

Railtalk

Issue 60
September 2011

Magazine

ISSN 1756 - 5030



Keighley's summer sunshine

Welcome to Issue 60 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Another month has passed which only mean we are another month closer to that one event everyone is dreading.... no, not christmas... I mean the Olympics. At this point you might be wondering why I say this, but for just a few months we will be showing our transport network to the world. Some of you may think that this is good, but if you visit some other countries, you will realise that we don't come out well in a game of Top Trumps!

Lucky this month, work commitments haven't been upon me, and I managed to visit mainland Europe, where of the countries I visited, I couldn't help but notice how well operated their rail infrastructure was. There are many points where we seem to suffer, from ticketing to train information, from station access to staff (yes we have the odd really helpful member of staff), but across the board we seem to suffer. I'm not trying to slate the UK rail network, but we could really do so much better, just with a little courtesy, consideration and thought, improvements can be made. Or is it something that has been lost into our history?

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Phil Martin, Alan Usher, CJ Sutcliffe, James Paice, Chris Morrison, Yorkie, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Fred Gray-North and the guys at RailUK.

Welcome

Contents

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 50 - Pictures
Pg 106 - News and Features
Pg 106 - Scot-Rail
Pg 116 - Fares Advice
Pg 132 - View from the Outside
Pg 134 - The Nosh Report
Pg 136 - Different View
Pg 140 - Preserved Railways
Pg 190 - From the Archives

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

Steve Roberts (The Nosh Report)
steve.roberts@railtalkmagazine.co.uk

View from the Outside
megan.thomason@railtalkmagazine.co.uk

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk

Front Cover: An excellent summer continues at the Keighley and Worth Valley as Fowler 0-6-0 4F No. 43924 is seen departing Keighley on July 24th. *Lewis Mitchell*
This Page: Virgin Trains Thunderbird Class 57 309 "Brains" was hired in to First Great Western to cover for the shortage of Class 57/6s, here it stands at London Paddington after bringing in the up sleeper, the 1A40 21:45 from Penzance on August 11th.

Fred Gray-North

Torbay Express Ltd - The Torbay Express

On July 31st, LNER A1 No. 60163 "Tornado" is seen heading along the sea wall at Dawlish with the weekly Torbay Express working from Bristol Temple Meads to Kingswear, and just like most Sundays this year the train was not favoured with sunshine. [Richard Hargreaves](#)





Torbay Express Ltd - The Torbay Express

Above: LNER A1 No. 60163 "Tornado" is seen climbing Goodrington Bank on July 31st with the outward "Torbay Express." [Steve Andrews](#)

Below: Just a week later and some better weather on August 7th as GWR King Class 4-6-0 steam locomotive No. 6024 "King Edward I" climbs Goodrington Bank with the "Torbay Express." [Steve Andrews](#)



Torbay Express Ltd - The Torbay Express

Above: "Tornado" is seen having a rest at Paignton on July 31st prior to working the return to Bristol. [Richard Hargreaves](#)

Steam Dreams - The Cathedrals Express

Below: No. 60163 "Tornado" heads through Heck Ings with 1258 York to London Kings Cross on August 13th. [Neil Davies](#)



Steam Dreams - The Cathedrals Express
Class 86 259 "Les Ross" heads "The Cathedrals Express"
1230 Euston - Carlisle, approaching Golbourne on August
25th. The electric worked from Euston - Preston for
a steam loco forward. *Dave Harris*



GBRf Staff Charter
Class 86 101 leads the 1250 Edinburgh - Retford returning charter
through evening sunshine at Doncaster on July 23rd. [Lewis Mitchell](#)



Cheshire Cat Tours - York and Durham
On August 18th, Class 37 059 and 37 218 head the Cheshire Cat railtour from Aberystwyth to York and Durham seen here on the return along the East Coast main line at Copmanthorpe. [Andy](#)



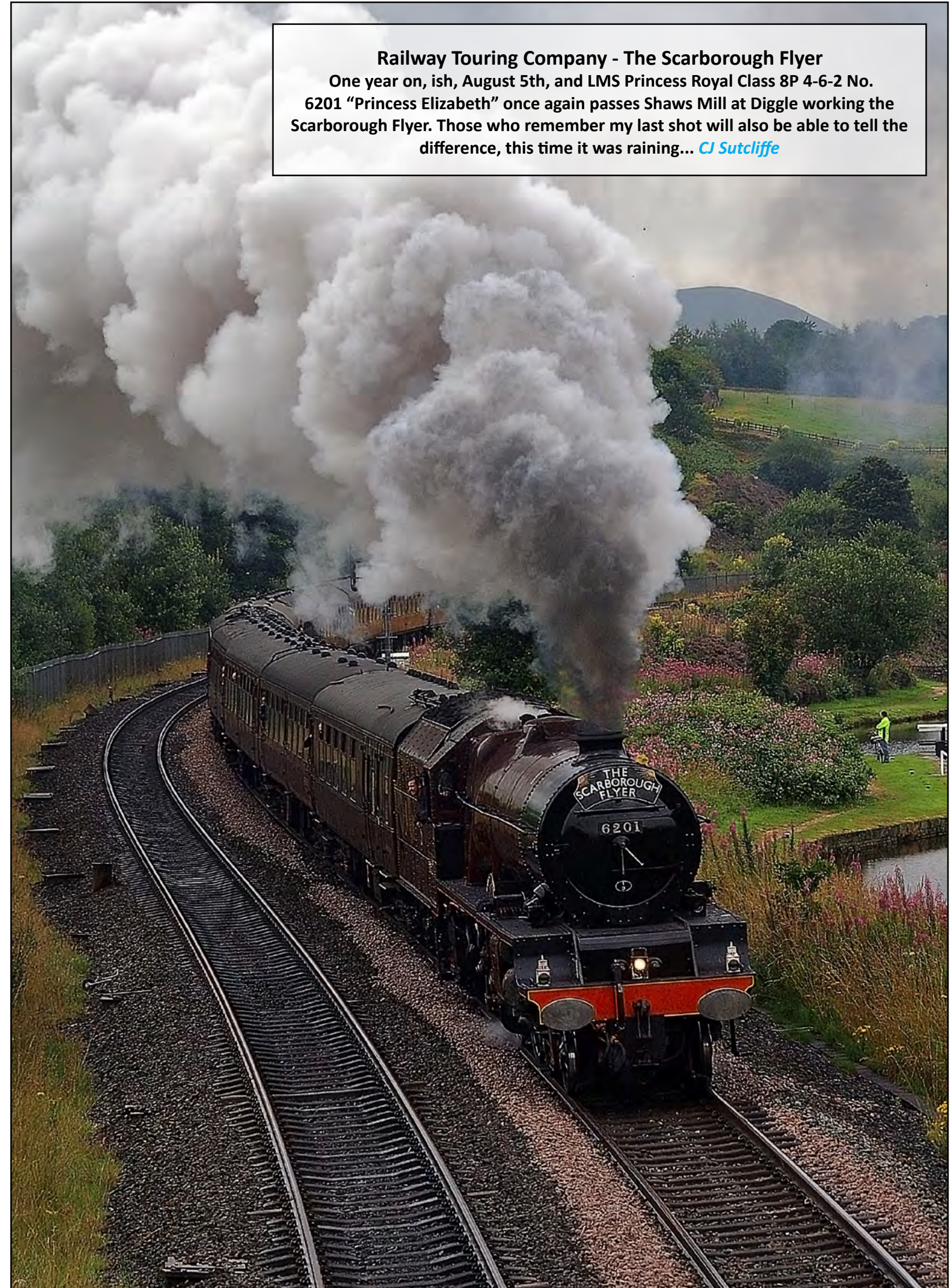


Steam Dreams - The Cathedrals Express

Above: LNER A1 No. 60163 "Tornado" has certainly been getting out and about this month. This is "The Cathedrals Express" from London Euston to Worcester on August 6th, seen here passing Kidderminster. [Richard Hargreaves](#)

Vintage Trains - The Shakespeare Express

Below: On August 21st, "The Shakespeare Express" passes through Tyseley with Great Western No. 5043 "Earl of Mount Edgcumbe" leading the 1T53 Stratford-Upon-Avon - Birmingham Snow Hill. [Wayne Radford](#)



Railway Touring Company - The Scarborough Flyer
One year on, ish, August 5th, and LMS Princess Royal Class 8P 4-6-2 No. 6201 "Princess Elizabeth" once again passes Shaws Mill at Diggle working the Scarborough Flyer. Those who remember my last shot will also be able to tell the difference, this time it was raining... [CJ Sutcliffe](#)



Railway Touring Company - The Scarborough Flyer
On August 5th, LMS Princess Royal Class 8P 4-6-2 No. 6201 "Princess Elizabeth" works the return Scarborough to Crewe "The Scarborough Flyer" through Denton.
Colin Irwin

Pathfinder Tours - The Torbay Flyer
Running from Crewe to Paignton, the trip was for of the Royal Regatta Week at Dartmouth.
Here Class 20 308 and 20 309 climb Goodrington Bank on August 26th. [Steve Andrews](#)





Pathfinder Tours - The Torbay Flyer

Above: Although the rain had stopped, it didn't brighten up on the sea wall as Class 20 308 and 20 309 passed by with the Crewe - Kingswear charter on August 26th. [Steve Thompson](#)

West Coast ECS

Below: Following the previous days railtour, Class 47 237 and 47 804 t'n't the 5245 1152 Aberdeen - Bo'ness, seen here passing Perth with the ex Cotswold Rail machine leading. [Richard Jones](#)



West Coast ECS

Following the previous days railtour, Class 47 237 and 47 804 t'n't the 5245 1152 Aberdeen - Bo'ness, seen here passing Perth with 47 804 on the rear. [Richard Jones](#)

Railway Touring Company - THE WEYMOUTH SEASIDE EXPRESS
Preserved Great Western Castle class steam locomotive No. 5029
"Nunney Castle" heads away from the town of Keynsham, Avon with the regular
1Z92 Bristol Temple Meads - Weymouth on August 21st. The
building in the distance is the Cadbury sweet factory. *Gary S. Smith*





Statesman Rail - The Fellsman

On August 17th, LMS 8F 2-8-0 No. 48151 charges up Pleasington curve with "The Fellsman" from Lancaster to Carlisle. [Colin Irwin](#)

Statesman Rail - The Fellsman
On August 17th, "The Fellsman" was operated by LMS 8F 2-8-0 No. 48151.
Here she is seen passing through Pleasington Golf Club shortly after departure
from Preston on the outward leg of the tour via Hellfield and Settle to
Carlisle. [CJ Sutcliffe](#)



Rail Blue Charters - The Welsh Victorian Explorer
Above: On August 20th, Class 67 029 heads the 1233 Lincoln to Llandrindod Wells through Wistanstow.
Class 67 016 was on the rear. [Neil Davies](#)
Below: Further down the line and in heavy rain, the tour is pictured on the return
working passing through Llangewydd. [Lewis Mitchell](#)



Railway Touring Company - The Dorset Coast Express
LNER A4 No. 4492 "Dominion of New Zealand" heads the 1294 London
Victoria - Weymouth "Dorset Coast Express" for the socks and sandals mob
through Eastleigh on August 16th. [Wayne Radford](#)





BR Standard Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" arrives at Crewe on August 5th on a light engine move from Southall, ready to form part of the loco line up for the Cumbrian Mountain Express and the Scarborough Flyer.

