

Railtalk

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Magazine



Here at last, the first refurbished Class 60

Welcome to Issue 61 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Another busy month has passed and yet again we have to consider if the camera was worth the hassle of carrying it or not. We haven't had the best of the weather nor the best of anything really, but we must look onwards and upwards. Although I hate to say this but, its getting cold and the big C is just a couple of months away, the adverts have started appearing, the only good thing about October this year is the start of the RHTT season and a rumble of a Class 20 or two. We have had a fantastic start to the RHTT season this year, Class 20s, Class 37s and an Arriva liveried Class 67, the only words I can think of to describe it is....keep it coming.

Along with the excellent start of the RHTT season this month, we have also seen the first of the DBS Class 60 fleet have its makeover. As the front cover illustrates, Class 60 007 has been given a new lease of life, which add interest to an otherwise dull fleet. Not that I'm saying Class 60s are dull, but some of their paintwork is terrible, especially compared to the bright red DB livery. Come on DB, you have been around for 4 years, lets see more that 6 locos in your corporate branding.

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, Stuart Hills, Joseph May and the guys at RailUK.

Welcome

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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

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Front Cover: After many months of waiting, the first refurbished Class 60 finally emerged from Toton and started work in September. This is Class 60 007 working the 6F05 Tunstead - Oakleigh through Mobberley on September 15th. *Carl Grocott*
This Page: Rainbow liveried GBRF Class 66 720 with the "Nighttime" side showing passes through Kensington Olympia Station with 6Z66 08:50 Whitemoor Yard to Hoo Junction Yard on September 15th. *Steve Madden*

Charter Scene

Pathfinder Tours - The Dorset Deltic Explorer
Class 55 022 "Royal Scots Grey" is seen passing Southampton Central with the
return Dorset Deltic Explorer, 1Z76 Weymouth - Crewe on
September 3rd. [Chris Morrison](#)





Pathfinder Tours - The Dorset Deltic Explorer

Above: Class 55 022 is seen in the darkness of Birmingham New St. with the return working from Weymouth to Crewe on September 3rd. *Chris Morrison*

Below: On the outward working, "The Dorset Deltic Explorer" is seen passing Bescot hauled by Class 55 022 "Royal Scots Grey" in typical dull weather. *John Edkins*



MENTA Raitours - The Tyne Valley and Cumbrian Coast Circular

Above: On September 17th Class 47 580 is seen at Carlisle ready to work the return charter to Norwich. *Steve Thompson*

Below: Class 47 826 having worked the charter from Norwich to Carlisle, enjoys a rest on the rear. *Steve Thompson*



PTG Tours - The Snowdon Ranger
PTG's return working of this two day tour, 1Z51 Holyhead to London Euston sees Class 50 No. D444 in charge past Wombridge on September 4th. [Jon Jebb](#)





PTG Tours - The Snowdon Ranger

Above: Class 50 No. D444 "Exeter" is seen on September 3rd with the outward working past Hademore. [John Edkins](#)
 Below: Class 50 No. D444 is seen departing Chester on September 4th with the return working of the charter from Holyhead - London Euston. [Brian Battersby](#)



HF Railtours - Loco move

Above: A1 No. 60163 "Tornado" passes Stenson Junction on September 20th working a 5Z52 Barrow Hill- Crewe light engine move in conjunction with the following days HF Railtour from Crewe to Glasgow. [Stuart Hills](#)
NRM - Loco move
 Below: LMS No. 6201 "Princess Elizabeth" is seen passing Burton on Trent on a 5Z66 York - Tyseley move on September 26th. [Stuart Hills](#)



NENTA - ECS working

West Coast Rail Co. has the contract to provide the trains for NENTA; this results in empty carriage stock workings between Lancashire and Norfolk. Following the previous day's NENTA railtour, WCRC Class 47 826 leads the 5Z85 Norwich JS - Carnforth Steamtown empty carriage stock working past the signal box and semaphores at the charming village station at Spooner Row, Norfolk on September 18th. The Ely - Norwich line is expected to be resignalled.

Gary S. Smith



Railway Touring Company - The Mayflower
Great Western No. 5029 "Nunney Castle" leads LNER A4
No. 4492 "Dominion of New Zealand" seen departing Taunton
heading for Plymouth with "The Mayflower" charter from
London Euston to Plymouth, September 17th. [Steve Andrews](#)



Vintage Trains - Cathedrals Express
Vintage Train's Cathedrals Express charter nears journey's end with
Great Western No. 5043 "Earl of Mount Edgumbe" working the 1297
Tyseley - London Paddington via the Cotswold line passing through West Drayton
on September 17th. [Wayne Radford](#)





First Great Western - The Cutler and Cream Ltd

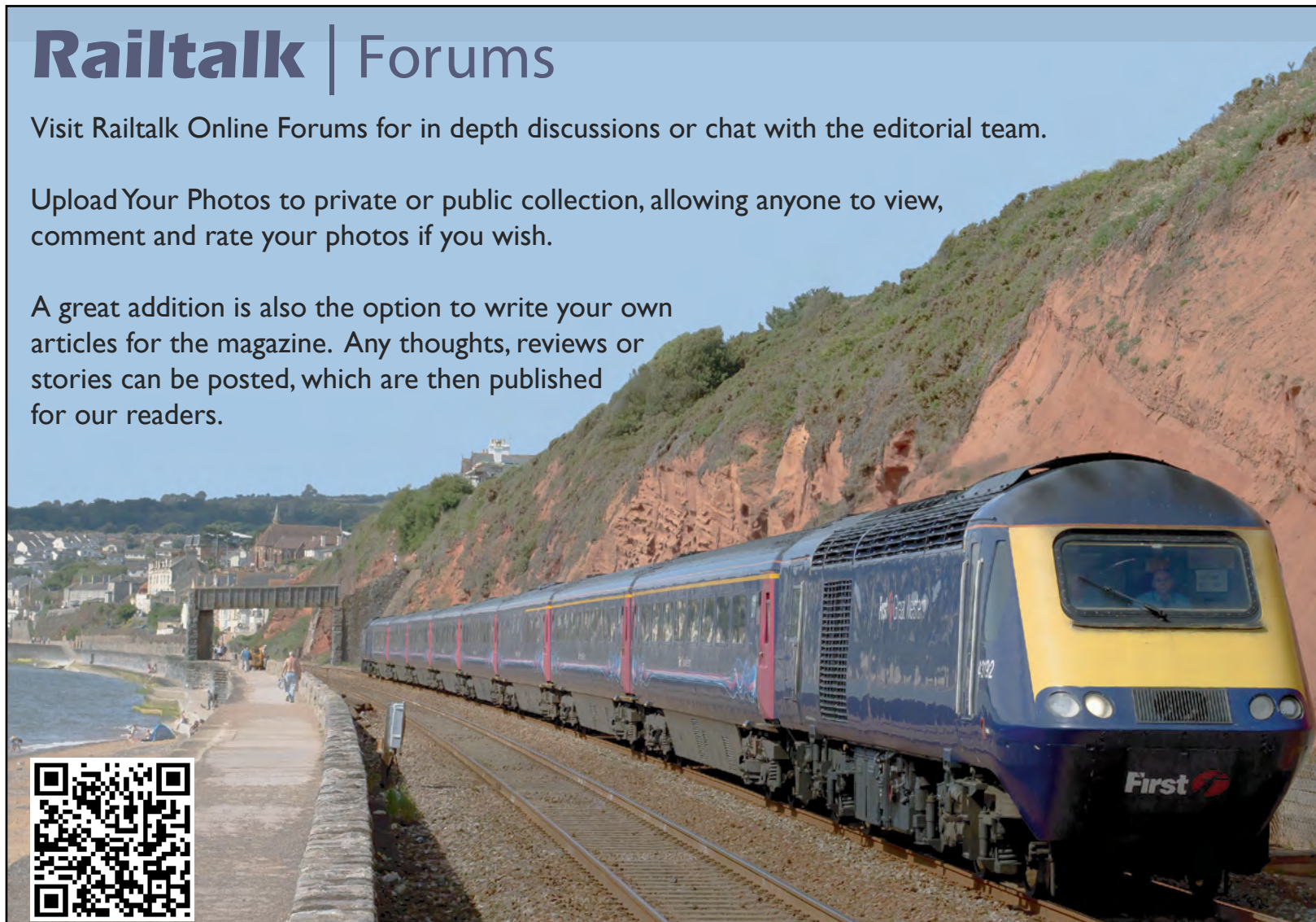
Above and Right: Not every day that you see a FGW Class 158 in Sheffield working a train, but that was the sight on September 24th when Class 158 766 worked from Exeter to Sheffield with a special charter in connection with an ACORP event at the station. [Class47](#)

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.



First  Great Western

EXETER ST

DAVIDS

Calling at

Cheltenham Spa

Bristol Temple Meads

Nailsea and Backwell

The Cutler and Cream
Limited

Special ticket holders only

Steam Dreams - The Cathedrals Express
On September 10th A1 No. 60163 "Tornado" hauled "THE CATHEDRALS EXPRESS"
from London Euston to Chester and return, seen here at Chester
prior to working the return leg of the tour. [Brian Battersby](#)





Pathfinder Tours - The Buffer Puffer 9
DRS Class 37 229 "Jonty Jarvis" leads the 1274 Crewe - London Fenchurch Street "The Buffer Puffer 9" through Brondesbury on September 17th.
Matt Price



Pathfinder Tours - The Buffer Puffer 9

Above: After suffering a brick to the drivers side window at Berkhamstead, the official DB Report says it was a brick cracking the window and the force of a passing train in Berkhamstead Tunnels forced the glass to shatter, here we see the damaged window on Class 37 510. [Matt Price](#)

Below: Class 37 229 "Jonty Jarvis" leads the 1275 London Fenchurch Street - London Bridge via Guilford through Elm Grove, Wimbledon. [Matt Price](#)



Hastings Diesels Ltd - The Midland Pioneer

Above and Below: On September 10th, Hastings unit No. 1001 headed from Hastings to Butterley for the Midland Railways DMU Gala, formed of coaches Nos. 60118, 60501, 69337, 70262, 60529, and 60116 the set is seen here passing Barrow-on-Soar on the return working. [Andy](#)



Northern Belle

On September 16th, the Northern Belle again payed a visit to Kent, here is the 1240 Lincoln - Rochester with Class 47 790 providing the power and 47 832 hanging on the rear as it approaches Swanley. [Wayne Radford](#)



National Railway Museum - Shildon Shuttle

On September 18th, the National Railway Museum in York ran a shuttle service from York to the museum in Shildon, featuring Class 47 798 and LMS Pacific No. 6201 "Princess Elizabeth" on the rear. This is the first run of the day, and Lizzie is seen here at Northallerton on the rear of the train. [Steve Thompson](#)



National Railway Museum - Shildon Shuttle

On September 18th, the National Railway Museum in York ran a shuttle service from York to the museum in Shildon, featuring Class 47 798 and LMS Pacific No. 6201 "Princess Elizabeth" on the rear. For the second run of the day the weather was quite horrendous, as can be seen in this shot of a wet Class 47 798 heading through Northallerton.

Steve Thompson



Spitfire Railtours - The Cumbrian Crusader V

On September 17th, Class 37 194 and 37 688 head the 1236 Birmingham International to Carlisle along with Class 57 011 and 57 007 on the rear, seen here through Pleasington.

