capacity upgrades and improvements to its Beckton route to Taylor Woodrow. The work, which will start this month and be complete by the end of next year will allow DLR to run three-carriage trains on the line instead of the current two-carriage service. Several station improvements will also be made.

Taylor Woodrow is in the final stages of upgrading all other parts of the DLR network, to enable the operation of three-carriage trains which will increase capacity by 50 per cent. By enhancing the Beckton line DLR has taken up the final option in its three-carriage contract with Taylor Woodrow.

Jonathan Fox, DLR Director, said: 'I am pleased to confirm Taylor Woodrow will conclude the three-carriage upgrade project. Once the Beckton works are complete longer trains will be able to run across the entire DLR network.

"The evolution of the three-carriage project is directly attributable to a genuine team effort between DLR and its partners, and we eagerly await the first clear sign of progress early next year when these longer trains begin running on the Bank-Lewisham route." Group Director of Design, Development and Environment for the London Development Agency (LDA) which co-funded the work, Peter Bishop, said: "The London Development Agency is pleased that its £2 million investment will help increase the capacity of the DLR. This is vital for the growth of East London's communities. It will help people access jobs in the Capital and help make the most of the opportunities associated with hosting the London 2012 Olympic and Paralympic Games. The improved service will bring immediate benefits to east London."

London Regional Director at the Homes and Communities Agency (HCA), which also contributed to the funding, David Lunts, said, "The HCA is pleased to have allocated funding to help towards this essential extension of the DLR which will hugely help the wider regeneration of East London."

Neil Johnson, Project Director for Taylor Woodrow, said: "We are delighted to be awarded this contract, and we are committed to delivering the works to the same standard as the three car upgrade and maintaining our strong working relationship with DLR." As well as the main Taylor Woodrow works contract worth £10m, DLR has commissioned a further £8.2m for design and changes needed to trackwork and signaling. Of the total £18.2m Beckton extension funding, the Olympic Delivery Authority provided £10.8m, the Homes and Communities Agency £5.4m and the London Development Agency £2m. DLR needs to introduce an extra carriage to its trains in order to keep pace with growing passenger numbers and the demands of the London 2012 Olympic and Paralympic Games. Three-carriage trains will run between Bank and Lewisham early next year followed by a network-wide roll out when the necessary passenger demand is in place.

TEMPORARY STATION EXPANDS TO MEET DEMAND

Network Rail has extended the length of the platforms at the temporary Workington North railway station to meet passenger demand and the longer trains now calling there. Jo Kaye, Network Rail's route director, said: "When I originally conceived the idea of building Workington North, most of the trains had only one or two carriages, so we built the platforms long enough to accommodate them. "The huge demand from passengers wanting to travel means that additional three-carriage trains have been introduced on a shuttle service between Workington and Maryport. We have responded by extending the temporary platforms by a further 23 metres."

The shuttle trains call at Workington North and Flimby en route, and travel between the four stations is free, courtesy of train operator Northern Rail.

Matt Beeton, area director, Northern Rail added: "Services between Maryport and Workington continue to be very popular and the platform extensions will make it easier for passengers to get on and off trains."

Not only have the platforms been lengthened, but the car park has also been enlarged. Not knowing what the demand would be to park at the station, Network Rail originally used 240 tonnes of stone for the car park surface, but that proved to be not enough. Roads near the station were becoming clogged with cars belonging to passengers who could not park at the station

c2c WINS GOLDEN SPANNER AWARD FOR BEST RELIABILITY

National Express train operator c2c and train manufacturer Bombardier Transportation are celebrating after winning a prestigious 'Golden Spanner' at the coveted 'Golden Spanner Awards' organised by the respected rail industry monthly journal Modern Railways and their Industry & Technology Editor Roger Ford. The annual 'Golden Spanner Awards' recognises

improvements in rolling stock reliability across the UK rail industry, the awards are based on statistical data and take into account the different classes of trains operating throughout the network.