CJ Sutcliffe



UK Railtours - The Limestone Cowboy
 Above: DB Schenker liveried Class 92 016 stands in platform 15 at London Euston on August 20th having arrived with the final leg of UK Railtours "The Limestone Cowboy" railtour from Crewe - Euston. *Mark Summers*

West Coast Railway Company - The Scarborough Spa Express

Below: On August 11th, Black 5 No. 44932 passes Normanton as it heads the outward "The Scarborough Spa Express", the 1222 York - Scarborough bucket and spade charter. *Wayne Radford*



West Coast Railway Company - The Scarborough Spa Express
LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier"
passes Scarborough Terrace just outside York with the
outbound "The Scarborough Spa Express" on July 26th.
Lewis Mitchell





West Coast Railway Company - The Scarborough Spa Express

Above: In full gloom, LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" heads out of York past Colton Jct. with the Leeds circuit of "The Scarborough Spa Express" on July 26th. [Lewis Mitchell](#)

Below: On August 18th, the service was hauled by Class 37 706 due to valve issues with the booked steam loco, the Class 37 is seen here ready for departure from York. [Andy](#)



Pathfinder Tours - THE CARMARTHEN CAVALIER
 BR Class 8P No. 71000 "Duke of Gloucester" passes passing Llangewydd with Pathfinder's "The Carmarthen Cavalier" Charter from Dorridge on August 29th. [Lewis Mitchell](#)



GBRf Staff Outing

On August 20th, Deltic Class 55 022 "Royal Scots Grey" was used to haul a GBRf staff & families charter from Peterborough to Weston-Super-Mare & return. During the layover, the stock ran ECS to the West Somerset Railway at Bishops Lydeard [& back] where it was serviced. The return from Bishops Lydeard to Weston is seen here on the approach to Taunton at 40 steps footbridge. [Jonathan Gill](#)





GBRf Staff Outing

Above: Class 55 022 is seen departing Bath with the GBRf works charter to Weston-Super-Mare on August 20th. [Steve Andrews](#)
 Below: "Royal Scots Grey" heads through Taunton with the ECS move from Weston-Super-Mare to the West Somerset Railway to allow the stock to be serviced. [Steve Andrews](#)



GBRf Staff Outing

Above: Class 55 022 "Royal Scots Grey" passes the Grand Union Canal. [Mark Summers](#)
 Below: Class 55 022 is seen with the return working, from Weston-Super-Mare back to Peterborough passing Kentish Town West. [Mark Summers](#)



Northern Belle
The Northern Belle's 1219 Edinburgh - London Euston hauled by DRS Class 47 818 and 47 790 pass Red Bank on August 22nd. *Dave Harris*



Northern Belle

On August 13th Class 47 790 and 47 501 work the 1Z15 1720 Alnmouth - Birmingham International return charter through Colton Jct. [Andy](#)





Northern Belle

Above: On August 26th, Northern Belle liveried Class 47 790 "Galloway Princess" and 47 832 "Solway Princess" pass Silk Mills, near Taunton with a Birmingham International to Paignton VSOE Northern Belle charter. The charter was one of several being operated in connection with the Dartmouth Royal Regatta. Class 47 832 had only been outshopped from Eastleigh works in this livery the previous week. [Jonathan Gill](#)

Below: Class 47 790 and 47 832 working the 1221 Birmingham to Paignton are seen arriving into Paignton on August 26th. [Steve Andrews](#)



Northern Belle

Above: Class 47 790 pauses at Leeds on July 23rd working the return leg of a York to Norwich Northern Belle working. [Lewis Mitchell](#)

Below: On August 27th, Class 47 832 leads 47 790 through Denton Jct. with the 1221 Wilmslow to Ravenglass. [Neil Davies](#)





Northern Belle
Seen arriving into Perth on August 8th is Class 47 790 and 47 818. Class 47 818 was detached at Perth with a brake problem. [Richard Jones](#)



NENTA Traintours - A West Countryman Festival
Above: On August 6th, WCRC Class 47 826, still carrying its Scarborough Spa Express advert, leads the outward Nenta Traintours "A West Countryman Festival" excursion from Norwich to Minehead onto the WSR at Norton Fitzwarren, Class 47 804 was on the rear. [Jonathan Gill](#)

Statesman Rail - The English Riviera Statesman
Below: On August 27th, WCRC's Class 47 760 (on the front, with silver buffers) and 47 804 top'n'tail Statesman Rail's "The English Riviera Statesman" charter from Crewe to Kingswear through Silk Mills near Taunton. This was another charter run in connection with the 2011 Dartmouth Royal Regatta. [Jonathan Gill](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

On August 27th, LMS Black 5 No. 45305 is seen crossing the Ribbleshead Viaduct with the returning "Cumbrian Mountain Express" from Carlisle to Crewe. [Steve Thompson](#)





DRS Class 57 009 and 37 409 are seen working 5Z25 Crewe - Plymouth through Hadnall near Shrewsbury on August 15th. [Carl Grocott](#)



Above: Class 150 274 is seen at Pleasington station on August 2nd with a Blackpool South to Colne service. [Chris Stanley](#)
 Below: London Midlands Class 153 325 leads FGW's Class 158 766 round the sea wall on July 27th. [Richard Hargreaves](#)



Above: Class 20 305 and 20 301 along with 20 304 on the rear, head down through Stafford on August 6th with barrier wagons Nos. 85936 and 85933. [John Martin](#)
 Below: On August 2nd, First Great Western HST power car No. 43155 leads a Plymouth to London Paddington service through Teignmouth. [Richard Hargreaves](#)





Class 70 009 with a well loaded Freightliner service approaches Ingatestone station with the Felixtowe - Lawley Street service showing to good effect the incline of the track on August 2nd. *Charlie Robbins*

Additional loco-hauled trains were again run for the Lowestoft air show on August 11th and 12th and DRS provided the traction. This is Class 47 802 as it approaches Somerleyton station, Suffolk with the 5G96 empty carriage stock working from Norwich to Lowestoft on August 12th. Sister loco 47 810 was at the rear. The station was opened in 1847 by the Norfolk Railway and the village boasts to being "The Birthplace of the Hovercraft." [Gary S. Smith](#)



Brand new London Midland Class 172 341 heads through Kidderminster on August 6th with a test run. [Richard Hargreaves](#)



A view from the occupation bridge at Red Bank cutting with
DRS Class 66 420 working 4M44 Mossend - Daventry on August 5th.

Dave Harris





Above: Class 66 194 and 66 034 makes light work of 6K05 as they pass through Cherry Tree Junction on August 29th. [David Hollowood](#)

Below: Class 66 078 heads the 4R17 Cottam Power Station to Immingham through Worksop on July 7th. [John Martin](#)



Above: On August 7th, a Virgin Trains Pendolino Class 390 052 speeds through Northampton with a London Euston - Liverpool service. This is one of the fleet that carries the Team GB/Alstom branding on the front. [Derek Elston](#)

Below: Now working for Chiltern, Class 67 014 and matching stock pass through Northampton on a route learning trip on August 7th. [Derek Elston](#)





Above: On August 25th, DRS Class 37 610 is seen at Donnington Rail Freight Terminal with the 6F52 working from Warrington. [Richard Hargreaves](#)
 Below: Under a stormy sky, Grand Centrais HST power car No. 43484 heads though Doncaster with a London Kings Cross to Sunderland service. [Class47](#)



Above: Class 66 161 heads out of Worksop, whilst in the distance GBRf Class 66 718 waits with the 6R45 Maltby colliery to Immingham and on the right can be seen 66 082, August 5th. [John Martin](#)
 Below: Southern Class 377 211 arrives into Watford Jct. on August 8th. [Derek Elston](#)



Network Rail's Class 97 304 and 97 303 are working 1Q09
Shrewsbury - Shrewsbury past Long Garden on
August 3rd. [Carl Grocott](#)





Above: Class 60 099 heads south through Colton Junction on July 26th with the Jarrow - Lindsay tanks. [Lewis Mitchell](#)
Below: DBS Class 66 037 works the 6K23 Santon - Immingham Dock through Worlaby on August 19th. [Steve Madden](#)



Above: DRS Class 37 610 heads through Wellington with the 6G52 Warrington - Donnington with loaded containers for the MOD at Donnington on August 25th. [Phil Martin](#)
Below: Colas Rail Class 66 843 passes through Hadnal with empty timber wagons from Kronaspan at Chirk on July 26th. [Phil Martin](#)



Class 66 557 is seen on a loaded coal train bound for Fiddlers Ferry and nearing the summit at Aisgill, August 17th. [John Edkins](#)



Class 70 010 passes Upton between Cosford & Shifnal with a loaded train on August 9th. [Phil Martin](#)





Above: Class 60 015 works the 6M20 Norwich RFD to Peak Forest away from a signal check at Chesterfield on July 18th whilst Class 222 001 heads for St. Pancras. *John Martin*
 Left: On August 8th, Northern liveried Class 180 103 is seen at Blackpool North having arrived with a service from Manchester Victoria. *Richard Hargreaves*
 Bottom Left: On August 4th, Class 150 126, recently transferred to First Great Western from London Midland, leads the 1400 Cardiff to Taunton service through Bathpool on approach to its destination. Working with 150 126 on this day was Class 153 325, one of two class 153 units on hire to FGW from LM for the summer 2011 timetable. Class 150 126 was at this time still carrying Network West Midlands blue livery (minus branding/logos). *Jonathan Gill*
 Bottom Right: Class 66 742 passes through York on July 26th. *Lewis Mitchell*





An unexpected arrival at Crewe on August 5th was brand new Class 379's Nos. 379 002 and 379 030. The latter was freshly delivered and still undertaking it's mileage accumulation runs. The class is employed on NXEA express services from London Liverpool Street to Kings Lynn on the Great Eastern Main Line and Stansted Express services from Liverpool Street to Stansted Airport. [CJ Sutcliffe](#)



Above: Class 67 025 arrives into Leeds on July 24th with a demerit East Coast 225 set. [Lewis Mitchell](#)
Below: Now carrying a Vodafone advert, Class 332 006 is seen at London Paddington. [Derek Elston](#)



Now withdrawn from passenger service and used for staff training and route learning exercises (the latter in conjunction with a Class 57 due to the lack of braking equipment) Class 221 144 "Bombardier Voyager" is stabled in the otherwise largely unused platform 8 at Crewe, as seen on August 5th. [CJ Sutcliffe](#)



Above: Some quite visible damage to the front of Pendolino Class 390 050 "Virgin Invader" can be seen during a lay over at Manchester Piccadilly on August 10th. [Colin Irwin](#)
Below: Class 92 019 pauses at Stafford on August 6th. [John Martin](#)

Above: Northern's Class 158 907 arrives into Doncaster with a Sheffield - Bridlington service. [Richard Hargreaves](#)
Below: Class 66 850 is seen at Battlefield on timber wagons after running round at Shrewsbury and heading north via Crewe, July 16th. [Phil Martin](#)





Above: On August 27th, refurbished Arriva Trains Wales Class 158 820 is seen at Birmingham International with an Aberystwyth bound service. [Derek Elston](#)
Right: Possibly in a demonstration of the superiority of British built equipment vs. American manufactured bags of bits, Class 60 065 "Spirit Of Jaguar" drags Class 66 016 through Crewe towards Crewe Electric Depot on August 5th. [CJ Sutcliffe](#)
Below: Transpennine Express Class 185 124 and Freightliner's Class 66 559 both head north through Doncaster on August 20th. [Richard Hargreaves](#)



Class 37 610 is seen working the 6F52 Donnington - Warrington through Upton Magna between Wellington & Shrewsbury. *Phil Martin*



On August 5th, during a one day strike by First Transpennine Express staff, a member of the class departs Manchester Piccadilly heading for Doncaster. Some TPE service were able to run using either management or non striking crew. [Colin Irwin](#)





Above: As viewed from Shrewsbury Castle, an Arriva Class 175 arrives into Shrewsbury with a Cardiff - Manchester Piccadilly service. [Derek Elston](#)



Right: A colourful line up at Doncaster on August 20th as Class 91 105, 66 703 and 67 026 are all seen at the south end of the station. [Richard Hargreaves](#)

Bottom Left: Before it decided to self-combust later in the month, Freightliner's Class 90 042 heads a Crewe Basford Hall bound service through Stafford on August 6th. [John Martin](#)

Bottom Right: Class 70 005 passes Madeley Junction on August 26th as it leaves the Ironbridge branch with empties bound for Liverpool. [Phil Martin](#)





Above: Chiltern Class 168 110 and 168 108 are seen at Birmingham Moor Street on August 29th. [Paul Godding](#)
 Left: Class 60 040 re-starts the 6F05 Tunstead - Oakleigh off the signing on point at Peak Forest with plenty of clag on August 18th. [Dave Harris](#)
 Bottom Left: East Coast's Flying Scotsman liveried DVT No. 82205 is seen at Doncaster heading for Newcastle on August 20th. [Class47](#)
 Bottom Right: London Midland's Class 350 108 works the 11:43 Liverpool Lime Street to Birmingham New Street through Stafford on August 6th. [John Martin](#)



A busy scene at Peak Forest with two DBS Class 66s on the Cemex loading sidings including 66 011 and Class 60 065 shunting in the complex. Class 60 040 is seen passing with 6F05 Tunstead - Oakliegh, August 17th. *Dave Harris*





Above: On August 29th, a pair of Transpennine Express Class 185s are seen passing at Preston. [Colin Irwin](#)
Left: Network Rail's Class 31 465 stands in Platform 3 at Grays awaiting departure towards London working 3Q70 21:24 East Ham to Ipswich on August 17th. [Fred Gray-North](#)
Below: Class 66 016 is seen working 4R15 Drax - Immingham passes Worlaby on August 19th. [Steve Madden](#)





Above: One of East Coast's first HST power cars to receive the new grey livery is No. 43308. *Richard Hargreaves*
 Below: Class 70 011 passes Ruckley between Cosford & Shifnal heading for Ironbridge Bridge Power station on August 13th. *Phil Martin*



Join The *Class 58 Locomotive Group* and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Become a working volunteer
- Make a donation
- Buy official C58LG merchandise



C58LG
 Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
 Visit Our Website www.c58lg.co.uk
 for all the upto date news on 58016!