Chris Stanley





Spitfire Ralltours - The Cumbrian Crusader V

Above: The 1236 Birmingham International to Carlisle with Class 57 011 and 57 007 on the rear are seen at Pleasington on September 17th. [Chris Stanley](#)

Below: The Birmingham International to Carlisle charter is seen passing through Ribbleshead Station some 44 mins late behind Class 37 194 and 37 688. [Steve Thompson](#)



Compass Tours - The Welsh Dragon Scenic Rambler

Above: Class 47 804 passes Sutton Bridge with the 1219 Southport to Cardiff on September 7th. [Neil Davies](#)

Below: Ex Cotswold Rail Class 47 237 was on the rear for the journey to Cardiff. [Neil Davies](#)



Spitfire Railtours - The Cumbrian Crusader V
On September 17th, Class 37 194 and 37 688 lead Class 57 007 and 57 011 over Ribblehead Viaduct with the 1Z36 Birmingham International to Carlisle railtour. [Steve Thompson](#)



West Coast Railway Co - THE LUNE RIVERS TRUST SPECIAL
Black 5 No. 44932 is seen at Shrewsbury on September 3rd with the 1220
Carnforth to Shrewsbury "Lune Rivers Trust" charter. *Neil Davies*



Railway Touring Company - Scarborough Flyer Loco Move
On September 10th, LMS Class 9P 4-6-2 No. 46201 "Princess Elizabeth"
returns to York through Diggle after finishing the final Scarborough
Flyer the previous day. [Colin Irwin](#)





West Coast Railway Co. - The Scarborough Spa Express

Above, Below and Left: A sure sign that summer is drawing to an end and the kids have to go back to school is the end of the Scarborough Spa Express season. This year one of the final locomotives was BR Standard Class 7 No. 70013 "Oliver Cromwell", seen here during its last week of operation at York. [John Martin](#)





A southbound Pendolino screams through Scout Green towards Greenholme on September 22nd. [David Hollowood](#)



Above: New platform lights have been installed at Doncaster recently, meaning that hand held shots such as this can be easily achieved in low light. Class 60 010 passes through on September 10th heading north. [Class47](#)
 Below: As the sun sets, Class 59 101 passes through Hungerford on September 8th. [Brian Battersby](#)



Above: Class 60 007 "The Spirit of Tom Kedall" is seen passing St. Athan on the Vale of Glamorgan line with the diverted 6B33 Theale - Margam on September 24th. [Lewis Mitchell](#)
 Below: Class 97 301 along with Class 73 138 on the rear, pass Rushton with 3Z03 Derby RTC to Grove Park Network Rail test train on September 19th. [Steve Madden](#)



National Express East Anglia have had a shortage of DMUs during the summer therefore some weekday local services between Norwich and Great Yarmouth, were formed of a short set of Mk III coaches, top-and-tailed with class 47 locomotives provided by DRS. Shortly after leaving Norwich on September 2nd, Class 47 810 takes the 2P32 to Great Yarmouth over the Thorpe Bridge at Thorpe St. Andrew, with sister loco 47 501 at the rear. The set also had to be occasionally used on services to Lowestoft. [Gary S. Smith](#)



As in previous years, some Great Eastern Mainline trains were extended between Norwich and Great Yarmouth on Saturdays during the summer, and DRS were once again hired to drag the trains complete with the Class 90 electric locomotive. Here Class 47 818 rushes the 5V28 Great Yarmouth - Norwich Crown Point ECS working through the station at Brundall, Norfolk on September 3rd. [Gary S. Smith](#)



Class 20 901 and 20 905 are seen with the 3S71
Crewe - Crewe RHTT through Waverton
on September 29th. [Carl Grocott](#)



The magnificent semaphore signals at Worcester Shrub Hill station dominate the sky as a London Midland Class 170 waits its next duty on September 26th. [Richard Hargreaves](#)



Freightliner's Class 70 011 heads for Grange on September 18th with 6Z98 from Stoke Gifford, seen here passing Llangewydd. [Lewis Mitchell](#)





Above: Class 66 134 runs light engine from Toton TMD down through Chesterfield on September 6th to rescue a failed Class 66 007 which was working 6M59 from Barrow Hill, whilst Class 158 852 and 158 901 are seen in the platforms at Chesterfield station. [John Martin](#)
 Below: Class 66 134 leads a failed 66 007 through Chesterfield on September 6th with 6M59 heading for Ratcliffe power station. [John Martin](#)



Above: On September 18th, Class 66 149 speeds through Northallerton hauling an East Coast 225 set (Class 91 121 and DVT 82225) from York to Darlington. [Steve Thompson](#)
 Below: First Great Western Class 165 131 is seen arriving into Hungerford on September 8th. [Brian Battersby](#)





Above: On September 10th Colas Rail's Class 66 744 heads north through Acton Bridge with an empty timber train. [Brian Battersby](#)
 Below: On August 27th Northern Rail Class 142 017 heads into Leeds with a service from Castleford. [Paul Godding](#)



Above: Class 66 094 passes through Northallerton with 6T53 Tweedmouth - Doncaster Up Decoy, comprising 18 JNAs on September 18th. [Steve Thompson](#)
 Below: *Right place, right time.* On September 27th, whilst waiting for the boat train out of Derby, this trio appeared from Stenson Junction. Class 56 303 leads 31 190/D5613 and 56 311 working a 0Z56 Washwood Heath round robin. [Stuart Hills](#)



Class 66 082 approaches Harrowden Junction with the 6295 Peak Forest to Luton Crescent Road stone train on September 1st. *Steve Madden*





Above: DRS Class 37 409 "Lord Hinton" is seen here in one of the bay platforms at York coupled to Network Rail's Inspection Saloon No. 975 025 "Caroline" on September 28th. [Dave Harris](#)

Below: On September 25th, GBRf Class 66 716 brings up the rear of a light engine move through Doncaster. What is of interest is that this photo was taken with a HD Video camera and shows that the image quality of some devices now on the market are exceptional. [Class47](#)



On September 10th, First Transpennine Express Class 185 115 heads over Uppermill Viaduct en route to Liverpool Lime St.

[Colin Irwin](#)



On September 28th the very occasional 6G72 Dairycoates - Ent C. ran, comprising Class 66 030 and 28 JGAs, which load up on the Tarmac pad at Entrance C. for the Tilcon Terminal at Hunslet. [Steve Thompson](#)



Under a very dark sky, Class 20 305 and 20 301 lead the 8X09 Old Dalby - Amersham through Portway on September 14th. [Carl Grocott](#)





Above: Newly refurbished Class 60 007 "The Spirit Of Tom Kendal" is seen at Plumley on a foggy September 15th with 6H03 Oakliegh - Tunstead empties. [Dave Harris](#)

Below: The East Coast line north of Newcastle has been shut on occasional weekends in September and certain trains were being diverted via the Tyne Valley and Carlisle to access the WCML to Scotland. East Coast HST power car No. 43367 is seen on the rear of 43208 as 1F22 Newcastle - Edinburgh departs Carlisle on September 17th. [Steve Thompson](#)



Above: On September 26th, Chiltern Railways Class 168 007 stands in Worcester with a London Marylebone service. [Richard Hargreaves](#)





Above: On September 17th, Colas Rail's Class 66 744 passes through Ribbleshead station with 6270 from Hellifield. The train will back into the sidings seen to the right. [Steve Thompson](#)

Right: On September 3rd, Network Rail Class 97 304 heads a quartet of Class 37s into Derby station. The DRS locos were Class 37 601, 37 602 and 37 423. [Class47](#)

Below: The Saturday loco convoy from Immingham to Doncaster is usually worth looking out for and on September 24th this was no exception. eight locos worked as OX04 and are seen in a rare bit of sun ascending Appleby Bank. In order, the locos were:- Class 60 065, 66 118, 60 010, 66 133, 66 047, 66 092, 66 091, and 66 128. [Steve Thompson](#)



Class 66 622 is seen working the only booked freight to run south of Corby on the Manton branch, 6L87 Earles to West Thurrock loaded cement train on September 2nd. [Steve Madden](#)



On September 28th Grand Central HST power car No. 43423
"Valenta 1972 - 2010" arrives at York with 1N24 to Sunderland.
Inset: Luxurious travel in a Mk3 - Grand Central style.

Both: Dave Harris



Multicoloured GBRf Class 66 720 passes Dorridge with the 6296 Bletchley - Eastleigh wagon move on August 24th. *Chris Morrison*





Above: Class 150 109 and 150 106 still carry the remnants of the Central Trains livery as seen in this shot at Worcester Shrub Hill on September 26th. [Richard Hargreaves](#)
 Right: Class 66 114 powers through Ribbleshead station with the 6240 Fiddlers Ferry to Newbiggin loaded Gypsum service on September 22nd. [David Hollowood](#)
 Bottom Left: On September 3rd, Arriva Trains Wales Class 142 082 stands at Cardiff Central with a Bargoed service. [Richard Hargreaves](#)
 Bottom Right: Also on September 3rd, and again at Cardiff Central, Class 143 610 was employed on the Coryton service. [Richard Hargreaves](#)



Sad as we were to see the demise of Wrexham and Shropshire railways, it is good to see that the Class 67's and stock are now operating under the Chiltern banner. This is Class 67 012 at Birmingham Moor St. with a London Marylebone service on September 26th. Inset: Mk3 No. 12059 shows off the Chiltern Mainline branding. *Both: Richard Hargreaves*





Above: Class 70 005 heads through Warrington with the 4220 Fiddlers Ferry Power Station to Latchford sidings on September 17th. [Pete Cheshire](#)
Left: First Great Western HST power car No. 43134 heads into Newbury on September 5th with a London Paddington service. [Brian Battersby](#)
Below: On September 3rd, First Great Western Class 158 956 is seen at Cardiff Central with a Cardiff - Portsmouth Harbour service. [Richard Hargreaves](#)





Above: Refurbished Arriva Class 158 838 stands at Chester on September 10th. [Brian Battersby](#)
 Below: On September 20th, DBS Class 66 075 is seen with a train of empty Gypsum hoppers from Kirkby Thore to Fiddlers Ferry Power Station. This is usually a GBRf working but from mid September DBS have been supplying the power and wagons. The train is veiwed from the new but temporary platform's at Warrington Bank Quay constructed in conjunction with the introduction of 11 coach Pendolinos. [Dave Harris](#)



Looking through the rectangular window.....
 Class 67 026 waits the call for action at Doncaster
 on August 20th. [Class47](#)





Above: Class 150 010 stands at the picturesque location of Stratford upon Avon on September 17th. [Richard Hargreaves](#)

Below: Brand new London Midland Class 172 339 is seen at Smethwick Galton Bridge with a Stratford upon Avon working on September 24th. [Neil Davies](#)



Above: Class 150 268 and 150 282 pass Ashley with a Chester to Manchester service on September 17th. [Neil Davies](#)

Below: Class 92 009 "Marco Polo" is seen at Warrington Arpley on September 17th. [Pete Cheshire](#)



Colas Rail's Class 66 848 crawls over Ais Gill Viaduct on full power on 6J37 with load 23 on September 22nd. [David Hollowood](#)





Newly liveried Class 66 101 crosses the River Tay in Perth working 6D84 Aberdeen Waterloo - Mossend empty china clay tanks on September 8th. [Robert Duff](#)

Scot-Rail - life north of the border



Class 66 096 passes Denmarkfield farm, Luncarty with 8 TTA wagons whilst working 6250 Inverness (Millburn Yard) to Mossend "Empty Tanks" on September 26th. [Robert Duff](#)

Moston Station



Northern Rail has recently brightened up Moston Station in conjunction with local school children. Some of the childrens work can be seen here along with Class 142 018 which was working a Manchester Victoria service. *All: Colin Irwin*



Fares Advice with RailUK

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

Platform tickets

Q: What are the future of platform tickets? Personally I like them, as they prevent barrier staff giving you trouble with allowing you onto platforms. I asked FGW why they didn't sell them at Paddington, and got this reply

A: Thank you for your email of 3 October 2011 regarding platform tickets. I was sorry to learn you are disappointed that we do not sell platform tickets anymore. I am pleased to tell you what our policy is, and why we no longer issue platform tickets.

Until the mid 1980s, British Rail had barriers on the platform where all tickets were manually checked. People needed a platform ticket to get through these checks, if they were seeing someone off or meeting a train. So when British Rail went over to the current system of 'open stations', the public could come and go as they pleased - and the need for platform tickets disappeared.

Some ticket offices did still issue platform tickets if they were asked, although they weren't legally required or even part of our ticket range. Collectors often bought them and we were getting more and more requests to post them out. This caused a lot of extra work for booking offices, when really their priority has to be the customers who need to make travel arrangements. So now we don't issue platform tickets at all.

Instead, our colleagues assess each non-traveller's reasons for being on the platform individually. They are trained to consider safety, security,

the reason someone gives for wanting access, and so on. They use their professional judgement to make reasoned decisions.

With the increasing focus on safety and security we are especially keen to keep out any groups that might harm our passengers. Naturally we take the terrorist threat very seriously, but we're particularly concerned about day-to-day security - stopping pickpockets, luggage thieves, vagrants, graffiti taggers and other vandals. If they could buy a platform ticket they would also buy the right to access all areas on the station, and our colleagues would be far less able to challenge anyone they suspected.

I was also very concerned to learn that one of our colleagues misadvised you that London Paddington station is owned by First Great Western. I would like to inform you that First Great Western manages most of the staff members. However the station is indeed owned by Network Rail.

I would like to log your comments and forward it to our Senior Managers. To do this, I would be grateful if you could advise me of the incident date and time along with the department (for e.g. platform or helpdesk staff) they belonged to and I will look into it for you straightaway. My address and contact number are at the top of this email and it will help if you could quote the reference [District] in future contact.

Thank you for contacting us. I hope to hear from you very soon.

Chiltern Railways m-ticket purchased, phone stolen

Q: I recently, bought a Chiltern Railways M-ticket bought on and via iPhone app.

Then my iPhone was been stolen and thus m-ticket with it. Called Chiltern Railways would not acceptable responsibility.