c2c's fleet of class 357 Electrostar trains were officially recognised as the most reliable trains in the country and also won in their category of new electric trains. The average distance run between any mechanical defects occurring to a c2c train is 69,521 miles.

c2c Managing Director Julian Drury said: "We are delighted with the Class 357 Electrostar units which are delivering

Japanese style reliability on Britain's most punctual mainline railway. Our maintenance partnership with Bombardier continues to bring improved reliability and availability of our Electrostar fleet. I'd like to thank our fleet team at East Ham Depot for the work they have put into making our Electrostar trains the most reliable on the UK rail network."

c2c's fleet of Class 357 Electrostar trains have just clocked-up a total mileage of 50 million miles. This represents the fleet of trains travelling around the world over 2,000 times since entering passenger service nine years ago.

O, HOLY NIGHT - DISS GETS NEW RAIL BRIDGE AFTER ROUND-THE-CLOCK EFFORT

While most of us were opening presents, enjoying turkey with all the trimmings and watching the Queen's speech, a team of Network Rail engineers worked around the clock over the Christmas weekend to replace the main railway bridge in Diss in just 72 hours.



Andrew Munden, Network Rail's route director for Anglia, explains: "The old bridge over Victoria Road was approaching the end of its life-span and needed to be replaced. Many more trains use this stretch of line than did when the bridge was first

built so we've installed a new bridge designed to cope with the demands of a busy twenty-first century railway."

Network Rail's project team began working on site in November, carrying out preparatory work so that everything was ready to take advantage of the small amount of time available to replace the bridge over the Christmas weekend. Once the last train had passed through on Christmas Eve, engineers moved in to dismantle the overhead power lines and cut and remove the existing tracks



and ballast before the old deck was lifted out using a giant crane. The new pre-fabricated bridge deck was then inched into place before the ballast was replaced and the tracks and overhead power lines re-connected.

Mr Munden continued: "Our team worked around the clock, starting from the moment the last train passed through Diss on Christmas Eve. Their hard work and professionalism means we've been able to provide Diss with a new railway bridge in a single weekend – an impressive feat of engineering and teamwork."

"I'd like to thank the people of Diss for their co-operation and apologise for any inconvenience caused during this essential bridge replacement.



The previous bridge had served the town well for more than 100 years. I'm sure that the new bridge will do the same."

Passengers to benefit from lower East Midlands Trains fares in 2010

East Midlands Trains has announced that its new ticket prices, effective from 2 January 2010, will significantly reduce the cost of travel for many passengers.

Fares across the UK rail network will rise below the expected rate of inflation, the lowest increase since privatisation. Passengers are also continuing to benefit from improved services and on-going investment at East Midlands Trains, with more than 90% of trains running on time, and eight out of 10 passengers satisfied with their train service.

Tim Shoveller, Managing Director of East Midlands Trains, explains: "We have put together a fair package for our passengers, which includes some significant price cuts. The average fare increase of 1.8% at East Midlands Trains is one of the lowest for many years and we are committed to playing our part in providing affordable rail travel. Thousands of drivers will also benefit from the company's plan to freeze or cut car-parking prices as part of the new package."

"We recently launched our new website featuring a fantastic Best Fare Finder tool, ensuring our passengers can find the cheapest available fare every time. Thousands of our customers have already taken advantage of this new service. Nearly 75% of passengers travel using a discounted ticket."

"Rail travel delivers good value for money compared with cars and three out of four passengers using our services travel on a discounted ticket. Around 95% of the cost of a rail ticket is used to pay for running and investing in our train services. By continuing to run a high quality, efficient and punctual railway, we have been able to deliver even better value for money to our passengers".

The new rail fare package will include:

- Cuts to the price of most Standard Class season tickets
- Car parking prices frozen at all stations, and reduced at Lincoln (for all users) and East Midlands Parkway (for non-rail users)
- First Class Off-Peak fares frozen or reduced by up to 20%
- First Class Anytime fares from Sheffield and Chesterfield to London frozen at current levels
- Advance Purchase Leisure fares frozen or reduced by up to 20%
- New trial First Class Super Off-Peak fares from Nottingham, East Midlands Parkway, Loughborough and Leicester to London, offering savings of up to 35%
- In addition, East Midlands Trains has committed to maintaining its £1 discount on Advance tickets purchased through its website.