Above: On August 20th, East Coast's HST power car No. 43208 is seen on the rear of the London Kings Cross - Aberdeen service as it speeds through Doncaster. [Richard Hargreaves](#)
 Below: DBS Class 92 041 passes Red Bank with 4M63 Mossend - Hams Hall on August 5th. [Dave Harris](#)



Above: Class 47 739 heads through Upton Magna with a tamper from Shrewsbury on August 6th. [Phil Martin](#)
 Below: On August 29th, Class 150 007 pauses at Wythall with a Stourbridge Jct. service. [Paul Godding](#)





Above: The Class 508s at Donnington have been shunted round again and Class 508 206 now stands separate from the rest of the fleet, as seen here on August 17th. [Richard Hargreaves](#)
 Below: On August 16th, GBRf Class 66 723 arrived into Donnington with barrier coaches 975 978 and 975 974, to take Class 508 201 and 508 210 to Eastleigh for further storage. [Richard Hargreaves](#)



Class 66 418 is seen leaving Perth on August 5th. [Richard Jones](#)

Class 57 316 arrives into Shrewsbury with the 1W91 Cardiff - Holyhead on August 2nd. [Carl Grocott](#)



Under a dark sky, National Express East Anglia Class 170 204 comes into the station at Cantley, Norfolk on August 12th. [Gary S. Smith](#)





Class 156 474 and 156 492 are seen at Oban along with Class 156 458 and 156 456 on August 21st. [Robert Duff](#)

Scot-Rail - life north of the border



Class 37 423 "Spirit of the Lakes" is seen at Oban with 37 218 in the sidings on August 21st. The pair of 37s will take the return charter back south later in the evening along with Class 37 409 "Lord Hinton" which is out of sight on the rear. [Robert Duff](#)

Scot-Rail - life north of the border

On August 13th, ex Advenza Freight Class 47 237 is seen on the rear of the ECS move, 5Z44 Bo'ness - Aberdeen (via Kirkcaldy) for the SPRS railtour from Aberdeen to Kyle the following day. [Robert Duff](#)



Blackpool Trams



Above: Tram No. 709 now has an all over advert for the Sea Life Centre, seen in action along the seafront at Blackpool on August 8th. [Richard Hargreaves](#)
 Below: Balloon car No. 713 now has an advert for Houndshell Shopping Centre. [Richard Hargreaves](#)



Above: Another new advert for 2011 is on No. 718, Madame Tussauds. [Derek Elston](#)
 Below: Tram No. 761 still retains its advert for Wynsors World of Shoes and No. 723 still carries an advert for Sands Venue, seen passing each other on near to Central Pier on August 8th. [Richard Hargreaves](#)



Blackpool Trams

Balloon Car No. 717 is seen at Blackpool's Central Pier on August 20th. [Derek Elston](#)



Fares Advice with RailUK

This month more questions and answers on the complex ticketing system of Britain's Railways.

Do FGW offer 'club55' fares?

Q: I'm looking to travel London to Truro. I have found reasonable(ish) fares for myself, but my query involves the fares for my over 55 travel companions. On the 'eastcoast' booking engine which I usually favour (as I can book my bike!) there appear to be 'Club 55' fares of £35 rtn std or £55 rtn 1st, which is a lot cheaper than anything poor 30-something me can get! However, when I go through the booking process it gets stuck at the delivery options so I'm unable to buy this fare. It looks as though it is a 'turn up and go' fare so can I advise my companions to buy it on the day at Paddington? I'm a bit suspicious, 'cos I looked on the Great Western site and this fare didn't come up at all, also on 'eastcoast' the fare seems to be called 'First TPE' which I'm guessing is transpennine, despite my journey being many miles from any of their routes.

Basically, to clarify my query, is this an anomaly, or can an over 55 get from London to Truro and back for £35/55, buying on the day of travel??

A: FGW Club 55 fares are on sale from the 12th September for travel from the 19th.

Advance Ticket Question

Q: I have a relative who has booked an advance ticket from Euston to Coleshill Parkway. The train dep. 20.23 (Virgin) and states changes at Coventry and Nuneaton.

Instead of changing at Coventry can this ticket be used through to New St then change to Coleshill? In addition due to the late evening arrival would it be possible for a break of journey at International (and collect relative there at 21.33?)

A: No. Advance tickets are only valid on the booked journey and a 'Break of Journey' (as defined in the National Rail Conditions of Carriage) is not permitted for any Advance ticket

Minimum fare and starting short

Q: I plan to take a trip to Saltburn on an off peak day return. I will be using an overdistance ticket to take advantage of a routed ticket option, which is cheaper than the 'any permitted' ticket and the ticket is valid for break of journey on both legs. I have a 16-25 railcard which I will be using. My question is this: Does the minimum fare apply from when the scheduled departure of my actual origin station is or does it depend on the scheduled departure time of said train from the ticket's origin? I mean, if I get on a train scheduled to depart Thirsk after 1000, but from the overdistance origin before 1000 will I be charged an excess?

A: A minimum fare only applies to "journeys" made before 1000. So if your journey starts at or after 1000 then no minimum fare applies. "Please remember that for all journeys made at or before 10am Monday to Friday, a £12 minimum fare applies. If you travel regularly before 10am then a weekly or monthly season ticket may be more appropriate (a Railcard discount will not apply). However, there is NO minimum fare on Public Holidays and during July or August.

Regarding the issue with starting short, Pre-complication it was simple, the only (walk-on) fares that did not allow break of journey were the outward portion of (Super) Saver Return and Single tickets. Now the waters have been muddied, and because these tickets (CDR) are now lumped in to the same ticket type as the old Savers, we are supposed to check the validity code. Anyway as they're Day tickets, there is no such restriction in the validity code, so it's fine.

Only a small number of Off Peak tickets prohibit break of journey, and the TOCs must "make it clear in their notices and publications" and I would say that, if they do not make it clear, it is not enforceable. There are very few TOCs and routes where this is "made clear", and most break of journey restrictions are not enforceable and, on the evidence I've seen, not enforced. Only a very small minority of walk-on tickets prohibit break of journey.

Ticket Advice for All

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

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! see you there.

THOUSANDS TURN OUT FOR WHITEMOOR YARD OPEN DAY

More than 3,000 people attended an open day at Whitemoor Yard depot in March on Sunday August 14th to find out more about its new recycling centre, which has put the Cambridgeshire town at the heart of the railway's green transformation.



The open day was organised to thank local residents for their support during the development and construction of the new recycling centre and to give them a chance to find out more about what goes on at the historic Whitemoor site. The new recycling centre will help save thousands of tonnes of materials going to landfill every year, remove thousands of lorry journeys from the roads and help cut the cost of Britain's railways. Once it is fully operational, the centre is expected to deliver £7m of savings to Network Rail each year. It will also help Network Rail achieve its goal to reuse, recycle or recover 95% of construction and maintenance waste by 2014.

Face painting, kids' rides, community stalls, model railways and a locomotive naming ceremony, conducted by the Mayor of March, councillor Bernard Keane, was among the entertainment on offer for families who attended the open day.

A further event was held on Monday August 15th where the official ribbon cutting ceremony took place. This event was attended by a number of officials including councillor John Powley, chairman of Cambridgeshire County Council. Peter Henderson, director of asset management at Network Rail, who officially opened the new recycling centre along with councillor John Powley, said: "The open day was fantastic and the support we have had from the local community has been superb. "The new recycling centre is at the heart of our efforts to make the railway greener, cleaner and more sustainable and will help us to continue to deliver value for money.

"It is vital in maintaining and improving the railway throughout Cambridgeshire." Principal contractor for the project was multi-disciplinary company, Spencer. Raj Sinha, managing director of rail for the company, said: "We are delighted and very proud to have been core to a project which will stand as a beacon for sustainability. Whitemoor has raised the benchmark in how the design, construction and delivery of projects can cater for the environment and the sustainability agenda. "Network Rail's National Track Materials Recycling Centre at Whitemoor Yard opened for business in June, bringing 25 new jobs to the area. The opening of the new recycling centre marks the second phase in the redevelopment of Whitemoor Yard depot, which reopened in 2004 after a £20m investment programme by Network Rail which created 40 new jobs for the town.

Glasgow rail worker a finalist in prestigious awards

A Glasgow rail worker has been named as a finalist for a prestigious national award. Michael Cochrane, who works in the ticket office at Shettleston station in Glasgow's East End, is shortlisted in the Outstanding Railway Staff Contribution category of the Community Rail Awards.

Michael, 52, of Garrowhill, installed a book swap trolley in the waiting room last November and encourages customers to select a book to take away – free of charge – and read while on their train journeys.

They love it, with more than 1000 books already swapped under the “station library” initiative. The ScotRail customers also hand in books to re-stock the trolley. Michael, who has 34 years' service in the rail industry, has been an avid reader from childhood.

He said: “I am delighted to have been nominated for an award. However, it's all about the community embracing the scheme. All I ask is that anyone who wants a book should bring an old one in for exchange.”

“It continues to grow in popularity, especially now that Shettleston has through trains to Edinburgh thanks to the new Glasgow to Edinburgh route via Airdrie and Bathgate.”

John Yellowlees, ScotRail's external relations manager, said: “Michael's initiative has been warmly welcomed by customers. And the community initiative is expanding, with local group Playbusters introducing gardening at the station and aiming to have artistic displays of Shettleston's heritage.”

Winners of the seventh annual Community Rail Awards will be announced at a ceremony in Sheffield on 23 September.

FIRST STAGE OF ELECTRIFICATION WORK COMPLETED ON TIME

Network Rail has completed the first stage of work to electrify the railway between Manchester Victoria and Liverpool Lime Street, following a £3m investment to rebuild three bridges between Eccles and Patricroft stations.

Albert Street bridge has reopened after a 20 week closure, with Old Wellington Road and Chadwick's footbridge expected to reopen in early September. This marks the completion of early work to modify key structures along the railway in the Salford area before overhead power cables are installed next year.

Electrifying key rail routes across the north west will deliver more reliable journeys for thousands of passengers with much needed additional capacity. It will allow diesel trains to be replaced by much cleaner and quieter electric trains, helping improve air quality in pollution hot spots such as city centres.

Jo Kaye, Network Rail's route director, said: “Electrification presents a huge opportunity and is vital for Britain's long-term, low-carbon economic growth. The opening of Albert Street bridge marks the first major step in a programme of work that will improve rail links across the north west, better connecting our towns and cities.”