A: Originally Posted by National Rail Conditions of Carriage:

*Electronic Tickets
In some cases a Train Company, a travel agent or other authorised person may issue you with a ticket where the details of the trains you are entitled to use, together with any rights to goods or services supplied by another person, are stored only in electronic form. Such a ticket is referred to in these Conditions as an Electronic Ticket. Any reference in these Conditions to the term "ticket" includes an Electronic Ticket unless specifically stated otherwise.*

*Lost, stolen or mislaid tickets
A ticket is your evidence of your right to make a rail journey and it is your responsibility to keep it safe. If you lose or mislay a ticket or a Smartcard or it is stolen, it will not be replaced nor will any of the cost be refunded.*

I think that is self explanatory really. Chiltern are under no obligation to replace your ticket at all.

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.

New Rolling Stock for London Midland and for First TransPennine Express

London Midland is pleased to announce that it has selected preferred bidders for the manufacture, maintenance and financing of new rolling stock. This is intended for both London Midland and the Manchester to Scotland services operated by First TransPennine Express, which would result in significant additional capacity, making travel easier, more reliable and less crowded on some of the busiest sections of the rail network.

The preferred bidders are Siemens Plc for manufacture and maintenance of the new rolling stock, which are expected to be Desiro EMUs, and Angel Trains Limited for the necessary financing. We are now entering a period of exclusive negotiations with those companies. If those negotiations are brought to a successful conclusion, and parallel discussions with the Department for Transport confirm the business case and the necessary amendments to the London Midland franchise agreement, then a firm order is likely to be placed by early 2012. This announcement follows an EU-wide competitive procurement process for new electric rolling stock conducted by London Midland. The competition commenced with the publication of a contract notice in the OJEU in April 2009, which identified a requirement for between 40 and 120 vehicles, and attracted responses from a number of interested financiers and suppliers from both UK and wider European markets.

Since the start of 2011 a great deal of effort has been undertaken by London Midland with bidders to accommodate changes to the original requirements and to reach the point of being able to select the preferred bidders.

Although current expectations are that the new order will be for approximately 72 Class 350 vehicles, probably in 18 x 4 car formation, the final number of vehicles could be more or less, partly depending on the outcome of negotiations with the Department for Transport. It is now possible that these vehicles may have 110mph capability. The vehicles will be used for two purposes:

- as envisaged at the outset, London Midland has a need for new electric rolling stock. It is expected that approximately 32 of the new vehicles (probably in 8 x 4-car unit formation) will be for use in expanding London Midland's existing fleet of electric multiple units to provide additional capacity on London Midland's services.
- in addition to the above, as a result of a request later in 2009 by the Department for Transport to include within the procurement requirements new electric rolling stock for use on the Manchester to Scotland route, approximately 40 of the new vehicles (probably in 10 x 4-car unit formation) are to be procured and subsequently transferred by London Midland to First TransPennine Express (FTPE). The transfer is intended to occur in early 2012 via a novation to FTPE of the relevant contracts between London Midland, Siemens and Angel Trains. FTPE and the successors to the TransPennine franchise will run these vehicles on routes between Manchester and Scotland following the electrification of routes in the North West of England in line with national rail strategy.

Negotiations with the preferred supplier in respect of the units destined for the Manchester to Scotland service are likely to include certain interior design changes which reflect the longer distance journey patterns on this route.

Subject to the negotiations with the preferred bidders being brought to a successful conclusion and to the outcome of negotiations with the Department for Transport, contracts with Siemens and Angel Trains are currently expected to be finalised and signed at the end of 2011/early 2012. The original target for introduction of all the new vehicles into service was May 2011. At present, delivery of the first unit is expected in the autumn of 2013 and it is anticipated that that FTPE will receive its vehicles ahead of London Midland.

The maintenance arrangements being negotiated with the preferred supplier and financier for the new vehicles to be deployed by FTPE on the Manchester to Scotland route are likely to include development of existing depot facilities in the Manchester area and the making of arrangements to provide out-station servicing and stabling at other locations on the route.

London Midland looks forward to working with the preferred bidders and the Department for Transport in bringing the procurement negotiations to a close and, thereafter, to timely commencement of manufacture and introduction of the additional carriages.

Elstree Film Studios joins the elite in the age of the train

You've heard of The Flying Scotsman. Now Elstree Studios has made history by being the first ever film and television studios to join the ranks of the great and good who have had trains named after them.

The Sir John Betjeman, the Michael Palin and even the Doctor Who and the Lady Penelope have been found travelling on train tracks the length and breadth of Britain.

Now a train bearing the name of Elstree Studios will speed through five counties following a unique collaboration between the Elstree Studios, Hertsmere Borough Council owners of the Studios and First Capital Connect.

A pink plaque on the drivers' carriage of a Unit 319 was officially unveiled at Bedford station on Friday, commemorating a film themed transport interchange at Elstree and Borehamwood station and Elstree Studio's close links to London.

Joining guest speaker Neal Lawson, FCC's Managing Director, were Roger Morris, Elstree Studios Managing Director, and Councillor Morris Bright, Leader of Hertsmere Borough Council and Chairman of Elstree Studios.

"This is a great honour. Elstree Studios now joins an illustrious club of famous names emblazoned on engines across the country - a tradition which dates back to the 1820s and George Stephenson's Rocket," said Cllr Bright.

"Both the film and television world along with trains have a great romantic quality about them - the feeling of escapism which you get from watching a classic movie, a memorable television drama or embarking on a trip on a train which takes you away from it all if only for just a while.

"I hope everyone who travels on the Elstree Studios will be filled with great pride to be making their journey on a train named after this country's most famous home for film and television production.

"Long may our studios continue to prosper and long may Elstree Studios - The Train - continue to run... on time".

Roger Morris added: "We're very pleased with the project at the station recognising Elstree's Film Heritage. It's a world premier as Elstree Studios, home of more than 800 famous international and iconic films and programmes not least The King's Speech, Star Wars and Indiana Jones, is the first studios to have a train named after it.

"The secret of the studio's success is that it's easy to get to from the centre of London, facilitated by the fact that the railway line was there. The studios were actually built where they are because of the railway line - this marriage between the two has now existed for 85 years.

"Elstree has always been known as the British Hollywood. Now Hollywood can eat its heart out as we've now got our own train which is fantastic!" Neal Lawson concluded: "We're delighted to be naming this train Elstree Studios to underline our commitment to Elstree and Borehamwood and recognize the rich film and television heritage which makes it so famous. "Elstree Studios has seen some of the biggest films in movie history pass through its doors. I'd like to think that First Capital Connect has played some part in the success of Elstree Studios, transporting studio audience to Elstree and probably some of the famous names that have been there as well."

The Elstree Studios train will be used on the Wimbledon loop from Bedford, and the Bedford to Brighton line. In total, it will travel through Surrey, Hertfordshire, Bedfordshire, Sussex and parts of Kent.

WORK BEGINS ON IMPROVEMENTS TO PETERBOROUGH STATION

Work has begun on a major £2.5 million redevelopment scheme to revitalise Peterborough station, which will transform it into a vibrant gateway to the city for passengers using the East Coast Main Line.

Funded by train operator East Coast and Network Rail through the Government's National Stations Improvement Programme (NSIP), the project will include key improvements such as a smart new frontage, lighter and brighter interior and a larger concourse - all contributing towards an improved travelling and working environment.

The first phase of activity will be preparatory work for proposed improvements to platforms 4 and 5, including the reation of a new waiting room, whilst preparing to expand the main concourse and provide a new customer information point.

East Coast Managing Director Karen Boswell said: "The redevelopment will be in three phases, each lasting about three months and contributing towards a much improved environment at the station.

"Passengers will see a positive difference as the interior will be much lighter and airy with a modern feel. And, with the improved station concourse and modern facilities there'll be excellent amenities for staff and customers alike."

Further improvements will be made throughout the scheme - including the main work to enlarge the concourse, refurbishment of toilets on platforms 4 and 5 and provision of the new customer information point - all taking place in the new year alongside the installation of automatic ticket gates to improve security and revenue protection.

Network Rail Route Director Richard Lungmuss said: "The improvements being made at Peterborough will give passengers what they want - a safer, brighter and more spacious station providing an improved environment for everyone travelling by train.

"Britain relies on train travel and the planned new facilities are a great example of how the rail industry is collaborating to bring our stations into the 21st century, encouraging great use of the network."

All three phases are scheduled to be finished by early summer 2012, during which time train services for the near five million passengers using the station each year, will be unaffected by the work.



Northern Trials GPS Equipment To Keep Passengers Better Informed

The picturesque Esk Valley line (Middlesbrough to Whitby) is typical of many rural routes on the network.

Providing accurate train running information can be difficult because the signalling on these routes often doesn't have the technology to automatically report a train's location.

However, customers on this particular route are now benefitting from more accurate travel information with a trial of GPS vehicle tracking capabilities on Northern trains.

GPS tracking equipment is fitted to the train and uses commercial mobile phone networks to regularly report back an accurate position to Northern's control centre. This means that we can give exact and up to date information about the train's location to the stations in the trial.

Standard signalling equipment is very expensive to replace and so the trial of GPS equipment could see a lower cost alternative for tracking trains. If it's successful, this solution has the potential to be used on many routes across the UK rail network.

The GPS tracking equipment has been supplied by Nomad Digital and has been part funded by Network Rail. As part of the project, Network Rail has also installed customer information screens at Whitby, Grosmont and Lealholm stations, which have been part funded by ACORP (Association of Community Rail Partnerships).

Rob Warnes, Performance and Planning Director for Northern, said: "This trial has significant potential to make a real difference to the way we communicate train running information to passengers across our network.

"We know that the provision of information is very important to our passengers. If the trial is successful we will be looking to roll this technology out to other Northern fleets so we can provide more real time information across our network."

Retro-style adverts herald 'Fly Virgin Trains' campaign

Virgin Trains has a new marketing campaign called 'Fly Virgin Trains' which launched on Monday 5 September 2011. The campaign aims to counteract marketing activities which are focusing on other rail routes between the two cities. The strategy will focus on protecting the business market and appealing to a broader leisure market and modal shift. The campaign will highlight the benefits of Virgin Trains, focussing on speed, frequency and quality of service.

The overall concept is designed to appeal to both business and leisure audiences and will be seen across outdoor and digital sites in and around Birmingham, at certain stations along the route and also at London Euston and London Marylebone Underground stations including escalator panels. The retro-style creative of 'Fly Virgin Trains' taps in to the 1950s golden era of commercial air travel growth, when the world instantly became more accessible, opening up fast and more frequent ways to travel, such as our Birmingham to London service. Trains run every 20 minutes between the two cities, taking just 1hr 24mins between Birmingham and London, which means more time in London sightseeing or getting home that bit earlier. Annerie Hughes, Virgin Trains Head of Marketing, said: "The new 'Fly Virgin Trains' campaign brings to life the speed at which you can travel between Birmingham and London. The designs hark back to the growth of commercial air travel and the 1950s - a time when the whole world suddenly became more accessible.

"In a similar way the speed and frequency of the Virgin Trains' service brings the UK's two largest cities closer for both business and leisure purposes.

FREQUENT Flyers
Trains every 20mins. Coventry to London, 1hr 3mins.

For the fastest way to London... **Fly Virgin trains**

Services run every 20mins Mon-Fri 5.51am-8.31pm, Sat 6.10am-7.31pm & Sun 11.51am-7.51pm. Average journey time shown.

A Flying START TO THE DAY
Enjoy a complimentary breakfast when you travel First Class.

For the fastest way to Birmingham... **Fly Virgin trains**

BOOK IN ADVANCE AT VIRGINTRAINS.COM

Breakfast served from the start of the day until 10.00am. Light breakfast served from 10.00am-11.00am. Monday to Friday only.

OVER 55s SET TO ENJOY CHEAP RAIL FARES

The UK's largest rail company, FirstGroup, has revealed that its hugely popular Club 55 - a discounted, walk up and go rail travel offer for people aged 55 and over - is to return this year.

From 19 September over 55s can travel on all of FirstGroup's train operating companies, First Great Western, ScotRail, First TransPennine Express, First Hull Trains and First Capital Connect, for just £20 return (£19 for ScotRail services) or if travelling First Class £35 return (£26 for ScotRail services).

More than 225,000 return tickets were sold in 2010 through the Club 55 offer. FirstGroup is predicting that this year even more passengers will take advantage of the offer, which runs until 20 November 2011 in England and Wales and until 30 November 2011 for ScotRail services.

Leo Goodwin Commercial Director at First TransPennine Express, one of FirstGroup's rail franchises, said: "Club 55 was an overwhelming success in 2010 as customers took advantage of our cheap fares. We sold more than 225,000 return tickets and fully expect demand to be even greater in 2011."

In England and Wales, Club 55 will have four travel zones - with tickets starting from £20 return and then £15 for each extra zone.

In Scotland, the offer allows return travel between any two stations across the country including Carlisle and Berwick-upon-Tweed - for £19 return or £26 First Class.