Meanwhile, research by Stagecoach Group's budget rail service megatrain.com shows that canny Britons are beating the recession by snapping up cheap rail deals

Real nuts blog at....
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Pictures with a different view



The amazing sight of a pair of Class 37s has greeted many motorists during the Christmas break travelling on the M42 close to Jct. 2

The locos which have been sold for scrap were en route to Alleys yard but were delayed owing to the Christmas holidays. They eventually arrived at Alleys on December 28th.



So enjoy this bizarre sight of Class 37 896 and 37 684 while you can.

Carl Grocott



Departures

13:57 Lincoln

Expt 18:14 Plat 3

16:45 Nottingham

Cancelled

16:46 Leicester

Expt 17:00 Plat 4

16:52 Derby

Expt 17:00 Plat 1

Page 1 of 3



Above: Anyone going to the Lincoln Christmas Market on December 5th might just find it closed when they arrive.

Richard Hargreaves

Top Left: Graffiti! Already a problem in many European countries, tougher penalties must be required if we are to stop it happening here.

Class47

Bottom Left: Low winter sunshine catches the side of this CrossCountry Class 220 as it pauses at Stafford on December 19th.

Richard Hargreaves



DRS Class 57 002 is seen shunting the 6C19 Chirk - Carlisle at Gobowen on December 18th. [Carl Grocott](#)

Preserved Railways



We start this month with a visit to the Severn Valley Railway, and some winter steam action as visiting loco GWR 0-6-2T No. 6695 is pictured at Kidderminster running round its train on December 28th. [Richard Hargreaves](#)



Top Left: LMS Ivatt Class 4 2-6-0 No. 43106 is seen arriving at Highley on December 28th with a through service to Kidderminster.

Above: Ready to work an engineers train at Bewdley is Class 73 006 pictured on December 28th.

Left: GWR Large Prairie Tank No. 5164 is pictured departing Highley with a service for Kidderminster.

All: Richard Hargreaves



An array of locos, stock and wagons are caught in the winter sun as it sets at the East Lancashire Railways sidings on December 17th. [Colin Irwin](#)



Class 31 289 stands in the snow at the Northampton & Lamport Railway, on December 24th. [Derek Elston](#)

C58LG

CLASS 58
LOCOMOTIVE
GROUP

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

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



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



No. 2104, a Bagnall 0-4-0T, is pictured working Santa Specials at the Northampton & Lamport Railway on December 24th.

Derek Elston



Class 37 679 is seen sheeted over in the snow at Brampton on the Northampton & Lamport Railway, December 24th. [Derek Elstan](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

New steam locomotive Tornado to spend Christmas and New Year at the National Railway Museum

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, has headed back to the National Railway Museum (NRM) in York for scheduled winter maintenance. Tornado has returned to the National Railway Museum following a busy first year of main line operations that has taken her across the length and breadth of Great Britain. Visitors to the NRM will be able to see Tornado undergoing her winter maintenance regime in the workshop from 1st to 20th of January 2010. Although the locomotive will arrive on Tuesday 22nd December 2009 and not leave until early February 2010 she is unlikely to be easily viewable outside of these dates.

Mark Allatt, chairman of The A1 Steam Locomotive Trust, commented: "After a hectic first year of main line operations stretching right across the country, it will be good to take Tornado back to the National Railway Museum where the story of her construction started with the discovery of the surviving drawings of Peppercorn class A1s. We thank the NRM for their hospitality and look forward to welcoming visitors who want to see Tornado close-up as we prepare her for her next season of operations. The locomotive is performing very well and the Trust is working hard to pay off the remaining £600,000 of the loans taken out to complete the locomotive. Please visit our website at www.a1steam.com to find out how you can help to keep this remarkable locomotive on the main line where she belongs."