Work to the bridge has been carried out in consultation with Salford City Council and Urban Vision.

Councillor Charlie McIntyre, Salford City Council's executive support member for planning said: “This is a key route that links Salford with Manchester and Liverpool and I'm pleased to see the completion of the work which will improve journeys for people across the region.”

Network Rail is still at an early stage with the electrification project and over the next few months will be holding exhibition road shows along the route so that passengers and local residents can find out more about the investment. Further information about this will be announced over the coming weeks.

Work to electrify the railway between Manchester and Liverpool via Newton-le-Willows, is expected to be completed by 2014, with the wider programme of work across the North West to be delivered by 2016.

INVISIBLE WEAPON IN FIGHT AGAINST CABLE THIEVES IN WAKEFIELD

A new weapon is being used by Network Rail to protect essential rail equipment in Wakefield from thieves who are targeting it for its scrap value.

Thieves continue to target the cables used to signal trains in West Yorkshire, despite extra police patrols, use of CCTV and other protective measures. In the past 12 months, the routes around Wakefield have seen 20 thefts which delayed passengers and cost around £400,000 in compensation costs alone. On 5th August a theft at Wrenthorpe caused eight trains to be cancelled and a further 108 to suffer delays after just 55 metres of cable was stolen.

Now a unique Forensic Taggant from RedWeb Technologies is being applied to the cables to help police catch the thieves, by providing the all important link between the criminal and the crime scene



Richard Lungmuss, route director for Network Rail said: “Cable theft continues to cause massive disruption to passengers and freight services. This is not acceptable. Britain relies on rail and the disruption and delay has a significant effect on people's lives – through being late for work, missing appointments or simply ruining a day out during the summer holidays.

“We are doing all we can to protect the network, including successful use of CCTV, extra dedicated police patrols and using various methods to make cables harder to steal. The use of the Red Web marker is another weapon against these thieves who are bringing misery to so many people.”

Detective Inspector Mick Jackson, of British Transport Polices dedicated cable team, Operation Leopard, said, “Using Red Web on the rail network will assist us in identifying those responsible for stealing cable.

“Technological and forensic advances such as Red Web, are making life more and more difficult for thieves, and are increasing the opportunities for us to detect criminals.

“British Transport Police will continue to work hard to catch offenders in an effort to stamp out this problem. We will also continue to seek methods of detecting and preventing cable theft, and will endeavour to secure prosecutions on every occasion.”

FRANCHISE DECISION WELCOMED

First TransPennine Express has welcomed the Department for Transport's decision to extend its franchise. It was announced on 5th August that the eight year franchise which was due to end on 31st January 2012 will now run for a further three years and 2 months until 1st April 2015.

Vernon Barker, managing director of First TransPennine Express says: “This agreement to extend the length of the franchise provides certainty for our plans to continue to improve services for our passengers and reassurance to our staff that the franchise will continue in its current form for an extended period.”

“We welcome this opportunity to continue to serve more passengers, to provide an improving quality of service and to meet the aspirations of the rail travelling public in the North.”

First TransPennine Express carries 24 million passengers a year, employs 1,000 staff and runs over 280 train services a day between many of the principal cities of the North of England and to Glasgow and Edinburgh.

Southern 'Stars and Tsars' take the honours at awards

Four Southern stations, a Traincare Depot and a Conductors' Depot have picked up awards at the 2011 Southern 'Stars and Tsars' award ceremony.

Stars and Tsars celebrates the best in service quality within Southern and every year, an award ceremony is held to recognise team contributions to making every journey better for our passengers.

Awards are made by a panel of judges which comprise Southern senior managers and directors, and Southern passengers who are members of the Southern Stakeholder Advisory Board. The judges take into consideration results from our regular quality audits (called EQuIP*) and levels of commitment from staff to recognise the best in class in terms of station and on train environment.

Shortlisted stations and depots were visited by the judges who toured the Southern network over a two-day period riding trains and arriving unannounced at stations, looking through passengers' eyes for things like cleanliness, availability of information and helpfulness of staff.

Accolades were won in the following categories:

- Best large station - Purley
- Best small/medium station - Bexhill
- Most improved station – Arundel
- Best community station - Plumpton
- Best Traincare depot – Littlehampton
- Best Conductors' depot – Eastbourne (for the second year running)

Chris Burchell, Southern's Managing Director said: These awards are not easily won. Only those who show consistent on-going dedication to providing excellent customer service and facilities and go the extra mile to make every journey better for our passengers are considered.

"I am particularly proud of our winners as they, like many of our individuals and teams have dug deep and gone above and beyond the call of duty to keep our passengers moving and informed when faced with some very challenging circumstances."

The winning stations each received £1,000 to spend on something to benefit passengers. Stations and depots also received a cash prize to fund something to benefit the staff.

*EQuIP (Experience Quality Improvement Process) is Southern's tool for improving passenger journeys. It looks at the whole journey experience that we provide from a passenger's perspective. It helps us to understand what passengers expect, measures what passengers experience and helps us to make changes to improve the overall passenger experience.

Below is what the judges said about each of the winners:

Large Station Winner

Purley – Purley is immaculate and is evidently cared for. It is a welcoming station with pleasant and comfortable waiting rooms. It has new cycle shelters and the platforms are almost always clear of litter and graffiti. The station team provide exemplary customer service.

Small/Medium Station Winner

Bexhill – The Bexhill team has worked hard to not only get the station to where it is but keep it there. Dedication from every single member of staff is clearly evident on every passenger's journey. The team will do anything they can to help out and put a smile on everyone's face. The station has a lovely feel to it with a café in the middle of the concourse bringing character to the station. The standards are very high and don't see it slipping any time soon. There is real pride shown by the station team and this reflects in the great service quality.

Most Improved Station Winner

Arundel – Arundel has really improved over the last year so much so that it is now reaching 95% EQuIP scores plus. The local station team is proactive and has set up a charity bookshelf to help make the waiting room more attractive. There is even a notice board welcoming tourists in many languages in the booking hall and the Aldingbourne Trust help maintain flower displays at the station.

Best Community Station Winner

Plumpton - Plumpton station is at the heart of its community. Under the watchful eye of Mick Newman, the station has bloomed with the help of local residents from the village of Plumpton. The station is adorned by beautiful flowers and a commitment to local wildlife is evident through its bat boxes. The waiting room has a bookshelf, displays local advertising and has a history of the station giving it a really welcoming feel.

Best Traincare Depot Winner

Littlehampton – As last year's runners-up, the Littlehampton Train Care team has been paying keen attention to detail this year and has seen real improvements. They clean to a high standard and their willingness and determination to improve the passenger experience is exceptional.

Best Conductors' Depot Winner

Eastbourne Conductors Depot - The Eastbourne conductor team has continued to excel after last year's success at the Stars & Tsars awards. A high level of commitment to customer service is the norm in this highly performing team.

ScotRail in £4 million fleet refurbishment - creating 20 jobs in Ayrshire

ScotRail has announced a four million pound refurbishment of its class 334 fleet.

Agreement has been reached with Railway Projects Limited in Derby for a major overhaul of the 40 three-carriage trains. Ian Duffy, managing director of Railway Projects Limited said, "We are delighted to have secured this important contract which will generate up to 20 jobs in Scotland."

Much of the work is being sub-contracted to Kilmarnock-based Brodie Engineering - triggering expansion plans for its rail vehicle overhaul facility and leading to a phased increase in employment in the Kilmarnock area, with up to 20 new jobs. Gerry Hilferty, managing director of Brodie Engineering said, "This work fits well with our expansion strategy.

We have an excellent relationship and a longstanding history of success working with ScotRail and Railway Projects Limited. I am confident this expansion will also inject new business into the local economy." The project begins in November this year and is expected to take two years to complete.

Kenny Scott, engineering director of ScotRail, said, "The seats will be recovered, new flooring laid and interior finishes upgraded. In addition the exterior will be painted in the Transport Scotland-designed 'Saltire' livery that is gradually appearing on all ScotRail trains.

Class 334 trains operate primarily on the Helensburgh/Milngavie - Edinburgh via Airdrie and Bathgate line that opened in December 2010. Previously the fleet was widely used in Ayrshire and Inverclyde, before the arrival of the new class 380 trains earlier this year.

Opening of the UK to European sized rail freight celebrated with locomotive naming

The opening of the UK to the operation of regular European sized freight trains on High Speed 1 was on Wednesday 17 August, celebrated by the naming of a high speed freight locomotive.

The naming ceremony took place at DB Schenker Rail's Channel Tunnel depot at Dollands Moor, near Folkestone, where DB Schenker Rail (UK) Ltd Chief Executive Alain Thauvette invited Brian Simpson MEP, Chair of the European Parliament's Transport and Tourism Committee, to pull a cord and officially name the locomotive 'Marco Polo'.

The work to introduce rail freight services onto High Speed 1 has seen extensive testing take place over a five month period. The result is that the larger and higher freight trains that operate across Europe can now be utilised on HS1 from the Channel Tunnel to London, which is the only European sized rail route in the UK

In delivering this project, new markets and new trading opportunities have been opened for businesses using these larger European freight trains, capturing the spirit of what the merchant traveller Marco Polo set out to achieve and record.

Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "Today, with a liberalised rail freight sector, we have been able to truly realise the vision of transporting goods in the larger containers used as standard across Europe direct to the UK using High Speed 1. This enables significant growth in cross channel rail freight to occur."

Mr Thauvette continued: "We expect to introduce the first of a number of regular services with larger European containers this autumn onto High Speed 1. With the potential of 15 of freight trains a week travelling across Europe to east London, this will help alleviate congestion on the M20 and M25 motorways as goods are moved from road to rail."

Brian Simpson MEP, Chair of the European Parliament's Transport and Tourism Committee, said: "Europe needs goods to move quickly and seamlessly across countries to get to markets, and reliable pan-European rail freight services are a key component to achieving that. The delivery of the project to open the UK to the larger freight trains used across Europe, and to introduce freight services onto High Speed 1, has successfully enhanced trading corridors. I look forward to this leading to modal shift from road to rail and a reduction in carbon emissions across Europe. I congratulate everyone involved in this significant rail freight project." The work to introduce rail freight services onto High Speed 1 has been supported by the European Commission's Marco Polo programme.

Club 55 Returns

Arriva Trains Wales is pleased to announce that it has re-launched its Club 55 offer.

Club55 allows anyone over the age of 55 to travel anywhere on the Arriva Trains Wales network for just £18 return. Travel with a Club 55 ticket is available from 4th September until 14 December 2011 and tickets are available for purchase now. Passengers with a senior railcard can also save a further £2 per return journey with Arriva Trains Wales.

Arriva Trains Wales has also teamed up with Chiltern Railways, London Midland, Cross Country Trains and other train operating companies to offer an additional Club 55 discount on rail travel. It means that over 55's can take advantage of additional rail discounts to destinations such as London Marylebone, Birmingham, Liverpool, Greater Manchester and Southport.

Paul Tapley, Head of Marketing for Arriva Trains Wales said: "We are delighted that Club55 was so well received at the start of 2011 and are therefore happy to announce that the offer will return to Wales and the Border Regions this autumn. We have received countless letters from customers telling us of their positive experience of making journeys using Club55 and are pleased to again make this popular offer available to allow anyone over the age of 55 to explore the delights the Arriva Trains Wales network at this sensational price."

To celebrate the return of Club 55, we are offering passengers the chance to win a shopping trip to Cardiff for two people, complete with retail vouchers and luxury hotel accommodation.

Details of the competition, along with full terms and conditions for Club55 can be found at www.arrivatrainswales.co.uk/55. Passengers travelling with a Club55 ticket will need to carry proof of age for their journey.

New Eurostar App Turns your Phone into a Ticket to Europe

Eurostar, the high-speed passenger service linking the UK and mainland Europe has today launched a free mobile application allowing passengers to book journeys on-the-go and receive tickets direct to their phones.