Stagecoach calls for new regulation to tackle cable theft on rail network

Transport group Stagecoach has called on the Government to introduce tough new measures to tackle the growing problem of cable theft on the UK rail network, including new rules to clamp down on unscrupulous scrap metal merchants. Stagecoach Group Chief Executive Sir Brian Souter has written to Baroness Browning, Minister for Crime Prevention and Anti-Social Behaviour Reduction, seeking support for a package of proposals to target the thieves who bring misery to millions of rail passengers every year.

It follows a number of recent high-profile cable theft incidents, which have caused misery for thousands of rail users, wasted hundreds of thousands of pounds of precious transport funding and risked personal safety. In June, cable thieves disabled Network Rail's signalling system in the Woking area, causing huge disruption for around 80,000 South West Trains customers in the busy evening peak and inconveniencing some passengers into the following morning. Last week, two cable theft incidents affected thousands of passengers using Southern and First Capital Connect services to travel into the capital.

Cable theft on the rail industry has grown by around a third between 2008/9 and 2010/11 - despite a range of industry measures such as burying cables, use of CCTV, special identifiers on cables, invisible marking of cable, securing cable in place, the use of trembler alarms and a scrap dealer education programme in partnership with British Transport Police (BTP). Extra, dedicated BTP officers are also being recruited. The rail industry leads a cross-business group representing the main sectors of the economy affected by the problem, including power and telecommunications. The estimated annual cost to the UK economy of metal theft is around £770m.

In partnership with BTP and the Association of Chief Police Officers (ACPO), the rail industry is also involved in steps to make cable and metal increasingly difficult to steal, as well as pushing for tougher sentencing, measures to reduce the value of stolen materials and pressing for legislative change to help eradicate the illegal market in stolen metal.

Sir Brian said: "The organised theft of metals is having a huge impact on the rail industry and its passengers, as well as on other critical aspects of the national infrastructure. "Many rail customers know from bitter personal experience the terrible affect this can have on their daily lives. In June, thousands of our own passengers were severely delayed by a major cable theft incident. As well as the human cost of disruption, criminal activity in this area is now so damaging to our wider economy that we simply must act."

Sir Brian called for a range of measures, including:

- A robust licensing regime - rather than the present registration system - with clear requirements upon the dealer to take steps to reduce the risk that stolen materials are purchased or received.
- Scrap metal dealers to pay a licence fee in order to give local authorities greater funds to facilitate the regulation of the licence.
- Property obtained by breaches of the legislation to be classed as criminal assets allowing Proceeds of Crime provisions to apply.
- Police powers to close scrap metal dealers, in line with alcohol licensing, and police authority to search and investigate all premises owned and operated by a scrap metal dealer.
- Measures to restrict trade in scrap metals to cashless payments and introduction of a requirement that scrap metal must be held for a certain period before being sold or processed in order to allow payments to be processed.
- Searchable records to be kept of proof of identity of the seller of scrap and any vehicles used to transport it, for example through photo ID and CCTV.
- Magistrate powers to add restrictions on to licences and to prevent re-opening of closed yards until conditions have been met.

Sir Brian added: "There are many entirely legitimate businesses operating in this arena and there is no desire to penalise them. Improved legislation should actually benefit the business of legitimate metal recycling companies, as well as increasing the amount of tax payments to the Treasury. We urgently need support across Government to make very rapid progress on this important issue."

Robin Gisby, Network Rail managing director of network operations, said: "Mindless thieves continue to cause delays and disruption for thousands of commuters across the country. The costs incurred as a result of these crimes run into millions of pounds a year, which is money we would otherwise spend on improving and maintaining our rail network."

Smartphones issued to 850 South West Trains guards in drive to improve passenger communication

- Guard on every train service will have access to better information
- Follows feedback from passengers about the need for improved information
- Part of package of customer information improvements

South West Trains has announced plans to provide smartphones to more than 850 of its front line customer service staff in a drive to improve real-time communication with passengers. BlackBerry devices will be issued to all South West Trains guards, as well as a number of frontline staff, including station managers and many platform staff. The significant investment by South West Trains means that its customer service staff will have access to better quality information about services as well as detailed, up-to-date information about any disruption on the network.

Through the smartphones, staff will be able to access the internal Live Departure Board providing an enhanced level of information for passengers, as well as other travel websites such as National Rail Enquiries and Transport for London to help with queries about onward connections. South West Trains also has plans to launch a mobile version of its website which will be easily accessible for passengers and for staff to access information for passengers through their smartphones.

Andy Pitt, Managing Director for South West Trains, said: "As one of the busiest commuter rail networks in Europe, we know how important it is to provide timely, accurate and good quality information to the thousands of passengers who use our services every day.

"Our passengers are generally very pleased with the punctual service we offer, but we know from their feedback that we need to provide better information during times of disruption. "This package of investment means that every single South West Trains' service will have a guard with access to the most up-to-date information to keep passengers informed."

Anthony Smith, Passenger Focus chief executive, said: "This is welcome news, giving smartphones to front line staff will help get accurate information to passengers quickly. Passengers understand that sometimes things go wrong but what they want is to know what's happened, how long it's going to take to fix and when they are going to get moving again - this information allows people to plan their journey and avoid hotspots if necessary".

The BlackBerrys will replace a pager system used by the Network Rail/South West Trains integrated control centre based at London Waterloo to send messages to conductors and front line staff. The roll-out of BlackBerry devices will provide a significant improvement on this current method of communication. The roll-out of BlackBerrys to all South West Trains guards is due to start in mid September and will be fully complete by March 2012. This initiative is part of a wider package of improvements to improve customer information and improved processes for dealing with disruption.

RAIL IMPROVEMENTS DELIVER MORE EFFICIENT RAILWAY IN EAST MIDLANDS

Rail passengers on the Robin Hood Line north of Nottingham are now travelling on a more efficient and reliable railway after Network Rail commissions new signalling which has been installed on the route. The equipment, which has been installed over several months will allow the railway between Radford Junction (north of Nottingham) and Shirebrook to be controlled from a single desk in the East Midlands Control Centre at Derby.

Martin Frobisher, Route Director for Network Rail, said: "This project is part of a much wider scheme to deliver a modern, efficient railway in the East Midlands. "Rail services will be affected by the works as we cannot run trains while the commissioning is completed. Everything possible is being done to keep disruption to a minimum and I want to thank people for their patience while we complete this improvement work."

EUROSTAR AWARDS ONBOARD WIFI CONNECTIVITY AND INFOTAINMENT CONTRACT TO NOMAD DIGITAL LTD

Eurostar, the high speed rail service between UK and mainland Europe, has awarded NOMAD Digital Ltd ('NOMAD'), the specialist provider of connectivity solutions to the rail industry, the contracts to supply onboard wifi connectivity and state-of-the-art infotainment for its existing fleet of high speed trains. This follows a rigorous, competitive procurement process in which NOMAD emerged as the clear winner.

Over the next three years, Eurostar is making a £700 million investment in its fleet. This includes the complete overhaul and refurbishment of the existing fleet as well as the purchase of 10 new e320 trainsets from Siemens. This programme of investment will ensure that Eurostar will be able to expand its operations and provide its passengers with the best possible travel experience and service in a competitive environment across its entire fleet.

When the Eurostar refurbished trains and the new e320 trains come into operation in 2013 and 2014 respectively, customers will have access to high speed broadband internet on board. Passengers will also be able to view and/or download pre-loaded entertainment/infotainment to their own devices via a Secure Wireless LAN. The quality of the NOMAD technology is such that passengers will enjoy a high speed connection to the internet at all times throughout their journey, a seamless switchover at international borders and connectivity wherever the customer is seated and whenever it is required. In addition to providing connectivity solutions and infotainment the contracts will also cover the provision of spares and maintenance (for 5 years) as well as monitoring and multilingual service support to customers.

Nick Mercer, Commercial Director at Eurostar, said: "We are very pleased to be working with NOMAD and are confident that their wifi and infotainment solutions will significantly enhance the onboard travel experience and deliver our customers a high quality broadband service. Access to a high speed internet and quality infotainment is increasingly important to passengers and will ensure that whether they are travelling for business or leisure, they get the most out of their journey. In a world of on-rail competition providing the optimal digital experience will be key to our success."

Alexander Eriksen, CEO at NOMAD said: "We are delighted to have been selected for provision of the wifi and infotainment solution for the Eurostar fleet. This contract is very strategic to NOMAD representing its entry into both the high speed rail and French markets. We look forward to working with such a prestigious company as Eurostar and delivering a high quality broadband experience to its customers".

Longer trains to continue on busy Scotland and North Wales routes

Virgin Trains has confirmed that it will continue to provide additional seats on its Birmingham-Scotland and London-North Wales routes, beyond the end of the Summer period.

Longer trains with more carriages will continue to run between Edinburgh and Birmingham, between Glasgow and Birmingham and between London Euston and North Wales from September 12th providing over 17,000 extra seats a week.

The number of seats provided each week will increase by almost 12,000 on the Birmingham-Scotland route and by 2,560 on the London-North Wales route. More than 5,100 seats a week will be provided on the Chester-London route.

"More people than ever are travelling on our trains. Passenger numbers have doubled in six years, so the extra seats are very welcome to help cope with demand. We are able to do this following the entry into service of an additional Pendolino train this summer" said Chris Gibb, Virgin Trains Chief Operating Officer.

Longer trains between Scotland and the West Midlands through Cumbria, Lancashire and Cheshire will operate seven days a week. The number of seats on affected trains will increase from 256 to either 439 or 512 depending on the train.

The busiest trains between London Euston and Holyhead will double in length from 256 to 512 seats on Mondays to Fridays.

Road salt moved by rail to help keep transport moving this winter

The annual movement of salt to make stockpiles for use in gritting the road network during the worst of the winter weather has received a sustainable boost. Nationwide Gritting and Salt Supplies, Associated British Ports and DB Schenker Rail have successfully completed the first ever long distance movements of salt by rail from the Port of Southampton to Teeside.

Each train was loaded with 1,200 tonnes of salt at the new aggregate terminal at the Port of Southampton and then transported by rail to DB Schenker Rail's depot at Thornaby in Teeside where it was unloaded and taken by road for local distribution.

The first trial train service left the Port of Southampton on Friday 16 September, with the second train departing on Wednesday 21 September. Both services have been declared an outstanding success. Nationwide Gritting and Salt Supplies, Associated British Ports and DB Schenker Rail will now evaluate the full results of the trial with the expectation that regular services can be introduced, enabling modal shift from road to rail to occur.

Alain Thauvette, Chief Executive of DB Schenker Rail UK, said: "With millions of tonnes of salt moved by road each year in preparation for the winter gritting season, this is a major new market for rail freight. Our partnership approach with Associated British Ports and Nationwide Gritting and Salt Supplies to try and develop a rail solution has worked. We are confident that regular services can be introduced, moving freight from the road network to the railway."

Doug Morrison, ABP Port Director Southampton, said: "Traditionally, the movement of salt has been by road to locations close to the port of discharge. These innovative rail movements undertaken by DB Schenker Rail and Nationwide Gritting and Salt Supplies now offer the market a sustainable alternative in moving this bulk cargo to more distant centres, complementing the natural maritime advantages of the Port of Southampton."

Vijay Karia, Managing Director of Nationwide Gritting and Salt Supplies, said: "There are two over-riding reasons why Nationwide Gritting and Salt Supplies has decided to pursue rail distribution as part of a multi-modal transport system: the clear environmental benefits of reducing the carbon footprint; and the prime importance of ensuring fast, reliable, and direct carriage of large quantities of marine salt to our customers."

OOCL and Freightliner renew contract for another ten years

OOCL and Freightliner Limited are pleased to announce the renewal of their ten year contract as part of their commitment to the strategic cooperative partnership in providing the best intermodal solutions to OOCL customers into the next decade. The contract is a testament to OOCL's commitment in providing first-rate services to its customers and focus on environmentally friendly operations through the use of efficient rail freight networks. Over the past ten years, OOCL had utilised Freightliner's services to take more than 320,000 lorries from the roads in the United Kingdom to lower CO2 emissions, hence improving the environment of the community.

"Over the course of the past 10 years, Freightliner has proven to us their commitment to both service quality and flexibility," said Mr. Stephen Ng, OOCL's Director for Corporate Planning. "Their UK network and overnight services allow OOCL to provide customers with fast and efficient access to the UK hinterland. We look forward to this long-term partnership that will be mutually beneficial." Within the new contract OOCL has committed to increasing capacity by 50% with daily wagons being linked between the Freightliner terminal at the Port of Southampton to their strategic terminal networks at Birmingham, Leeds and Trafford Park. The Trafford Park terminal is the busiest in the United Kingdom and is a crucial city centre hub for Manchester and the northwest.