Emma Farley, NRM Marketing & PR Manager, said: "As always, we're really excited to have Tornado back at the National Railway Museum. Our visitors love to be able to see this great feat of British engineering rubbing shoulders with other steam legends at the home of the railways. Visitors will be able to see Tornado as she is being cleaned and maintained between 1st and 20th January for her first journey of 2010. But as with all projects of this nature, these dates are subject to change, so I'd advise visitors to call the Museum before making a special journey."



Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, defied the arctic weather on Monday 21st December 2009 and hauled two of only a handful of trains operating in Kent. The new Peppercorn class A1 pacific's 1940s technology was able to withstand the snow and ice that brought much of Southern England to a standstill and hauled "The Cathedrals Express" from London Victoria to Dover and back. On the second trip Tornado was able to rescue around 100 commuters who had been left stranded by more "modern" trains, dropping them off at stations en-route.
Photo: Tornado defies the weather at Staplehurst, Kent. © [Craig Stretten/A1SLT](#)



EWS liveried Class 08 683 and Green 08 927 are seen working Brake Van trips from Toddington station on December 27th. [Carl Grocott](#)



LOSTOCK AND A FEW SMOKING BARRELS! GREAT CENTRAL ANNOUNCE MIDLAND HEAVY LINE UP FOR THREE DAY WINTER GALA

29th, 30th and 31st January 2010

LONG TERM RESTORATION PROJECT 3F No. 47406 EXPECTED TO DEBUT

A vision of Lostock Hall Shed in the late sixties, or a salute to the Midland Region? The Great Central Railway's three day Winter Gala brings together an exciting line up of motive power which could see LMS stand for Loughborough's Monster Steam up! At least four guest engines will be in action at the gala which takes place on the 29th, 30th and 31st of January 2010. Black 5 No. 45231 "The Sherwood Forester", Jubilee No. 5960 "Leander", and Stanier Mogul No. 42968 will join home fleet engines Britannia Class No. 70013 "Oliver Cromwell", 8F No. 48305 (running as 48476 - the last Lostock Hall 8F) and the first steaming in preservation of 3F No. 47406. The 3F has been successfully steam tested and was rapidly being assembled in early December. The fourth guest locomotive is set to be announced in late December.

In addition resident BR Standard 2 No. 78019 will be rostered as 'hot spare' for the event and is likely to work at least one diagram, making an eight engine line up, the biggest gala roster on the GCR for many years.

Bill Ford, President of the Great Central Railway said, "We have exciting plans for 2010 and this gala will kick off the year perfectly. I'm particularly excited at the preservation debut of the 'Jinty' which will hopefully return to steam at the culmination of a long restoration. With such a strong Midland line up I do hope enthusiasts will choose to join us." The Friday of the event will feature a forty five minute timetable with three locomotives in action. On Friday night it is planned to run a dining train with special fares for visitors who have a ticket for any of the three days of the gala.

The Saturday and Sunday will see all locomotives in action (subject to availability), with an intensive double track timetable involving passenger, freight and mail drop demonstration trains. Special guests have been invited on Saturday to take part in a short rededication ceremony for the 3F. Saturday morning will start with a walk on first class breakfast service. On Saturday evening railway folk singer Dave Goulder will perform a special concert including a number of songs from his famous album 'Requiem for Steam'. (More details to follow).

Full details of fares and timetables will be available at the Great Central Railway website, www.gcrailway.co.uk



EARLY CHRISTMAS PRESENT FOR THE GREAT CENTRAL RAILWAY

Seven hundred seats block booked by national travel company on 2010's murder mystery trains.

Staff at the Great Central Railway are celebrating after business for 2010 got off to an excellent start - before Christmas 2009. A national travel company has made a block booking on all seven of the railways murder mystery trains planned for 2010. In fact they booked every seat going!

The company not only reserved every single seat on all seven murder mystery services, but they also requested each train was able to seat 100 passengers which is sixteen more guests than would normally be catered for on the GCR's first class dining train.