The Eurostar App, which is available for iPhone and Android devices, allows passengers to book and manage journeys between the UK and Paris, Brussels and Lille. Passengers, who book journeys using the Eurostar App, will immediately receive a mobile ticket with an electronic barcode on their device. The mobile ticket can then be simply scanned at check-in.

Members of Eurostar's Loyalty Programmes (Eurostar Frequent Traveller and Eurostar Plus Points) can also use the App to earn points when they book and to view their point balances at the touch of a screen. Other functions of the Eurostar App include; live service updates to keep passengers informed of disruptions and a personal profile page, which provides an option to store address details and seating preferences.

In addition, to facilitating booking amendments at the touch of a screen, the Eurostar App's simple Express Exchange functionality offers Business Premier travellers the flexibility to change their journey details to fit around their busy schedules.

The free Eurostar App helps travellers;

- Make bookings for up to six travellers between Paris, Brussels, Lille and the UK on the go
- Check-in using mobile ticketing (NB: mobile tickets are not yet available for multiple bookings)
- Review booking(s) and journey details
- Amend booking using the Express Exchange functionality for Business Premier tickets
- Collect and review loyalty points on-the-go
- Access service updates and FAQs

Eurostar has also launched a mobile version of eurostar.com, to give its customers an enhanced online experience when using their mobile devices to access the website. The mobile website offers a simplified homepage, the ability to book and manage journeys as well as access to loyalty point balances and service updates.

Nick Mercer, Commercial Director for Eurostar comments: "Our aim is to make using our services as easy and seamless as possible. So with the majority of our customers now owning a smartphone, we are really pleased that we are able to provide a new suite of services that make booking and checking in even easier for them.

"The new Eurostar App and mobile website represent the start of many exciting mobile developments for Eurostar, which will help ensure we become the first choice operator of short haul travel from the UK to Europe."

The Eurostar App is available for free from the App Store on iPhone or the Android Market on Android devices. The Eurostar App was created by Backelite

London Midland withdraws of on-train catering from 27 August 2011

From London Midland: "Following an extensive review, we're sorry to announce there will be no catering on board our trains from 27 August 2011. Over the past 3 years we have trialled catering on a number of routes - Birmingham to Liverpool, Birmingham to London, and Crewe to London - and recently increased the number of services with catering facilities to assess demand at different times of day. Whilst a small proportion of passengers appreciate the option to buy on the train, the greater range of products at station outlets means that the majority choose to purchase food and drink before boarding. On this basis we regret that we can no longer justify the high cost of providing on-train catering. Many of our stations already have excellent food and drink outlets, but if you have any suggestions for your local station, please email us to let us know. If you are travelling on our Crewe to Euston route, many of our trains stop for around 10 minutes at both Stafford and Northampton, where there are a number of catering outlets. Several Birmingham to Euston trains also have extended stops at Northampton."

Gymnast Beth Tweddle gets her name on Virgin Train!

Gymnast Beth Tweddle MBE is the latest athlete to have their name emblazoned on the front of a Virgin Pendolino train.

Virgin Trains has continued to highlight its sponsorship of the travel for a number of sportsmen and women who hope to represent their country in upcoming major sporting events. Beth was on hand at Liverpool Lime Street station to see 'her' train, No. 390022, arrive from London.



The Virgin Trains sponsorship initiative is supported by Alstom, which built and maintains Virgin's Pendolino train fleet. The initiative, 'Supporting British Athletes', enables a number of sportsmen and women to attend training camps, key competitions and championships up and down the country. With the numerous events taking place in the run up to the sporting events in 2012 in London and 2014 in Glasgow the ability to train and take part in competitive events is an important part of these athlete's careers. Beth Tweddle is arguably Britain's most talented gymnast of all time having amassed more titles and medals than any other British Gymnast before her. The three-time world champion has almost single-handedly helped to reinvent British gymnasts in a prestigious career spanning ten years. Her global record now places her in the 'greatest of all time' category within her sport. After competing in the 2004 and 2008 Olympics, Beth hopes to make the podium in 2012. Beth said; "It's not just about the competition, but also the preparation and lead up, so being able to travel on my namesake will be my lucky charm. I have been fortunate enough to receive many awards and commendations throughout my career. I train to win gymnastic medals and so it will be a real honour to win an Olympic one on home turf!"

Gary Iddon, General Manager, Liverpool at Virgin Trains, said: "We think it's fantastic that Beth has agreed to have one of our trains named after her. As such a well-known athlete we take great pride in being able to help Beth on her journey to the record books and wish her all the best of luck in her up-coming competitions."

Richard Woodroffe, Alstom Transport UK's Mainline Operations Director said: "Alstom is delighted to support this initiative with Virgin Trains. We identify with the determination and commitment needed by the athletes to deliver top performance and wish Beth well for the exciting challenges ahead."

The train naming comes as rail tickets are already on sale for Games spectators. Extra late night, and some early morning trains, will also be operating on some routes at the time of the games.

To book your tickets, visit: www.nationalrailgamestravel.co.uk.

London Midland has hit a new high of an 80% recycling rate of all waste left at its stations, depots and offices.

London Midland recycles approximately 2000 tonnes of waste every year. By recycling 80% of waste, the company has reduced its carbon emissions from waste disposal by 680 tonnes per annum.

Recycling 1 tonne of paper alone saves 17 mature trees and 1.32 tonnes of CO₂. Key to this success has been a change in contractor in April 2010 to a company that is focussed on recycling as much waste as possible.

Greenstar UK, which was bought by Biffa last year, was contracted by London Midland to sort waste rather than send it to landfill. The main types of waste left on trains and at London Midland stations are; newspapers, magazines, tin cans, plastic bottles and cups and plastic packaging.

Kathryn Jacques, Environment Manager at London Midland, wanted to make it easier for the company to maximise recycling, by taking a two pronged approach.

Special mixed recycling bins where customers can sort their rubbish for themselves were installed at selected stations, as well as contracting a company who could sort out rubbish that had been placed in general waste bins.

Kathryn explains: "We believe we have hit upon a winning formula for easy recycling. We specifically chose a contractor who could recycle waste no matter how it is deposited. It is vital that sustainability is embedded into procurement tenders for waste contracts to help customers and colleagues recycle more easily."

All waste is taken to a materials recovery facility where it is then sorted into different types of recyclable (cardboard, cans, paper, plastic) by both hand and machine. The separated materials are then taken to other facilities and reprocessed into new products, for instance waste paper is recycled into toilet and kitchen rolls and recycled plastics are used to make a range of products, including fleece clothing.

This recycling effort forms part of a wider environmental strategy where London Midland aims to reduce its carbon emissions per passenger journey by 20% by 2015.

ScotRail introduces further loco hauled train

ScotRail is introducing a 'loco-hauled' train on two Fife commuter services as cover for an empty train that was damaged in a derailment in Edinburgh.

The replacement - from Monday 29 August - will ensure a more robust service is provided because it makes up for a shortfall in rolling stock while the train undergoes repairs.

The Monday to Friday 06:32 Edinburgh - Fife Circle service (which becomes the 07:35 from Glenrothes - Edinburgh via Dunfermline) and the 17:20 Edinburgh - Cardenden will be loco-hauled until further notice.

A ScotRail spokeswoman said, "We are introducing this train to cover for one of our units that was damaged during the low speed derailment in Edinburgh in July. By taking this action, we will be able to run a more robust service and have longer trains across a number of routes."

The train has been hired from D B Schenker.

Charity to benefit from Thunderbird nameplate sale

Virgin Trains supported charity CLIC Sargent will benefit from the sale of 12 sets of 'Thunderbird'-themed nameplates following its withdrawal of six Class 57 locomotives from service. CLIC Sargent, the UK's leading cancer charity for children and young people, is Virgin Trains' supported charity. The partnership has raised more than £310,000 since 2009 and Virgin Trains is continuing to support CLIC Sargent until 2012. The nameplates will be sold at a specialist railwayana auction in Derby on 10 December 2011 by Sheffield Railwayana Auctions Limited.

The locomotives involved are: 57301 Scott Tracy ; 57303 Alan Tracy ; 57305 John Tracy ; 57306 Jeff Tracy ; 57310 Kyrano and 57312 The Hood.

Network Rail is looking to take over the six Class 57 locomotives for specialist seasonal duties south of the River Thames. The locomotives have previously been part of Virgin Trains' 16-Strong Class 57/3 fleet, but are no longer required by the West Coast train operator. The six locomotives were specially lined up for inspection by Simon Whitehorn, Network Rail's LNW South Area General Manager and Virgin Trains' Production Director Phil Bearpark at Alstom's Wembley depot on 22 August 2011.



Their main role at Network Rail will be to provide traction for six new carriages which are being specially built to clear snow and ice from the tracks in the south east, however, they will also undertake a range of other duties as required. The Class 57s were required when the Pendolino trains entered service with Virgin Trains in 2002. Their primary role was as a strategic rescue fleet, hence the 'Thunderbird', 'International Rescue' naming theme. The first locomotive was officially named by Thunderbirds creator Gerry Anderson at London's Euston station on 17 June 2002.

At the unveiling of the first locomotive, 57301 named after Thunderbird 1 pilot Scott Tracy in June 2002, Gerry Anderson said: "The Tracy boys are delighted to hear that the Virgin Trains rescue vehicles are to be named after them. They said that it is a great honour. Brains, who has had a great deal of experience in maintaining rescue vehicles, has offered to help the Virgin engineers and crews in any way he can. I consider it to be a great honour too and I wish them good luck with their rescues. F A B."

Following the transfer of more Super Voyager trains to the West Coast route in 2007 eliminating daily haulage of Pendolino trains into North Wales, Virgin Trains reduced its requirement for rescue locomotives and placed a number of its Class 57 locomotives into store.

Virgin Trains Production Director Phil Bearpark said: "We are delighted to be able to support Network Rail's plans to improve its contingency planning this Winter. We no longer need these locomotives, but recognise the role that they will be able to play elsewhere on the railway network. I would also like to thank staff at Alstom, who have maintained these locomotives and also the depot staff at Wembley depot for their support in staging the handover of the locomotives."

Simon Whitehorn, Area General Manager, Network Rail said: In the last three years, Britain has experienced particularly harsh winter weather causing significant disruption, particularly in the south east. As performance has improved on the West Coast Main Line, we intend to take on these vital resources to be used elsewhere on the network. We anticipate the six locomotives will become a vital part of our winter weather plans which we hope will add much needed resilience to the third-rail powered network and allow passengers to make their journeys with minimal disruption."

Liverpool Hope University and Virgin Trains in partnership to celebrate students' artistic achievements

Liverpool Hope University and Virgin Trains have joined forces to present a unique exhibition celebrating the talents of young artists in the city.

The exhibition, which opened on Friday 19 August, is housed within Liverpool's Lime Street Station First Class Lounge, and provides a great opportunity for Liverpool Hope's up-and-coming artists to showcase their work and celebrate the partnership between the University and Virgin Trains.

Final year students studying on Bachelor of Design (BDes) or Master of Arts by Creative Practice programmes at Hope have submitted outstanding ceramic, silver and textile pieces which are available to view and purchase.

Colin Barratt, Virgin Trains' Driver Depot Manager for Liverpool has developed the company's relationship with Liverpool Hope. Colin said: "In Virgin Trains we pride ourselves on supporting the communities we serve and we are delighted to be working with Liverpool Hope. Many Hope students and their families are regular travellers with us and we look forward to developing other collaborative initiatives with the University."



Through a greater emphasis on regional working, we aim to forge even closer ties with other partners on Merseyside too."

Hope graduate and freelance artist Sara Devereux-Ward has recently designed the vinyl nameplate wrap for the high-speed 'City of Liverpool' Pendolino. This distinctive design will be viewed by thousands of rail travellers and has been a great design opportunity for Sara.

Those travelling though Stafford Station will also notice an imposing banner promoting the University and the city. With the strap line 'A new destination ahead' the artwork draws heavily on images of the city's famous landmarks, including Penny Lane and the new Echo Arena, and is a great advert to study at Liverpool Hope.