Freightliner's investments in new rail mounted gantry cranes and handling equipment were also some of the key considerations in OOCL's decision to continue with the long-term partnership. It demonstrates Freightliner's dedication to ensure customers receive the highest standards of efficiency and reliability throughout every part of the supply chain.

Mr. Adam Cunliffe, Managing Director for Freightliner said "We are delighted to have renewed the partnership with OOCL for another 10 years. Freightliner continues to substantially invest in its port and inland facilities providing the essential inland infrastructure that OOCL requires to continue its existing growth. Freightliner is grateful for the renewed challenge that OOCL has provided in an increasingly competitive and turbulent market."

Athletes given helping hand by Virgin Trains: Long Jumper Abigail Irozuru gets Virgin Pendolino train named after her

Virgin Trains has commemorated another prize winning athlete with the naming of Pendolino train 390007 after Long Jumper Abigail Irozuru. 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.



The naming took place on 28 September at Wolverhampton station. 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 happening 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.

Abigail has competed as a junior and now an adult in competitions across the nation. She is a seasoned international competitor too and has racked up several overseas appearances for the UK.

Abigail said; "Training and competing across the nation is amazingly great fun but the travel can take it out of you. Having the support of Virgin Trains means that I have been able to travel comfortably and stress-free, arriving at each event ready to win. Having a train named after me is so exciting and I would absolutely love to get to travel on my namesake on my way to big competitions; reminding me of my talent... that would be the ultimate confidence-booster!" Paul Holland, General Manager Wolverhampton at Virgin Trains, said: "We think it's fantastic that Abigail has agreed to have one of our trains named after her. At Wolverhampton we are very proud to be helping British athletes on their journey to the podium."

Richard Woodroffe, Alstom Transport UK's Mainline Operations Director said: "We are proud to accompany Virgin Trains in this great initiative to support British sporting talent. Providing the trains for service every day, Alstom teams can identify with the drive and commitment athletes like Abigail need to deliver top performance and wish her well for the challenges ahead."

The train naming comes after tickets for travel to the London during the 2012 sporting events went on sale. Extra late night, and some early morning trains, will also be operating between the London and the West Midlands at the time of the games. To book your tickets, visit: www.nationalrailgamestravel.co.uk.

Great Britain - a nation of 'pocket patting' train travellers

New research released as rail operator unveils latest passenger mobile 'app'.

With millions of people across Britain using public transport on a daily basis, new research has identified an emerging group of 'pocket patting' travellers who have a daily struggle to make it to their destinations.

The figures which have emerged in a poll of 2,000 rail users have highlighted the average passenger is so worried about losing their train ticket, they'll pat pockets and peek in purses three times before every train journey – costing a frequent typical passenger 24 wasted hours each year – an astonishing 45 days over the average working career.

The results from the rail study were announced by CrossCountry Trains and has underlined the need for passengers to embrace modern technology which can reduce daily stresses. The release of the survey results marks the launch of CrossCountry's new mobile app 'Train Tickets', which, amongst other features, allows customers to buy and receive m-tickets directly to their mobile.

The free Train Tickets app, launched on 19th September, is the modern take on the office PA, and helps to not only ensure a passenger's ticket is always with them, but also integrates real time departure and journey information to keep customers informed on the move – a combination which is unique to the CrossCountry app – 'Train Tickets'.

Users simply activate m-tickets before their journey - which are conveniently saved in a nifty ticket wallet within the application. The Train Manager can then inspect the m-ticket eliminating the need to worry about losing paper tickets (47% survey had misplaced one in the last 12 months), time spent searching for tickets and time spent queuing to collect tickets at stations.

Andy Cooper, Managing Director at CrossCountry said: "The 'Train Tickets' app will help to transform the process of travelling by train. Access to live departure boards and an intuitive user interface, making it quicker and easier to buy cheaper Advance fares, gives the consumer full control over their journey. The innovative approach to m-tickets taken by CrossCountry has made it possible to deliver a simple and secure mobile ticketing solution for customers that will help transform the experience of buying rail tickets."

The 'Train Tickets' app supports iPhone, Blackberry, Android and Nokia smartphones as well as most everyday handsets. Developed by technology specialists Masabi, it can be downloaded from major app stores or by texting 'Travel' to 87080.

Southern launches competition for 130 new carriages

Southern has recently launched a competition to provide 130 new carriages to help meet capacity demand on its network.

The company has issued a PQQ (Pre-Qualification Questionnaire) to potential suppliers, with the trains due for delivery no later than December 2013.

The extra carriages are needed to enable Southern to deliver its growth targets and meet the capacity increases it is scheduled to deliver in its December 2013 timetable. The High Level Output Statement had assumed the 23 Class 377 units on sub-lease to First Capital Connect would have been returned in time to meet these commitments, but this is not now likely to happen in time.

Chris Burchell, Managing Director of Southern, said: "Without the return of our sub-leased vehicles we need to explore other options to provide the necessary capacity to meet our passengers' needs. Critical to the success of this project will be the ability of suppliers to demonstrate they can deliver the trains on time while still offering affordability and value for money."

FOOTBRIDGE TO DELIVER RAIL ACCESS FOR ALL AT WREXHAM GENERAL

A 12-tonne footbridge to improve accessibility at Wrexham General has been lifted in to place marking a new milestone for the station improvement programme.

The major programme of work for the scheme was carried out recently in just 12 hours by 18 engineers working round the clock with no disruption to passenger services. As well as the new footbridge, a new lift will provide step-free access connecting platform 4 to the ticket office and other platforms, making it much easier for people with reduced mobility.

The improvements will also provide passengers with a safe and secure environment, where the station will be well-lit and equipped with CCTV. Platforms at these identified stations will also be refurbished with tactile paving.

Mark Langman, Network Rail's route managing director for Wales, said: "Wales relies on rail so it's vital that we provide facilities which make the railway easier to use, safer and more accessible for everyone. Whether you're lugging heavy bags, have small children in tow or simply find the stairs a bit of a struggle, the improvements being to be made at these stations will make a real difference."

"Railways first came to Britain almost 200 years ago and railway operators today have inherited a legacy of infrastructure much of which did not make provision for disabled people when they were designed. We know modern stations with easy access are important to passengers in Wales and we will continue to work hard to provide for them."

Ian Bullock, customer services director for Arriva Trains Wales said: "These works are part of a wider programme by the Department for Transport to improve accessibility at a number of stations we operate. We are also working with the Welsh Government to reduce stepping distances at more than 30 stations as part of our plans to improve access to our trains and stations. As an organisation we will continue to work with our industry partners to improve the journey experience even further."

Wrexham station was first opened in 1846 and today it serves more than half a million passengers. It is the main hub for inter-city services in the area and around 80% of all rail journeys in Wrexham County Borough start or end at this station.



BOOST FOR BUSINESS AS NETWORK RAIL REDEVELOPS ARCHES IN LEEDS



The Lord Mayor of Leeds has officially opened Network Rail's £1.25 million redevelopment of its Church Walk arches in the Kirkgate area of Leeds.

The eight units, which range in size between 903 sq ft to 1,177 sq ft, provide stylish, serviced commercial premises suited to office, retail and leisure uses, ideal for small businesses and start-up companies.

Network Rail worked closely with Leeds City Council to design a scheme which enabled a bright and modern space to be developed while helping to preserve and enhance the local conservation area of Kirkgate.

Simone Bailey, head of commercial estate at Network Rail said: "As the country's largest provider of business space, we're committed to supporting local businesses."

"By investing in our arches we have created these new premises for Leeds in the heart of the city, which will encourage local growth, help drive regeneration and boost the regional economy of Leeds."

The Lord Mayor of Leeds, Rev'd Councillor Alan Taylor said: "It is fantastic to be able to see the newly completed arches, and the excellent new space that they provide for businesses."

Network Rail's nationwide estate offers a wide variety of properties in terms of type, style, quality and size for uses ranging from light industrial and storage units to high quality leisure, retail and office space. Network Rail offers flexible terms that offer good value for money, simple contracts and a 48 hour turnaround from enquiry to entry.

YORK NAMED AS BRITAIN'S STATION OF THE YEAR

Train operator East Coast is celebrating after York station picked up two awards at the National Rail Awards 2011.

The station, which is managed by East Coast, was named as the best Large Station of the Year in its category before going on to scoop the ceremony's top honour, the overall award for Station of the Year, beating 2,500 others to achieve the title at the prestigious awards ceremony in London.

The National Rail Awards recognise excellence and achievements in the UK rail industry – and are seen by many as the equivalent of the industry's "Oscars".

The 'Station of the Year' award, which is judged in three sections – small, medium and large – looks for stations that excel in providing a smooth, efficient and pleasant departure and arrival point for their customers.

The judges summed up the station's winning qualities, commenting: "York is a fine station that benefits from its architecture and has stood the test of time. It is a very efficiently run station and is as good as it can be: basically, it's got it all."

East Coast Managing Director Karen Boswell said: "We are absolutely thrilled at the double achievement of our team at York station, and it is testament to their hard-work and commitment to delivering the highest standard of service to our customers that we have scooped this fantastic accolade.

"We've made major improvements to the station, including expanding the retail offer and working with partners to install better cycling facilities, including recently opening cycle access ramps at the north and south ends of the station. These have been a long term aspiration for many people across York.

"York is one of the most visited places in the UK. It now has an award-winning station to be proud of that gives visitors a fantastic first impression of the city."

The awards follows a successful re-launch of the East Coast First Class complimentary food and drink service on 22 May, which resulted in a rise of 29 per cent in passenger numbers in the four weeks to 23 July - the biggest rise seen on the East Coast route in the last five years. 22 May also saw the introduction of a new timetable to the East Coast Main Line, the biggest in 20 years, bringing an additional 19 extra weekday services, more seats and faster journey times.

East Coast managed stations, Durham, Doncaster and Retford were also shortlisted at the ceremony for the Large and Medium station awards, whilst its skilled maintenance staff at Craightinny depot in Edinburgh and shunters in Bounds Green depot in London, were shortlisted for the Outstanding Teamwork Award and Safety Award respectively



WEST RIDING REGION HONOURED AT TRAIN NAMING CEREMONY



West Yorkshire business leaders joined representatives from train operator East Coast at Leeds station to unveil a special tribute to the region's business and leisure travellers. The group, which included members of Leeds, York & North Yorkshire Chamber of Commerce, was joined by local entrepreneur Leon Doyle – star of TV's The Apprentice – to name a train 'West Riding Limited' in recognition of the region's role as a key hub for services to London. Inspired by the first steam train to operate from Bradford to London King's Cross – known by the same name, which launched in 1937 - the train proudly displays an authentic replica of the original LNER cast iron blue and white nameplate with lettering in the iconic Gill Sans font*.

East Coast Managing Director Karen Boswell said: "Since launching our new timetable earlier this year 65 services now run between Leeds and London each day, making it by far our most popular route, whilst other key stations in the region – Bradford and Wakefield – form part of a daily early morning superfast service to King's Cross.

"Therefore, it was appropriate to pay homage to the people who regularly use our services and make it such a successful route. 'West Riding Limited' represents the geographical area associated with the name and, in the literal sense, it is indeed limited to people travelling from the region, as it travels non-stop from the West Riding to London. "It is our fastest – and our most prestigious – service from the West Riding to the capital."

The attending dignitaries experienced the train's first journey under its new guise as it left Leeds station at 0700 before arriving into London King's Cross at 0859, representing a superfast service which is repeated each weekday at the same time. President of Leeds, York and North Yorkshire Chamber of Commerce Nigel Foster added: "We were all delighted to be invited to join East Coast at the dedication ceremony and forward journey down to London – it is a service that many business people in the region use successfully on a regular basis.

"It was also a timely gesture as the Chamber of Commerce was travelling to Westminster to lobby the Government to put a case forward for the Leeds City Region to be chosen as the location for the Green Investment Bank."

This latest train naming represents the next stage in the re-introduction of a policy of train naming by East Coast. It is in response to substantial public demand and since March, East Coast has named three other locomotives: a rebranded Flying Scotsman, the Sir Bobby Robson and the Lincolnshire Echo.

Photo: Elaine Holt (East Coast Chairman) and Karen Boswell (East Coast Managing Director) present a plaque to Nigel Foster (President of Leeds, York and North Yorkshire Chamber of Commerce) at King's Cross to mark the inaugural journey of a train named 'West Riding Limited', which recognises East Coast's services to London from the region.

MAJOR ROMAN DISCOVERY SOUTH OF RIVER THAMES FOUND AT BOROUGH HIGH STREET

Almost 2,000 years of history has been unearthed by Network Rail engineers following the discovery of Roman bath house ruins on land being re-developed as part of the £5.5bn congestion-busting Thameslink programme. The ruins, which are believed to be one of the biggest Roman finds in London on the south side of the River Thames, have been uncovered on the corner of London Bridge Street and Borough High Street. The site has been earmarked for the construction of a new office block.