Bill Ford, president of the GCR said, "This is excellent news and a very strong start for our dining services in 2010. I'm very proud of our staff who negotiated this deal as it represents a tremendous boost for the railway. It should mean people from across the country visiting the area next year to experience the murder mystery dining trains. It also means we can offer new dates for our regular passengers, so it's good business for us."

The new dates for the additional murder mystery trains in 2010 are:
April 9 - All Aboard for Murder, May 7 - The Black Mail, June 18 - I Spy Murder, July 16 - The Case of the Final Aria, Aug 20 - All Aboard for Murder, Sept 17 - The Black Mail, Oct 15 - The Case of the Final Aria
All of these dates are now available for booking.

The railway is also running two brand new dining trains next year, a James Bond themed dining train on Friday 5th of March and also "The Maharaja Express", a curry night in conjunction with Salims restaurant in Loughborough on March 17th.



Above: The Class 101 DMU is ready for its Christmas rush at the East Kent Railway on December 20th.

Josh Watkins

Top Left: Class 46 010 is seen passing through Acrefair on its final journey away from the Llangollen Railway, December 3rd. Perhaps the rainbow is a sign of a better future for this fine locomotive. *Pete Cheshire*

Bottom Left: On the Romney, Hythe & Dymchurch Railway "Samson" passes through Lade.

Josh Watkins

From the Archives



We start this month with a look at Crewe in the snow, when it used to be good for a day spotting, trains were proper trains and didn't stop running because of a bit of snow. Class 47 849 leads Class 86 212 on a Cross Country service for Edinburgh on January 27th 1996. [Richard Hargreaves](#)



Same day at Crewe and who can forget the North Wales Coast locos and workings. From days long gone when overnight trains ran from Holyhead to serve the ferry sailings, and an hourly daytime service had enthusiasts coming to Crewe from all over the UK. This was, at the time, "rare" Class 37 419 awaiting departure from Crewe with the 18.XX service to Holyhead. [Richard Hargreaves](#)



Two photos from David Mead's early slide collection. They were both taken on a fixed focus Halina 35X camera using Agfa CT18 (50 ASA) film!

In the Mid-Sixties, following the closure of the Somerset and Dorset Railway in 1965, all Cross-Country Trains had to run from the South Coast via Oxford. To the delight of train spotters, myself being one of them, we used to look forward in seeing if a "guest" loco had strayed away from its own region. On January 15th 1966, Stanier Class 5 No. 45114 was in charge of a Bournemouth Central - York train and is seen here awaiting departure from Southampton Central. A few months after this was taken, the cross-country trains were rostered for Brush Type 4 diesels (Class 47s) and the remaining Black 5s, as they were known, spent their final days in the Manchester and Carlisle areas.

David Mead



With less than 2 months to go before all main line steam traction would cease out of London Waterloo, I captured West Country 4-6-2 No. 34034 "Honiton" minus nameplates (they were removed to prevent theft) in a rather scruffy state departing London Waterloo on an evening departure for Bournemouth Central on Friday 26th May 1967 - the white discs used on the smokebox indicated the route code, which remained until the end of steam on the Southern Region in July 1967.

David Mead



Three photos from the Pete Cheshire's photo album.

Top Left: The driver waits for clearance to proceed before taking Class 37 135 slowly through Glanrhyd on February 22nd 1986 with an engineers train.

Top Right: A Swindon built Class 120 cross country DMU is seen working between Llandeilo and Ffairfach on October 29th 1981.

Left: Covered in snow and carrying Great Western green livery, Class 47 484 is pictured at Carmarthen on February 22nd 1986. This loco still survives, just, and is indeed still wearing the same livery.

All: Pete Cheshire



The RHTT season has finished for another year, and Class 20 304 and Class 37 069 are seen outside the Network Rail depot at York on December 21st having returned the RHTT sets from the Stowmarket circuit. Hopefully they will return in early September 2010 for another season. [Andy](#)