Professor Bill Chambers, Pro Vice Chancellor External Relations at Liverpool Hope said: "Liverpool Hope University is excited by our partnership with Virgin Trains. Virgin's support for work placements and for showcasing the work of our creative art students on the Pendolino trains, at Stafford Station and here at Liverpool Lime Street is greatly appreciated."

Liverpool Hope students may also benefit from much sought-after work placement opportunities at Virgin Trains

More carriages for Northern

Customers are set to benefit from the introduction of more carriages in December to help ease overcrowding. The Department for Transport (DfT) has announced a further 22 carriages will be joining Northern's fleet to provide extra seats on some of the busiest services in and around the major cities on our network from December 2011.

This is the latest announcement under the DfT's rolling stock programme, which has secured a total of 60 additional carriages for Northern, 10 of which are already in service and the remaining 50 will be introduced in December (subject to cascade from other operators).

We serve five main urban centres (Leeds, Liverpool, Manchester, Newcastle and Sheffield), all of which experience varying levels of crowding at peak times. In total, the 60 carriages will provide an additional 2,200,000 additional seats and have been planned to reduce crowding on the busiest trains. In total 20% of all major urban centre peak time trains will benefit from additional carriages.

Ian Bevan, Managing Director at Northern, said:

"We are delighted that we will be able to provide much needed additional capacity for our passengers from December. These carriages will deliver an extra 800,000 seats on peak time services across the north of England every year.

"Overcrowding has been one of the biggest challenges we have faced and one of the biggest causes of complaint for passengers. I would like to thank our stakeholders for their support in helping demonstrate the clear need for more carriages."

With a lack of surplus trains across the industry, we know that these additional carriages will not eradicate overcrowding completely but they will deliver significantly improved journeys for many of our customers.

To help cope with the maintenance requirements of our enhanced fleet we are working with Network Rail to reopen Allerton depot on Merseyside, creating additional jobs within our Engineering team.



Angela wins Northern Star of the year

A station supervisor from Garforth has been awarded the highest honour in customer service at our recent Northern Stars event at Aspire in Leeds. Angela Thompson, who has worked at Garforth station for ten years, was named 'Northern Star of the Year' for consistently going the extra mile for her customers, winning a £4,000 luxury holiday!

On one occasion, although it was her day off, she remembered that one of her regular elderly passengers was travelling that day. She knew that this particular passenger was too shy to ask for help and would definitely struggle on her own. Angela dropped everything and rushed to Garforth where she helped the passenger to board the train.

The customer was so delighted that someone had thought to do that for her, that she wrote to tell us how fabulous Angela is and how 'she always felt relieved when she saw Angela at the station'. This isn't the only time Angela's efforts have been recognised as she was also named by Radio 2 listeners as one of the most helpful people on the railway.

Angela beat off stiff competition from 37 other finalists in the culmination of our monthly Northern Star competition. She was presented with her award by event sponsors Sally Fuller and Des Hunt from Kcom and Northern's Managing Director, Ian Bevan.

Ian Bevan comments: "Angela really is a star and a fantastic example of the level of customer service we want to provide for our customers. She really does go above and beyond what is expected and we are very proud that she works with us."

Angela said: "I can't believe this has happened to be honest. I really enjoy what I do and love meeting and greeting our passengers every day. I am so honoured the judges chose me to win and I want to say thank you to my colleagues and customers who nominated me for this."

Three 'Rising Star' accolades were also awarded to:

- Mike Sheehan, one of conductors from Middlesbrough who helped a student on a failed train make it to her A-Level exam by liaising with the examining board, chaperoning her on the train and ensuring she got to school as quickly as possible under the strict conditions so she could still sit her exam
- Bernard Jackson, a Riding Inspector from Newton Heath maintenance depot who worked through the night, travelling to four different locations to fix failed units, ensuring passengers could travel on our trains the following day
- Lisa Davis, one of our Gateline Operators from Bradford Interchange who was travelling on a train on her day off when the service struck a person on the line. As the driver needed assistance from the conductor, Lisa sprang into action and informed the customers she worked for Northern and explained what had happened to the understandably shaken passengers. She handed out here to help cards and reassured the customers until the train started moving again.

The three rising stars were all given £250 to spend on a weekend break and £50 of shopping / restaurant vouchers.



Booming passenger numbers drive record revenues at Virgin Trains

Virgin Trains have announced record sales of £753 million for the year to March 2011 as booming passenger numbers reached more than 28 million and drove ticket sales faster than any other UK train operator.

West Coast Trains Limited, the operator of the line, filed accounts this week which showed profits after tax of £39.9 million and that it paid the Government a £110 million premium payment. Virgin Group and Stagecoach, the shareholders shared a dividend of £32.5 million for the year, while the business kept £6.5 million for reinvestment. Passengers numbers have more than doubled in the last six years and Virgin Trains has carried more than 250 million passengers on the route since March 1997.

Virgin Rail Chief Executive Officer Tony Collins said: "Our partnership approach with the Department for Transport has seen passenger numbers grow faster than the market over the last six years. We expect to continue this as a result of joint investments such as the recent addition of a new Pendolino train which is now in service. We are currently negotiating an extension of the current franchise with the Government and will also be bidding to operate the new West Coast franchise, which starts in December 2012.

"The Government received a £110 million payment from Virgin Trains this year, and it could expect a bigger premium payment next year on the back of further strong growth. This is a great demonstration of the benefits that Virgin's management of the West Coast Main Line has delivered."

Passengers benefit from early arrival of all 30 of NXEA's New Class 379 Trains

All 30 of National Express East Anglia's new Class 379 trains are now in service ahead of schedule, following the delivery of the last two of the trains from Bombardier Transportation. The announcement is excellent news for passengers on NXEA's West Anglia routes, with many services operated by the new trains and a number of other enhancements on course to be delivered later in the year.

The fleet of 120 additional carriages is set to enable the provision of 11,000 more seats a day for commuters from December 2011, when major timetable improvements facilitated by the launch of the new trains will enable more capacity to be introduced all along the West Anglia route, for destinations including Cambridge, Bishops Stortford, Harlow, Hertford East, Cheshunt and Enfield (as trains freed up by the arrival of the new trains are used to launch a new timetable and longer trains). Other service improvements will include more direct trains to Stratford and some faster services to and from Cambridge.

The 30 four-carriage Class 379s are being used on Stansted Express services between London and Stansted Airport and some London to Cambridge services. The new trains are among the first vehicles to be delivered from the additional 2,100 extra carriages the Government is introducing to the UK's rail network by 2019. They have a top speed of 100mph and each four-carriage train has 20 first class and 189 standard class seats. Features include an integral internal CCTV system for passenger safety, 2x2 seating and larger luggage racks, a wi-fi network and state-of-the-art train management system and regenerative braking. Manufactured in Derby by Bombardier Transportation and owned by Lloyds Bank Corporate Markets, the trains feature high standards of accommodation in a modern air-conditioned environment. The trains are also fully accessible to those with disabilities. A recent review of the new train in the respected RAIL magazine described the trains as "nippy, with superb acceleration....this is a train that is quiet, and which has some nice passenger-friendly touches....It offers an excellent ride quality...The Class 379 will prove an invaluable addition to the NXEA fleet."

Effective project management between NXEA, Bombardier Transportation and Network Rail has seen a very smooth programme of introduction for the trains, ahead of the timescales agreed with the Department for Transport, so many passengers are already enjoying better journeys and the travel experience for the millions of airline passengers who use Stansted as a gateway to London and the wider UK has been transformed.

Andrew Chivers, Managing Director, National Express East Anglia said: "I am delighted these new trains have now all been introduced on our Stansted Express and Cambridge to Liverpool Street services. They will enable the provision of thousands of extra seats and improved travel comfort for our customers. This has been achieved through a positive partnership-led approach with the Department for Transport, which has not only delivered the new trains but also further infrastructure enhancements across our East Anglia network, such as additional car parks and new carriage washers."

The enhancements delivered by the partnership represent an investment in the railway in the East of England of £185m.

View from the Outside

August was a very good month for me, I moved house and went on holiday. September will be not as good as I go to university and apart from travelling by train home at the weekend I might not have much to say! The train system abroad is generally better than England, as you probably already know.....or is it? We expected our holiday plans to be messed up (because we were travelling by train through France and Spain) by a delayed train in the UK, however it was messed up by a train in France, can you believe it?

It was 'retarded' by one hour (which means delayed in French, apparently it's not what Andy is, it just means late! Anyway although they messed up our day we did make it eventually.....by coach. We missed our connecting train because our first train was one hour late and so they put a coach on. Better than east coast would do, however I was extremely travel sick! It was one of the worst journeys of my life and I would much have preferred a train! At least they got us there however, but I just hope it never happens again as I have not gone on college trips due to coach sickness, and to be forced to go on one in a

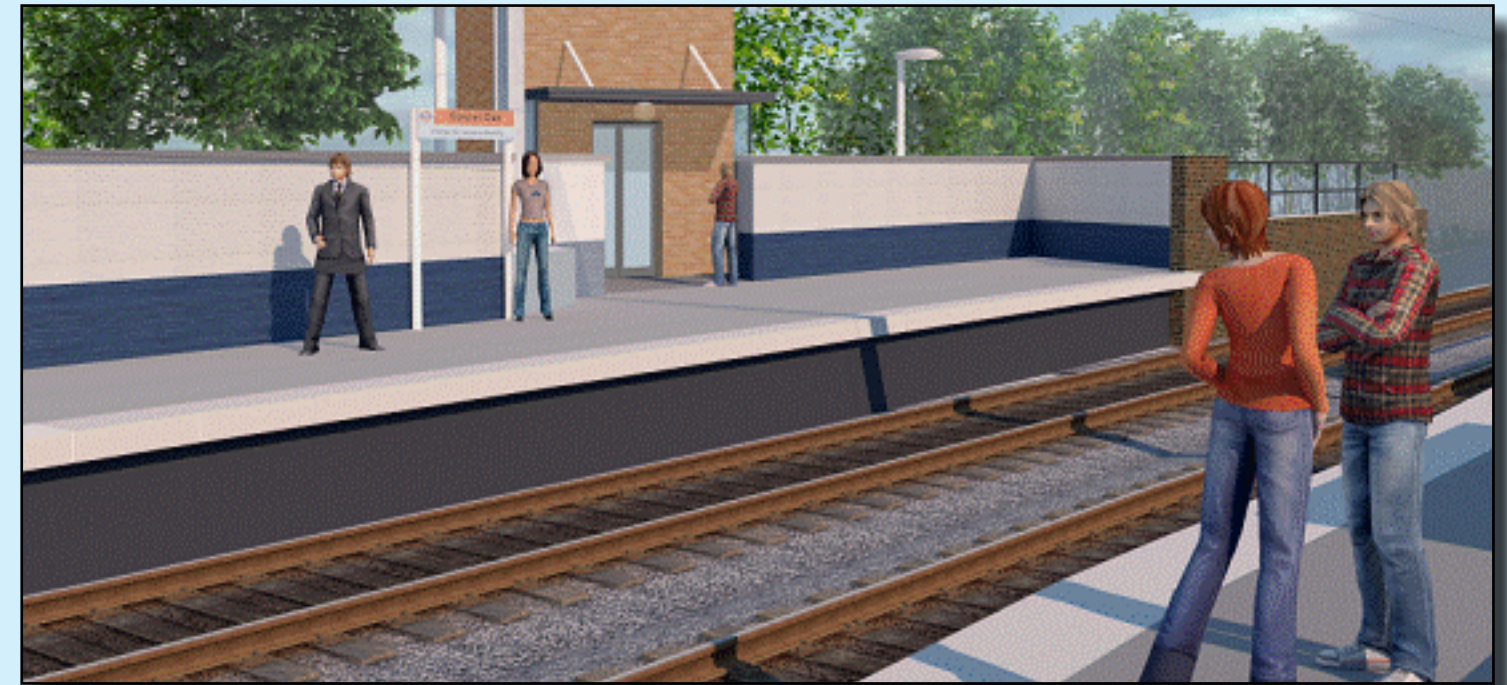
hot country for 3 hours was not my idea of a good time, Andy loved it, but I was just trying not to be sick. The good part of the trains abroad were the first class tickets we had between Lille and Lyon, very comfortable, and it was cheaper than standard class! Interesting. The next day we had standard class and they still had foot rests in standard class which impressed me very much! You don't see the comfort of passengers in the UK in the form of foot rests very much....not even in first class I believe....correct me if I am wrong at megan.thomason@railtalkmagazine.co.uk.