Network Rail has commissioned a team of specialist archaeologists from Oxford Archaeology and Pre-Construct Archaeology to excavate the site. Although work is at an early stage, the bath house appears to include a range of rooms including a cold plunge bath as well as hot rooms warmed by under floor heating. Elsewhere on the site, substantial walls are thought to belong to predecessors of St Thomas' hospital, which used to stand on the site.

Chris Place, an archaeologist for Network Rail, said: "This is a significant find and offers a further insight into London's long history. In Roman times the main settlement was on the north bank of the River Thames and was connected to the settlement at Southwark by the first London Bridge. Much archaeological work has been done in Southwark over the years, but we were still surprised to discover ruin of this nature and size."

Network Rail, in agreement with the London Borough of Southwark, is exploring ways of preserving the remains beneath the new building to be constructed on the site. Where appropriate, key finds will be deposited with the Museum of London where they will be available for study by the public.



London Midland launches £93m train fleet for Snow Hill line

The quality of rail travel on routes through Birmingham Snow Hill station took a massive leap from 5 September, with the launch of London Midland's brand new £93 million train fleet. Two of the 27-strong fleet enter service on 5 September, with the rest being introduced over the next two months.

Around 8.5 million rail passengers a year will benefit from the introduction of the new trains, which are being built at Derby in the East Midlands and represent a vast improvement on the 25-year old diesel trains they are replacing.

The trains all have air conditioning, more legroom, and – in response to customer feedback – four seats across rather than five. Wheelchair users also get an easy-to-access dedicated space for the first time.

The overall travelling environment is also enhanced by brighter interiors, carpets, CCTV, and a GPS-based audio/visual information system that automatically announces the next stop when the train is approaching the station.

Corridor connections at the ends of 3-carriage trains also mean that passengers and conductors can walk the length of the train for the first time at peak times, when running in 6 carriage formations.

Since the start of the franchise in 2007, London Midland has invested heavily in major improvements to the three main routes into Snow Hill – from Stratford-upon-Avon, Dorridge and Worcester. These have included several million pounds-worth of station improvements, including additional help-points on platforms, CCTV, real time digital information displays and the installation of self-service ticket machines. All stations have also benefited from brand new, high quality signage and an extensive redecoration programme.

London Midland has also worked closely with its partners to help deliver a range of other major projects, including the expansion of several car parks and an £80m resignalling project to improve reliability, which covered the routes between Birmingham and Stratford/Leamington Spa.

Alex Hynes, Commercial Director for London Midland, explained how the transformation of the Snow Hill lines will take another leap forward as the new trains take to the tracks throughout September and October:

"Having completed a major programme of station improvements, the introduction of the new trains will revolutionise the travel experience on the Snow Hill lines. Seeing the first of these brand new trains in service for the first time today really does mark the start of a new era.

"The high quality interiors have been designed with comfort, style and practicality in mind, so whether you're going to work or the shops, your experience with London Midland should be memorable for all the right reasons!"

OPEN DAY MARKS SEVERN TUNNEL'S 125 YEARS OF SERVICE

Parts of the Sudbrook pumping station - the control and maintenance hub for Severn tunnel - were open to the public for the very first time on 3 September.

The special event, organised by Network Rail, celebrated the 125th anniversary of the vital rail link and marks the near-completion of a major improvement programme of the pumping station.

The day offered a unique opportunity for people and the community to tour the Victorian pump house, which was built to remove spring water in the tunnel. Visitors will also get the chance to meet engineers, instrumental in keeping the tunnel safe for trains to run every day.

Mark Langman, route managing director for Network Rail said: "The event celebrates and marks the significant role Severn tunnel has played over the last 125 years. The tunnel is a remarkable Victorian engineering feat, which has made huge contributions to the growth of the economy and the railway in Monmouthshire and south Wales.

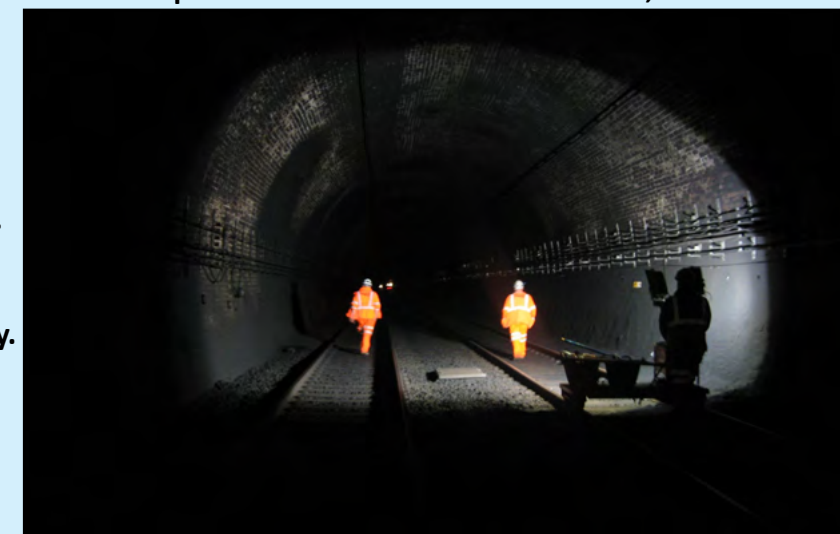
"Despite its age, the tunnel is still going strong especially with huge efforts made over the years in improving the infrastructure. We are not resting on our laurels and we have more improvement plans ahead, so that the tunnel can continue to serve passengers for another 125 years and beyond."

Around 15% of all the journeys – around 4.7m – made between Wales and South West England, London and South East are through the Severn Tunnel. The 4-mile twin-track in the tunnel forms part of the Great Western main line, which has been earmarked to be electrified by 2017.

For more than 100 years, the tunnel was the longest mainline railway tunnel in Britain. Today, the Sudbrook pumping station removes more than 10m gallons of spring water every day to prevent flooding in the tunnel.

As part of the improvement programme, the pumping system has recently been upgraded to boost its reliability, with new motors, which are vital to help moderate the air pressure and quality of air within the tunnel.

These major improvements are key to help prepare the tunnel for electrification work in the near future. Detailed survey and design are being currently being carried out to help identify engineering options in electrifying the railway through the tunnel.



PLANS SUBMITTED FOR LONDON'S NEWEST PUBLIC SQUARE AT KING'S CROSS

The transformation of King's Cross station has taken another step forward after detailed plans for a new public square were submitted.

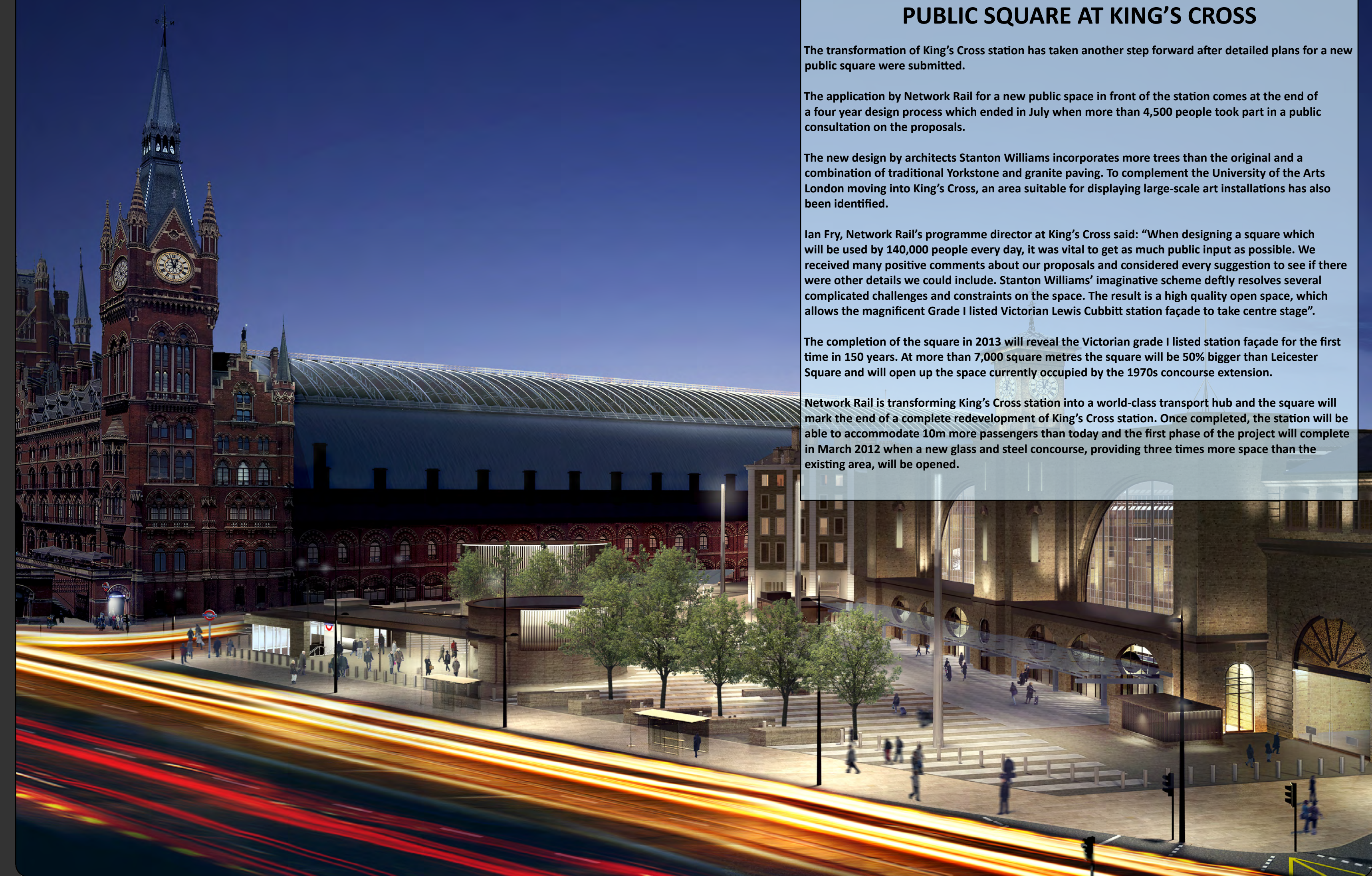
The application by Network Rail for a new public space in front of the station comes at the end of a four year design process which ended in July when more than 4,500 people took part in a public consultation on the proposals.

The new design by architects Stanton Williams incorporates more trees than the original and a combination of traditional Yorkstone and granite paving. To complement the University of the Arts London moving into King's Cross, an area suitable for displaying large-scale art installations has also been identified.

Ian Fry, Network Rail's programme director at King's Cross said: "When designing a square which will be used by 140,000 people every day, it was vital to get as much public input as possible. We received many positive comments about our proposals and considered every suggestion to see if there were other details we could include. Stanton Williams' imaginative scheme deftly resolves several complicated challenges and constraints on the space. The result is a high quality open space, which allows the magnificent Grade I listed Victorian Lewis Cubbitt station façade to take centre stage".

The completion of the square in 2013 will reveal the Victorian grade I listed station façade for the first time in 150 years. At more than 7,000 square metres the square will be 50% bigger than Leicester Square and will open up the space currently occupied by the 1970s concourse extension.

Network Rail is transforming King's Cross station into a world-class transport hub and the square will mark the end of a complete redevelopment of King's Cross station. Once completed, the station will be able to accommodate 10m more passengers than today and the first phase of the project will complete in March 2012 when a new glass and steel concourse, providing three times more space than the existing area, will be opened.



View from the Outside

September. I started university at Scarborough, but I come home a lot to visit. That is why I chose a uni so close to home, and so I was pleased that to book in advance from Scarborough to York it only cost 4.95 for a single (with a railcard). However it is 11.75 last minute. I wasn't too thrilled considering my friend lives in York and she got a return for ten pounds.

Now apparently it was due to the fact she asked for a specific train, however I asked the woman which platform it was on, therefore it was obvious I was getting the next train, (15.48)... So I wasn't too impressed. Still...it is cheaper than Scarborough to Selby which is closer to my house in Barlby which is around 25 pounds and takes around two hours compared with the 50 minutes to York, so if I ever break up with Andy I'll have to bus if to Barlby for nearly the same price as a return to York (10 pounds).

Why can they not make it cheaper? I like to come home! If I had no money I'd never come home, so I say lower prices please, so I can see my cats more and go to the station near my actual house.

I also visited Great Central this month and I must say it

was a lot of fun meeting people who I only talked to on Facebook in the past, I feel train photography brings friends together and I can't wait to see the Welsh people I am referring to again another time! You know who you are!

The bomb shelter at Quorn station was something for all the family to be interested in, and it was transformed into a cafe and the trains themselves were also very quiet which allowed for enjoyment, including sticking your head out of the window (just be careful you don't lose your head, I do worry about that).

But now that I am at uni I will be out less often so unfortunately I am not sure what I will write about next month, possibly more moaning about train fares just to see your loved ones..... See you after my degree and 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

Chiltern's Leaf fall timetable starts

Each year from the end of September through to early December, our timetable is adjusted to allow our drivers extra braking time. This means that they have a much better chance of keeping to time, reducing the scope for running out of sequence and causing delays.

This means all services travelling south on the Aylesbury – Amersham - London Marylebone line depart 3 minutes earlier from origin and every other train has an extra 3 minutes added to their termination time.

How can leaves disrupt train services?

Leaves on rails are a bit like black ice on roads. The problem is not piles of dead leaves, but a hard, slippery coating on the rails that is very hard to remove. Briefly, what happens is:

- Leaves are swept onto the track by the slipstream of passing trains.
- Light rain falls.
- Train wheels crush the wet leaves at high pressure.
- This carbonises the leaves, forming a hard, Teflon-like coating on the rails.

What else we do about the problem?

In the run up to autumn leaf fall and winter conditions we step up training and briefings to our drivers to make sure they're prepared for what's to come. Industry wide-measures include foliage clearance all year round by Network Rail in order to keep the tracks free of overhanging trees. In addition a 'Sandite' programme is run by both Network Rail and London Underground throughout the leaf fall period. 'Sandite' trains spread a gritty paste on the track to give trains a better grip. They target known problem areas, particularly where there are deep cuttings and steep inclines.

NEW ROOF UNVEILED TO GIVE A GLIMPSE INTO THE FUTURE AT KING'S CROSS

For the first time in half a century, passengers can pass through the concourse at King's Cross station bathed in natural daylight after the first section of the new roof was unveiled.

As part of an extensive six-year redevelopment of King's Cross station, the 270m-long iron and glass roof above platforms 1 to 8 is being completely refurbished. Once complete, 7,500 clear glass panels and over 1,400 photovoltaic panels, which will reduce the station's carbon footprint by 10%, will have replaced the yellowing fibreglass which was installed in the 1970s, creating a better environment for passengers.

Ian Fry, King's Cross programme director, Network Rail said "The new roof is an important part of our plans to transform King's Cross station. The glass panels will make the station brighter, more environmentally-friendly and a better place for passengers to be.

"We always knew accessing the roof without any impact on passengers or train services would be a huge challenge, but it's one we rose to, and it is great that passengers can start to see the benefits."

A small number of skilled workers slid 130 tonnes of scaffolding 80m along the length of the roof to shield passengers during the next phase of work. Technology used to keep cars running safely on roller-coasters has been adapted and evolved by the project team, to keep the innovative curved structure safely resting on two small beams.

Grit blasters, firing at over 450mph, stripped layers of paint from the ironwork before repainting and carrying out any minor repairs. In some places 32 different coats had been applied over the years until it was a centimetre thick and any detailing in the intricate ironwork was lost.

The roof is Grade I listed and consequently, English Heritage and conservation planners have been closely involved in all aspects of the restoration, which combines traditional materials and techniques with 21st century engineering. Eighty specialists have worked on the roof for over two years, including lead workers, conservation masons and roof glaziers.

More sections of the roof will be revealed later in the month, with the entire length completing in 2012.



The Nosh Report

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

Well this month once again I have been outdone, the combined efforts of Colin Irwin and CJ Sutcliffe leave me in shame. A cracking report from these two and not for the first time either. Anyway I shall go and hide till next month and let them get on with it.....

Brian's Butty Bar

On the way from Lancashire to Yorkshire, taking the scenic route via the A672 "Ripponden Road", there is a small lay-by overlooking Hollingworth Lake and Oldham. And in the corner of this lay-by is a small roadside café, made famous by Cathedral City Cheese and the late Pete Postlethwaite's poetic narration of the north.

The café can be easily found by finding the orange flashing light when travelling from Oldham, or the bright orange flag when travelling from Yorkshire or the M62 via J22. Being close to the motorway junction and on a main trunk route between the two rose counties, the café is ideally placed to cater for travellers heading to preserved lines or chasing rail tours through both counties, despite being nowhere near a railway line.

Owned and managed by a gentleman named Brian, the café features a full lineup of barms with various fillings, along with hot sausage rolls, a selection of cakes and hot and cold drinks, with tea served from a stainless steel teapot into either takeaway polystyrene cups or ceramic mugs to drink and enjoy on site to individual preferences of strength, a first for any roadside café I have ever visited on my travels before.

Of the various fillings of barms available, my personal recommendation is the sausage, egg and spam barm, served with or without butter and with thick sliced spam. And no all day breakfast barm is complete without a good strong brewed cup of tea in a proper cup, which is as far as I'm currently aware only available here.

As far as customer service is concerned, the banter and the conversation and general overall reception of the individual could not get better. A warm reception greets all who frequent this hilltop for their morning teas, even on the coldest and bitterest days on record.



Just don't say his cheese isn't cheesy enough, or be prepared for some good old northern sarcasm.

As far as stop-off points for breakfast or refreshment on journeys between Lancashire and Yorkshire go, this has to be the best location I have found yet. Good food, good drink, and an even better atmosphere. In yet another shining example of smaller is better when looking at food outlets. What more could anyone ask for?

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

FORTH BRIDGE MAKES FINAL BRUSH WITH A MODERN MYTH

Network Rail and main contractor Balfour Beatty Regional Civil Engineering will preside over the end of a modern myth when painting of the Forth Bridge finally comes to an end this December.

After 10 years and an investment of over £130m, the bridge will finally be free of scaffolding, with a full paint job unlikely to be required again for over twenty years.

The current contract will be completed ahead of schedule on Friday 9 December 2011. A celebration event to mark the end of the refurbishment will take place in March 2012.

David Simpson, route managing director, Network Rail Scotland commented "Network Rail is the proud steward of our railway history, which the Forth Bridge exemplifies. Since 1890 it has been a working monument to the genius of British railway engineering. Over the last decade, the bridge has been restored to its original condition and its new paint will preserve the steelwork for decades to come.

"The current restoration work has been ongoing since 2002 but, owing to years of underinvestment during the 70s and 80s, the scale of the job was initially unclear. Now, with scaffolding being removed and the final sections of painting being completed, we're confident that job will be finished before Christmas.

"The paint system being used on the bridge has been used in the past on north sea oil rigs. We expect it to last in excess of twenty years but we will be back from time to time to maintain the most exposed sections of the structure."

The current project involves more than the straightforward application of another layer of paint. Scaffolding access is erected and screened off from the environment before old layers of paint applied over the last 120 years are removed using an abrasive blasting technique. Steelwork requiring maintenance is then repaired before the new paint is applied in three protective layers.

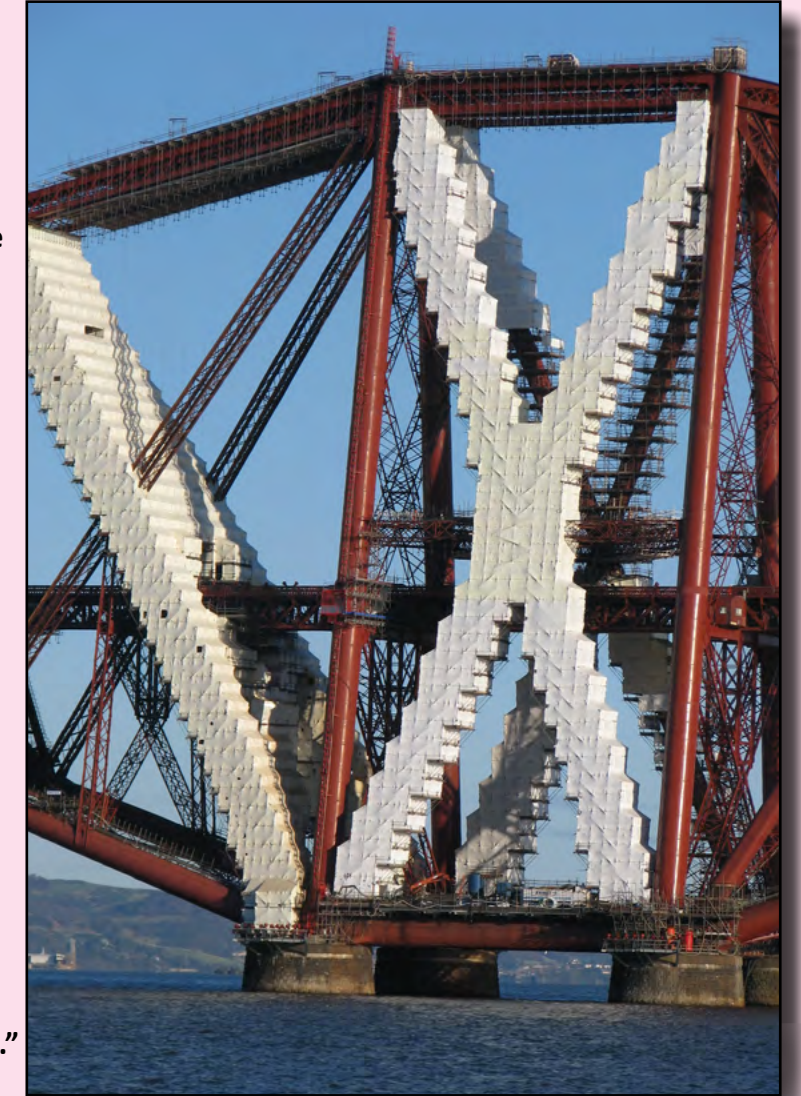
Marshall Scott, managing director, Balfour Beatty Regional Civil Engineering, commented:

"Balfour Beatty is delighted to have played such a significant part in the restoration of the iconic Forth Bridge over the last 10 years.

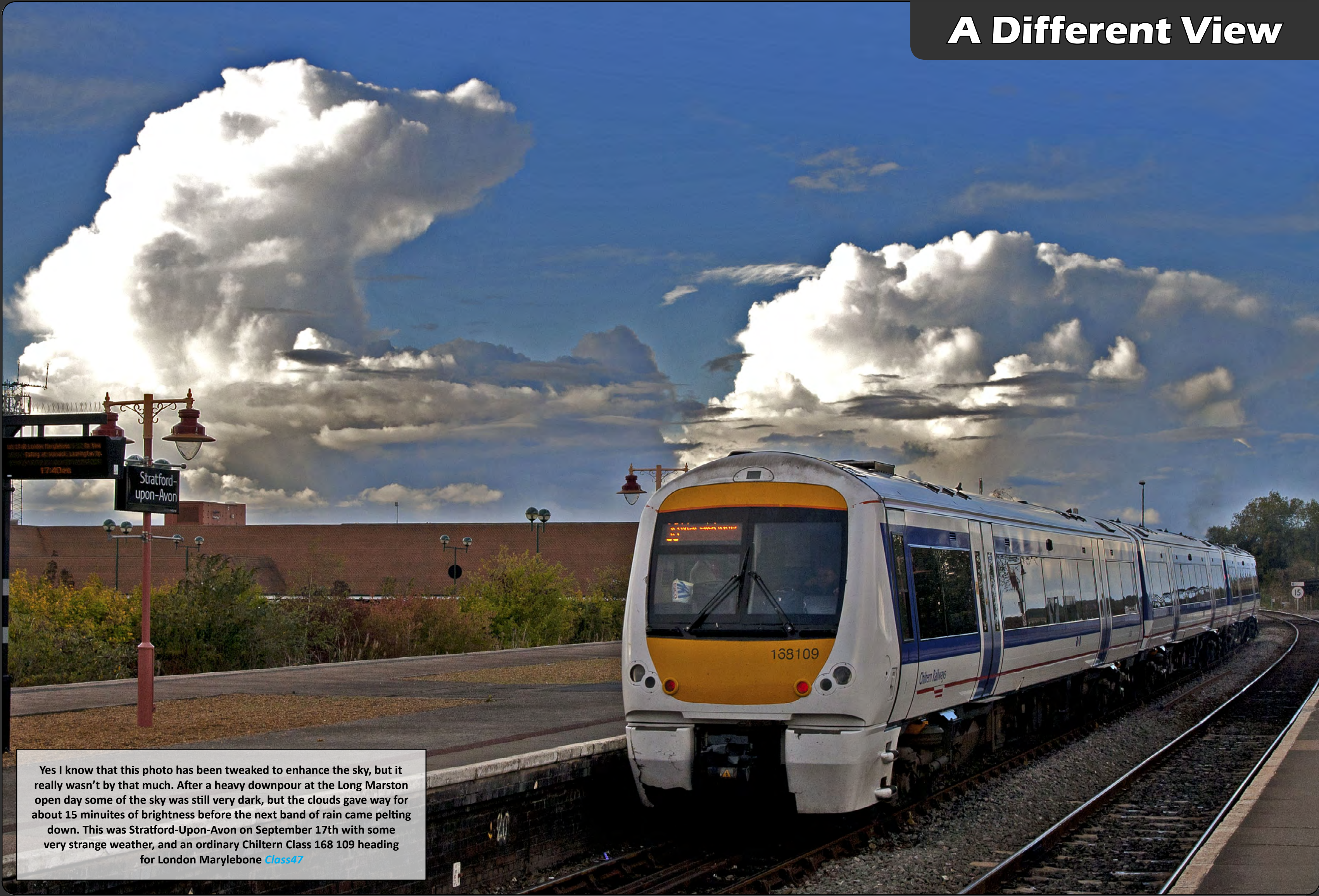
"By working together in a close relationship, Balfour Beatty Regional Civil Engineering, Network Rail, the principal subcontractors and the workforce involved in undertaking this complex programme of restoration have successfully delivered a project requiring safe systems of work to overcome some of the most difficult of working conditions.