Beautiful scenery, and comfy seats, and voice overs in 3 different languages makes me want to be back there in France and Spain when I next travel by train.

Until next month, happy training.
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

OLYMPIC IMPROVEMENTS FOR LONDON STATIONS



Station improvements to make travelling by train easier on one of London's main Olympic rail routes started this month. Network Rail is to carry out work at Wembley Central, Camden Road, Hackney Central and Gospel Oak stations to make them more accessible, providing a step-free route between the station entrance and platforms for the first time.

The improvements will benefit London Overground passengers travelling to watch football at Wembley Stadium, badminton and gymnastics at Wembley Arena as well as passengers travelling to and from Stratford for the Olympic Park. At Wembley Central, Network Rail will be carrying out platform extensions to provide the capacity for longer eight-car trains at two platforms. This means the station will be able to better accommodate additional numbers of passengers during the Olympics and other future major events.

Major works on the £2.5m improvement scheme, which started this week, also include the installation of two new lifts, a stair lift, and the refurbishment of the toilets to make them fully accessible. For the first time, there will be step free access to all platforms. At Camden Road, more than £2m is being invested in two new lifts, which will carry passengers between street level and the platforms. Works have also just started.

Improvements at Gospel Oak will start in November and £1.5m will be spent on two lifts and new raised walkways. Subject to planning permission, £2.4m will be invested at Hackney Central with two new lifts being installed from the existing footbridge, allowing step free interchange between all platforms.

All four projects have been funded by the Department for Transport's Access for All programme, which aims to make travelling by train easier for everyone, especially those with reduced mobility, parents with young children or people with heavy luggage. Mike Goggin, Network Rail's director of stations and customer service, said: "London relies on rail like no other city. The improvements we're making across the capital will make life easier for everyone to take the train and is part of a wider effort to build a bigger, better railway for London.

"With Olympic and Paralympic athletes and spectators travelling to, from and across London in huge numbers next summer, it's right that passengers at these stations have the facilities they deserve." Rail minister Theresa Villiers said: "We are committed to improving access to stations across the country as this can make a huge difference to people's lives, particularly those with reduced mobility.

"The Olympics will be the largest and most prestigious sporting event in Britain's history. Millions of people – spectators, athletes, officials and the world's media - will be travelling to and from the different Olympic venues. We are continuing our Access for All programme, despite the need to reduce the deficit, and I am very pleased that work has started on making these stations accessible in time for next year's Games."

Mike Brown, TfL's managing director of London Underground and Rail, said: "London Overground passengers, particularly those who find accessibility a problem, will now experience a much easier journey with the improvements at these four stations.

"The works are a result of TfL's ongoing work with the rail industry to make all rail and tube stations fully accessible. TfL will continue to work with Network Rail and the Department for Transport's accessibility programmes to find funding to make the improvements happen." There will be no disruption to passenger services at either Camden Road, Gospel Oak, Hackney Central or Wembley Central stations as a result of the construction work. Work at Camden Road and Hackney Central is expected to be completed in spring 2012, Gospel Oak in late spring 2012 and Wembley Central in summer 2012 before the start of the Olympic Games.

Railtalk | Forums

Visit Railtalk Online Forums for in depth discussions or chat with the editorial team.

Upload Your Photos to private or public collection, allowing anyone to view, comment and rate your photos if you wish.

A great addition is also the option to write your own articles for the magazine. Any thoughts, reviews or stories can be posted, which are then published for our readers.



The Nosh Report

Welcome to another “Nosh Report”, remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This month I went to the Spa Valley Railway which runs from Eridge to Tunbridge Wells and I was delighted to alight at Groombridge station and be greeted with a very nice refreshment kiosk.

I was unable to sample any (it was sunny, but cold).

Certainly in the time that I was on the station, there was business was brisk with plenty of travellers and also tourists paying a visit.

I didn't get into the town at Groombridge, but I am reliably informed that there a couple of very nice Inns not far from the station.



Selling Tea, Coffee and Soft Drinks, Crisps, Sweets and Biscuits, it also had some rather nice freshly made sandwiches, all served by very friendly staff which made it all the more worthwhile.

Obviously the location is excellent, Groombridge station was built entirely by Spa Valley volunteers following the loss of the original platforms to a housing development in 1992, and they certainly have done a very good job of it.

The refreshment kiosk seems to be open whenever services are running and prices are certainly very reasonable. They also do a very nice selection of Ice Cream, but with the English weather being what it is then

I have to say that I will be calling again at this place, it just has a really nice feel about it and the welcome was most genuine.

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

Until next month,

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

RAILWAY POWER CAMERAS TO REDUCE DELAYS AND COSTS

Spotting a defect on an overhead rail wire upto 25ft above your head can be tricky even to the expert eye but new camera technology, which has been rolled out to rail teams across Britain, will mean more efficient and more accurate maintenance, fewer delays to passenger and freight services and save millions of pounds in delay payments.



Following a successful trial, Network Rail has supplied 30 cameras to maintenance delivery units on electrified routes across the country. A huge benefit is that engineers can safely operate the cameras without turning off the power and closing the line – a huge time saver.

When out on routine track patrols, engineers can attach the camera to the overhead wire and it is then held steady by two small stabilising arms on insulated poles. The camera can tilt so that images and video of the top and side of the wire can also be seen. High resolution images are instantly captured and streamed to a portable laptop. Engineers can view this for instant review of the condition of the wire and equipment components or analyse the footage back in the delivery unit. A schedule for repair of any defects can then be put in place.

Steve Featherstone, director of maintenance for Network Rail said: “When the overhead wires come down, it can cause massive delays to passengers and freight services and can cost Network Rail millions of pounds each year in compensation. We've been looking at smarter ways to reduce such incidents by using technology to help us find faults and fix them before they become a problem.

“The cameras give us a greater field of vision than the naked eye and this allows our teams to be less reactive and build this maintenance into our schedules, which will mean fewer closures of lines, fewer delays and a better value railway for everyone.”

During testing, the camera was able to stream images to a laptop over 100 metres away, enabling a greater area to be covered at one time. Another benefit of the camera is that it can measure the thickness of the contact wire so engineers can gauge wear rates, find thin spots and then plan either contact wire renewals using real time wire wear calculators and small piece replacements to prevent dewirements from contact wire coming apart.

A Different View



PASSENGER'S
TO CROSS LINE
ONLY BY
FOOTBRIDGE

"Never mind the train, the signal box or the semaphore signal, what about the apostrophe!" The photographer is still trying to work-out what item belonging to the passenger has to use the footbridge at Thetford, Norfolk.

Gary S. Smith



On August 26th, a pair of East Midlands Trains Class 222s arrive into platform 8 at Sheffield to form an early morning London St. Pancras service. *Steve Thompson*



Class 306 017 is seen at the East Anglian Railway Museum's base at Chappel in Essex. [Class47](#)

A look inside the Class 306 017 shows that it is in excellent condition with many of the original features. [Class47](#)



Above: Also seen at the EARM's base at Chappel was this 1938 built Andrew Barclay 0-4-0 Diesel Locomotive No. AMW 144 originally built for the Air Ministry for work in their supply depots. [Andy](#)
Below: BR Class 04 0-6-2 Diesel Shunter No. D2279 originally allocated to the Southern region but more recently located at the Central Electricity Generating Board for use at Rye House Power Station in Hertfordshire. [Andy](#)



Llangollen Railway

Classic Transport Weekend
Class 37 No. 6940 arrives into Glyndyfrdwy with a Carrog
to Llangollen working on August 27th.
Brian Battersby



NGERS
OSS THE
BRIDGE

10
III



Above: Carrog is a lovely unspoilt location, and provides excellent photographic opportunities.
 Class 37 No. 6940 is seen arriving into the station on August 27th. *Richard Hargreaves*
 Below: Great Western 2884 class 2-8-0 No. 3802 steams into Carrog. *Richard Hargreaves*



Above: Class 104 DMU Nos. M50454 and M50528 heads for Llangollen. *Richard Hargreaves*
 Below: Class 26 No. D5310 arrives into Glyndyfrdwy, heading for Llangollen. *Brian Battersby*



The Class 109 DMU Nos. E50416 and E56171 head out of Glyndyfrdwy with a Carrog service on August 27th. [Brian Battersby](#)



Ecclesbourne Railway

Home Fleet Gala
Class 31 414 is seen departing Wirksworth on August 13th
with a working to Duffield. [Richard Hargreaves](#)



BR Class 108 DMBS 50599 is seen heading up the incline towards Ravenstor. [Richard Hargreaves](#)



Above: At Wirksworth, No. 26288 "Lesley the Lister" is a narrow gauge loco giving rides to the waterfall. The narrow gauge on site at Duffield has a fascinating history and many original features remain. [Class47](#)
Below: BR Class 119 DMBC No. 51073 is part way through restoration at Wirksworth. [Richard Hargreaves](#)



Class 33 035 is a recent arrival at the line and has recently been restored to a very high standard. [Richard Hargreaves](#)



Severn Valley Railway



Above: Class 50 031 stands in the yard at Kidderminster on August 6th. [Richard Hargreaves](#)
Below: Class 42 Warship No. D821 "Greyhound" is seen at Bridgnorth on August 21st with a Kidderminster bound service. [Richard Hargreaves](#)



Above: Sharp Stewart No, 4085 (1895) "Dunrobin" is seen inside the workshop at Bridgnorth, on August 21st where it is having boiler repairs. [Richard Hargreaves](#)
Below: Manning Wardle Contractor's Locomotive 0-6-0ST No. 2047 Warwickshire is at Bridgnorth for assessment pending overhaul. [Richard Hargreaves](#)



BR Standard 9F No. 92212 is seen at Bridgnorth on August 21st with "The Severn Valley Limited" dining train for Kidderminster. [Richard Hargreaves](#)



On July 23rd, D1062 "Western Courier" is seen approaching the top of Eardington Bank. [John Edkins](#)



Spa Valley Railway



On August 14th, Class 33 063 is seen arriving into Eridge with a working from Tunbridge Wells. [Class47](#)



Above: Metropolitan Railway T-Stock Nos. 2749 & 2758 are seen currently out of use at Groombridge. [Class47](#)
 Below: LMS Jinty 0-6-0T Built 1927 No. 47493 is seen making a spirited departure from Eridge, the Spa Valley Railway's interchange with Southern Railway services towards London Victoria. [Class47](#)



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



West Somerset Railway



Above: Class 47 No. D1661 and Class 03 119 are seen at Williton on July 26th. [Richard Hargreaves](#)
Below: GWR Large Prairie No. 4160 pauses at Crowcombe Heathfield whilst working a Minehead bound service on July 26th. [Richard Hargreaves](#)



cfps class 40 preservation society

D335 returns to traffic

The Class 40 Preservation Societies class 40 D335 made it first runs on August 27th 2011 at the East Lancashire Railway. The locomotive performed faultlessly during the day and the was a good turn out from followers of the class. The repairs have cost the society in excess of £20000.

The CFPS is now concentrating it's efforts to returning main line registered 40145 back to full working order following its failure in September 2010. The society desperately needs funds to repair the main generator and needs to raise nearly £7000 by the end of September to purchase the materials needed for this job. More funds will be needed to pay for the labour to carry out the work and return the loco to full working order.

Details of how to donate can be found on the CFPS website at: www.cfps.co.uk

Photo: The Class 40 Preservation Societies Class 40 No. D335 arrives into Ramsbottom making one of its first runs after repairs on August 27th 2011. ©Tim Rogers



On August 6th, on its first day in traffic following its repaint into BR green livery with small yellow warning panels, Class 42 Warship No. D832 "Onslaught" is dwarfed by the bracket signal as it stands in the bay platform at Minehead with the 1735 service to Bishops Lydeard. *Jonathan Gill*



South Devon Railway

GWR 2-6-2T No. 5526 is seen at Totnes running round its stock on July 25th. [Richard Hargreaves](#)



GREAT WEST
NO. 1
ALL PERSONS ARE
UPON THE LINES OF R
AND NOTICE IS HEREBY
TO THE PROVISIONS O
EVERY PERSON WHO
THE LINES OF RAILWAY
TO A PENALTY OF FORTY
OF PAYMENT TO THE
FOR EVERY SUCH OFF

Gloucester Railway Carriage & Wagon Works, Class 122 'Bubblecar' single car unit No. W55000 is seen at Totnes with the last train of the day to Buckfastleigh. [Richard Hargreaves](#)



Mangapps Railway Museum

Andrew Barclay No.8 is seen approaching journeys end at the Mangapps terminus on August 28th. It is hard to believe that this was once a greenfield site devoid of any railway infrastructure. *Charlie Robbins*



Barry Tourist Railway

Ex -EPS Class 73 118 with the Gatwick Express Set is seen arriving into Barry Island on August 27th. [Lewis Mitchell](#)



Keighley and Worth Valley



Lancashire and Yorkshire No. 957 is seen with a Keighley to Oxenhope service passing near Haworth on July 24th. [Lewis Mitchell](#)

Lancashire and Yorkshire No. 957 pauses for water at Oxenhope on July 24th. [Lewis Mitchell](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado and King Edward I to haul train celebrating steam's return to the main line in 1971

Steam locomotives No. 60163 "Tornado" and No. 6024 "King Edward I" will haul a special train on 8th October 2011 to celebrate the 40th anniversary of the return of steam traction to Britain's main line railway. A ban on steam was imposed by British Railways when it withdrew from service its last steam locomotives in 1968. This special anniversary train will retrace much of the route taken in October 1971 by GWR King class No. 6000 King George V and all of the profits will be donated to Help for Heroes, with all of the key parties involved pledging their services for free.

The proceeds from the sale of tickets will provide Help for Heroes with much needed funds for Britain's wounded and disabled armed forces personnel, helping them through the trauma of their ordeal, coping with their injuries and learning how to reintegrate into civilian society. To this end the key players are providing their services free of charge: The A1 Steam Locomotive Trust is providing 60163 Tornado and Jeremy Hosking (with the 6024 Society) 6024 King Edward I; Network Rail has agreed to waive any track access fees while Bells & Two-Tones will be sponsoring the provision of water for the steam locomotives; operator DB Schenker will not charge for its role and Steam Dreams is providing the booking services. Steam Railway magazine will be the official media partner and provide all of the on-train literature. More sponsors are being sought for other aspects of the train to ensure that the maximum amount from the ticket sales goes to Help for Heroes.

The 40th Anniversary train will run on Saturday 8th October from London Paddington (initially diesel hauled) to Hereford, picking up passengers en-route at Slough and Reading. At Hereford, the diesel locomotive will hand over to GWR King class 6024 King Edward I (the same class of locomotive as ban-breaker 6000 King George V, which is not currently operational) which will take the train on to Birmingham Snow Hill via Severn Tunnel Junction, Swindon, Oxford and Banbury. At Birmingham 60163 Tornado, Britain's famous new steam locomotive (which wasn't completed until 2008), will take over and return the train to London Paddington. Appropriately, Tornado was named in honour of the RAF aircraft of the same name which were being used in action in the first Gulf War (when the project to build the locomotive was launched in 1990) and are still in action today over Libya and Afghanistan.

Tickets will be priced at £75 standard class, £115 first class and £195 dining. Bookings are being handled by promoter Steam Dreams and seats can be booked on-line at www.steamdreams.com, by telephone on 01483 209888 or by email at info@steamdreams.co.uk.

Graham Magee, who has co-ordinated fund-raising from within the railway community for Help for Heroes said: "It is wonderful that the 40th anniversary of the main line steam movement, with all of its achievements, is to be celebrated by the running of this train and that the money raised is to be donated to Help for Heroes to support members of the Armed Forces who have been wounded in the service of our Country."



Bodmin and Wenford

The magnificent LSWR T9 No. 30120 rounds the curve into Bodmin General on August 9th. [Steve Thompson](#)





REAL BEER, REAL STEAM!

Take your taste buds on a sentimental journey at GCR's three day beer festival

SEPTEMBER 23rd, 24th, 25th 2011

The award winning preserved Great Central Railway's annual beer festival returns for a fifth year and is bigger than ever! This year there are more than 40 guest beers and ciders on offer specially selected from breweries across the former LNER lines. Breweries featuring will include Blue Bee, RAW, Blythe, Nottingham, Funfair, Muirhouse, Oldershaw, Oakham, Ossett, Ufford, Jarrow and more!

The three day festival starts on Friday 23rd at midday at Loughborough Central station and, new for this year, we're extending the festival down to Quorn – Butler Henderson Cafe will be a shrine for Castle Rock brewery enthusiasts. Richard Patching, General Manager for the Great Central Railway and real ale enthusiast has put together the programme. "This year's festival is going to be just the opportunity for steam railway and beer enthusiasts to join forces!"

"It costs just £3 to enter but best of all it's free to anyone buying a ticket to travel on the GCR's steam trains that weekend! With live music and hot food on offer it's set to be a great weekend" Richard added.

The festival is also free for members of CAMRA and members of the Friends of the Great Central Main Line.

10 LOCO LINE UP FOR THREE DAY DIESEL FESTIVAL

PAIR OF 37s AND 'TOP GEAR' STAR D123 IN NEW LIVERY SET TO STAR

Friday 09 September 2011 to Sunday 11 September 2011

The Great Central Railway has released details for its three day September diesel festival. The annual event has a fantastic ten locomotive line up including some real traction stars.

Topping the bill are class 37 198 and class 37 275, the latter making its final runs as season guest at the Leicestershire line. Meanwhile Class 45, D123 (last seen demolishing a caravan on the BBC's Top Gear programme!) is making a debut in a brand new 1960s livery. Class 27 D5401 is also set to return to action following a prolonged period of maintenance.

There is also some rare passenger mileage in prospect for the lines shunters including a class 10, class 08 and class 03.

"It's a three day event and runabout tickets are available for the whole shooting match!" confirmed GCR General Manager Richard Patching. "We'll have real ale on board many trains and our famous on train all day breakfast, so fans of accumulating mileage don't need to miss a moment."

Trains will also run into the evening on Saturday. On Friday there's a chance to get behind the controls on class 08 D3101 for a drive around Loughborough Central station, for just £5.

Photo: © Mike Spencer



Vale of Rheidol

No. 9 "Prince of Wales" is seen at Devil's Bridge the terminus for the line. [Richard Hargreaves](#)





Above: No. 8 "Llewellyn" at the GWR's Swindon Works in the 1930s. Seen here at Aberystwyth with a departure to Devils Bridge on August 9th. [Richard Hargreaves](#)
 Below: No. 10, built by Baguley-Drewry and brought to the railway by the Brecon Mountain Railway is seen at Aberystwyth. [Richard Hargreaves](#)



CANOPY CONTRACTORS BACK ON SITE

Half a million pound project to restore Loughborough Central canopy continues.
 Five figure 'Biffaward' grant unlocks next phase of work

A generous grant from environmental trust Biffaward means work to restore the elegant glass, metal and timber canopy at Loughborough Central station can take another leap forward.



The half a million pound project has already seen two large sections of the grade two listed structure repaired. Now a grant of thirty three thousand pounds from Biffaward means a third phase of works can be carried out. Contractors will be on site within two weeks, working on the street level entrance canopy on Great Central Road. The work will last until just before Christmas.

Project leader Tony Sparks said, "We're very grateful for the support of Biffaward. The street level entrance to the station is a local landmark. The elegant grade two listed canopy has appeared in many films and is a popular meeting place. The grant will be used to restore it to its original appearance when it was built in 1899. Thanks to Biffaward it will continue to serve the community for decades to come"

Biffaward have previously supported the railway with a grant to construct a station canopy at the other end of the railway - Leicester North station.

Gillian French, Programme Manager for Biffaward, said "Biffaward is delighted to support such a worthwhile project. The restoration of the canopy at Loughborough Central station is a valuable focal point for the community, providing them with strong links to their culture and heritage."

The station canopy is known as Loughborough's Crystal Palace. Supporters of the railway have been raising tens of thousands of pounds to restore it. With work complete on two end sections and now due to start at street level, plans are being made to repair an entire platform face. With the appeal continuing to generate gratefully received donations, this phase is expected to begin before Christmas.

Class 20 090 heads a long line of the class at Wigan Springs Branch Depot on August 11th 1985. [Derek Hopkins](#)

From the Archives





Above: VEC Unit Class 485 044 is seen attached to an unrecorded TIS unit at Shanklin Station on 1st April 1989. The stock was built in 1923 and moved from London Transport to the Isle of Wight in 1967. With the introduction of Network South-East they were painted in NSE livery in 1986, which they carried until withdrawn in 1992. Just after this photo was taken, some 1938 underground rolling stock was purchased and those trains are still working on the island today. It was also in 1989 when the name "Island Line" was introduced, again the term still in use today. [David Mead](#)
 Below: On 19th August 1989, 485041 arrives at Shanklin in NSE livery. The brand name – "Ryde Rail" which is seen on the front was replaced by "Island Line" when different stock was introduced later in 1989. The units became known as VEC-TIS units – that being the old Roman Name of the Isle of Wight. [David Mead](#)



Above: Class 37 107 is seen stabled at Warrington Arpley on September 16th 1994. [Paul Godding](#)
 Below: Class 56 037 works an ARC block working alongside the Kennet at Crofton. [Derek Elston](#)





Above: Class 33 028 heads through Henley-in-Arden with ECS off a VSOE from Victoria to Stratford, heading for Tyseley via the North Warwicks line. The station still retains the footbridge and GWR nameboards but the signals were replaced by colour lights in October 2010. [Chris Morrison](#)

Below: Western D1010 "Western Campaigner" is seen at Williton on April 29th 2000. [Richard Hargreaves](#)



Above: Class 45 059 "Royal Engineer" along with several other locos are seen on Cricklewood Depot, during a visit on February 11th 1979. [Derek Elston](#)

Below: Class 56 036 & 56 054 stand on Leicester's fuel point surrounded by Class 60s. [Derek Elston](#)





Above: Class 56 050 is seen under construction at Doncaster Works, on June 18th 1978. [Derek Elston](#)
Below: Class 47 846 heads a charter into Cardiff on February 2nd 1997. [Paul Godding](#)



Above: In original Great Western livery, HST power car No.43177 is seen at Didcot on 25th May 1998. [Paul Godding](#)
Below: In Intercity livery, HST power car 43029 is seen on the rear of a Holyhead - London Euston service through Chester. [Brian Battersby](#)





Above: Class 60 040 heads away from Cardiff on April 7th 1999. Of note here is that the skyline is missing the now famous Millennium stadium. *Richard Hargreaves*
 Below: Class 56 004 pauses at Crewe with a steel working on February 15th 1998. *Paul Godding*



Above: Now a Grand Central power car, but this was 1998 and No. 43068 is seen at Crewe wearing the original Virgin XC livery featuring yellow cab roof. *Brian Battersby*
 Below: Class 60 076 heads through Leeds on September 8th 2001 with a Skipton bound working. *Paul Godding*



From a time when it was thought that everyone would want to travel by Eurostar to Europe, North of London Eurostar No. 3302 is seen at Birmingham International on test in August 1998, with Class 87 031 on a Euston - Wolverhampton service. *Chris Morrison*



The Back Page

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



We couldn't have Issue 60 without a reference to a Class 60 somewhere could we. DBS Class 60 013 "Robert Boyle" passes Warrington on 13th October 2010. Since then, many more examples of the class have been revived from storage once again, as DBS seeks to create a "Superfleet" of Class 60s for heavier freight workings. [CJ Sutcliffe](#)