"The now fully restored Forth Bridge will continue to operate for many decades to come and it will provide the world renowned image that Scotland can be rightfully proud.

"The work that Balfour Beatty Regional Civil Engineering has provided to restore the Forth Bridge back to its original condition will remain as part of a legacy and a testament to the skills and expertise of those who built this much treasured structure more than a century ago".



A Different View



Yes I know that this photo has been tweaked to enhance the sky, but it really wasn't by that much. After a heavy downpour at the Long Marston open day some of the sky was still very dark, but the clouds gave way for about 15 minutes of brightness before the next band of rain came pelting down. This was Stratford-Upon-Avon on September 17th with some very strange weather, and an ordinary Chiltern Class 168 109 heading for London Marylebone [Class47](#)



This shot of A1 No. 60163 "Tornado" at Irwell Vale on the East Lancs Railway is sure to cause a stir, and reopen the old "can on worms" about manipulating digital photos. [Colin Irwin](#)

Things are so bad for passengers at the station in Manea, Cambridgeshire, that a gradient post has had to be provided for the ramp up to the platform..... [Gary S. Smith](#)





Overkill or not? In this photo there are six signals controlling the Pickering end of Levisham station. Could this not be simplified? [Class47](#)



A view of the depot at Toddington on a dark and damp September 17th with of particular note that the Class 26 and the Peak are undergoing repaints. [Andy](#)



Above: Class 117 DMU Nos. W51382 (DMS) and W51339 (DMBS) arrive into Toddington with a service from Leverton, via Hailes on September 17th. [Richard Hargreaves](#)

Below: "Bubble Car" Class 122 DMU No. W55003 is seen stabled at Toddington station on September 17th. This unit has recently been purchased from the Mid-Hants Railway. [Richard Hargreaves](#)



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!

Class 37 215 is seen at the Gloucester and Warwickshire Railway on September 17th working driver experience trips.

Richard Hargreaves



North Yorks Moors Railway



Annual Diesel Gala

Above: Class 37 264 heads up the incline towards Goathland on September 18th with a Pickering service. [Class47](#)
Below: Class 33 No. D6515 heads a Battersby to Whitby service through Grosmont. [Class47](#)



Above: Class 73 136 "Perseverance" shunts the Class 101 DMU into the sidings at Levisham. [Class47](#)
Below: Class 24 No. D5061 passes through Grosmont station whilst running round a Pickering service. [Class47](#)



Class 25 No. D7628 heads into Levisham
with a Grosmont - Pickering service on September 18th. [Class47](#)



A great shame that once again Class 50 027 didn't come out to play, perhaps next year. [Class47](#)





Recently returned to working order and looking great was Class 55 002 "KOYLI" seen here storming out of Grosmont. [Class47](#)



Above: Class 20 096 and 20 107 pause at Grosmont on September 18th. [Class47](#)
 Below: The newly replaced roof at Pickering station has certainly transformed the station as seen in this shot with Class 25 No. D7629 having arrived with a Grosmont service. [Class47](#)



Wensleydale Railway

Autumn Diesel Gala
Class 55 019 "Royal Highland Fusilier" stands in the yard at
Leeming Bar on September 24th. [Andy](#)



Having performed at the North Yorks Moors Railway a week earlier, Class 55 002 "KOYLI" headed to the Wensleydale railway for their gala on September 24th. [Andy](#)



Above: The ever reliable Class 47 715 "Poseidon" runs round its train at Redmire. [Andy](#)
Below: Class 03 144 is seen in the yard at Leeming Bar working "Driver for a Fiver" services. [Andy](#)



Visiting locos Class 33 109 and
Class 25 059 are seen at Redmire prior to working a
service to Leeming Bar. [Andy](#)



Barry Tourist Railway



Turkish 8Fs

Recently repatriated to the UK and on display at the Barry Tourist Railway on September 3rd was Turkish 8F No. 45166. Destined to be restored, one has to ask - where do you start?

Richard Hargreaves



Another ex Turkish 8F was No. 45160 which after many years hard work and thousands of pounds spent on it looks superb. Seen here arriving into Barry's Waterfront station. [Richard Hargreaves](#)



Above: Ex departmental Class 101 DMU No. 977 694 worked the services along the line, being hauled by ex Turkish 8F No. 45160. [Richard Hargreaves](#)

Below: Another photo of No. 45166 showing the tender which seems to be in a fairly good condition. However once work starts on stripping, the full extent of the task to be undertaken will be revealed. [Brian Battersby](#)



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.



Great Central Railway

Autumn Diesel Gala
On September 10th, Class 47 No. D1705 "Sparrowhawk" passes the
Class 101 DMU at Quorn and Woodhouse as it heads a service
to Leicester North. [Class47](#)



Making one of its last appearances at the line, Class 37 275 heads into Quorn and Woodhouse station on September 10th. [Andy](#)





Above: Class 10 No. 10119 "Margaret Ethel - Thomas Alfred Naylor" and BR Class 08 0-6-0 DE No. D3101 arrive into Quorn with rather a few too many headboards. [Andy](#)
 Below: Class 45 No. D123 stretches its legs after the recent repaint which by the look of it, is a case of work in progress. [Andy](#)

Above: Class 31 No. D5830 arrives into Quorn and Woodhouse with a service from Leicester North. [Neil Davies](#)
 Below: Yellow Peril Class 37 198 heads a Leicester North to Loughborough service through Woodthorpe on September 10th. [Neil Davies](#)



National Railway Museum

The NRM have recently purchased Class 09 017 "Leo" from DB Schenker for use around the site, seen here on August 18th alongside "The Tent." [Andy](#)



Severn Valley Railway

Autumn Steam Gala
Caledonian Railway 0-6-0 tender loco, No. 828 of 1899 vintage
is seen departing Kidderminster on September 23rd. [Richard Hargreaves](#)





Great Western 5101 Class No. 4160 pauses at Bewdley on September 24th whilst heading for Kidderminster. [Richard Hargreaves](#)



Above: GWR 78xx Manor Class No. 7812 "Erlestoke Manor" arrives into Bewdley with the local service from Kidderminster on September 24th. [Class47](#)
 Below: GWR King Class No. 6024 "King Edward I" departs Highley on a Bridgnorth to Kidderminster working. [Richard Hargreaves](#)



Above: GWR 28xx Class 2-8-0 No. 2857 departs Kidderminster on September 23rd, with a superbly restored "Syphon G" parcels van behind the loco. [Richard Hargreaves](#)
 Below: One of the huge attractions to the event this year was A1 No. 60163 "Tornado" seen here passing the Engine House at Highley. [Richard Hargreaves](#)



Dartmoor Railway

On September 18th, Class 08 937 brings into Oakhampton Station the stock for the last service to Meldon Quarry for this year. This service runs in conjunction with First Great Western services from Exeter. [Charlie Robbins](#)



Lynton & Barnstaple

Kerr Stuart 0-4-0 "AXE" built in 1915, departs from Woody Bay with a service to Killington Lane on September 17th. [Charlie Robbins](#)



Electric Railway Museum

For one weekend every September various properties that are not normally open to the public take part in the Heritage Open Days when admission is free. This year the Electric Railway Museum at Bagington, near Coventry participated and was open on 10th and 11th September. Spondon power station electric locomotive 1, built by English Electric at the Dick Kerr works in 1935 (works number E905) for the Derbyshire & Nottinghamshire Electric Power Company, pulls a wagon and an LNER brake van along the short demonstration line at the site. When built, the Spondon number 1 could draw power from an overhead tram wire or from onboard batteries. Each axle has a 35hp motor and low gearing enabled the 20 ton loco to pull heavy loads although its top speed is only 9 mph. The Central Electricity Generating Board retired the locomotive in 1982. The Electric Railway Museum is next to the Midland Air Museum and Coventry Airport (hence why an aeroplane can also be seen in the photograph). [Gary S. Smith](#)





Above: An interesting work of art by "Rumah" on one of the cars of 2-EPB unit No. 6307. Some may be pondering if the portrait is of David Tennant in his role as The Doctor, although he does have a moustache. Others might be more interested in the circuit diagram. The artist had the permission from the museum to paint a mural on all of the unrestored train. [Gary S. Smith](#)

Below: Heysham electric locomotive No. 1 was originally Kearsley number 4, having been built by Robert Stevenson & Hawthorn in 1945 for the Lancashire Electric Power Company. After the Kearsley power station was closed in 1982, the locomotive was converted to battery power and moved to Heysham where it was named "Doug Tottman". It was the last working standard-gauge industrial electric locomotive in the UK, being retired by British Energy in 2009 and replaced by diesel traction. [Gary S. Smith](#)



Above: Stored at Baginton pending a long term restoration is a complete three-car Class 503 'Wirral' electric multiple unit. Motor open brake second No. 28690 was built by Metro-Cammel in 1937 for the LMS. It is owned by the Electric Train Preservation Ltd. A second, identical batch was built for BR 19 years after the first!. [Gary S. Smith](#)
Below: The museum has two grounded City & South London Railway loco-hauled carriages of different batches. Car No. 163 is of all steel construction built by Brush in 1907. It is presently owned by the Suburban Electric Railway Association. [Gary S. Smith](#)



Mid Hants Railway

Farewell Standard 5 Event
BR Standard Class 5 No. 73069 is seen in action on the Mid Hants railway during the farewell Standard 5 event on September 10th. The loco has reached the end of her boiler ticket. [Joseph May](#)



Churnet Valley



Above: One of many Cauldon Lowe specials on the Moorland & City Branch to Cauldon Lowe this year, the Cauldon Lowe branch re-opened in November 2010, and work started around May 2010. GWR 2-6-2 No. 5199 has a blast up the bank to Cauldon Lowe with the ex 1030 off Froghall, Driver Terry keeps an eye out as 5199 passes over the farm crossing at Four Fields Crossing. [Frank Richards](#)

Below: BRCW Class 33 021 banks GWR No. 5199 up Moorland & City's Cauldon Lowe branch, this evening run was a real ale train which ran as part of the "Real Ale trial weekend" on July 23rd. [Frank Richards](#)



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Above: 0-6-0 Class 04 Shunter No. D2334, powers through Leekbrook Jct. with the weed killer train, heading back to Cheddleton MPD on September 1st. *Frank Richards*

Below: GWR Large Prairie No. 5199 blasts up the bank on a rather sunny Sunday on the first weekend of July, No. 5199 is seen here passing Apesford on the 1 in 49 incline on the Cauldon Lowe line. *Frank Richards*



On loan from the Llangollen Railway, GWR No. 5199 powers up the straight after leaving Leekbrook Junction, seen here passing the home signal for Leekbrook.

Frank Richards

Llangollen Railway



Autumn Steam Gala

Above: Double the power as LMS Black 5s Nos. 45337 and 44806 roll past the lens at Glyndyfrdwy, with the 14:35 passenger service from Llangollen Station on September 11th. [Frank Richards](#)

Below: Great Western 2-8-0 Heavy Freight loco No. 3802 heads out of Glyndyfrdwy. [Frank Richards](#)



Above: Auto sandwich as Great Western Pannier tank No. 6430 powers out of Glyndyfrdwy with the local back to Llangollen on September 11th. [Frank Richards](#)

Below: A visiting BR locomotive at Llangollen's Autumn Steam Gala this year is 2MT No. 78109 from the Great Central Railway. Here No. 78019 is seen at Glyndyfrdwy heading a mixed freight to Carrog through the Dee Valley. [Frank Richards](#)



Visiting Black 5 No. 45337 from the East Lancs Railway is seen powering out of Berwyn with the 11:30 express from Llangollen. [Frank Richards](#)



Ffestiniog Railway



Above: The oldest operating Double Fairlie on the railway, "MERDDIN EMRYS" passes Rhiw Goch. [Pete Cheshire](#)
Below: Ex-SAR NGG16 Class 2-6-2+2-6-2 No. 87 passes alongside the river at Aberglaslyn. [Pete Cheshire](#)



Above: Ex-SAR NGG16 Class 2-6-2+2-6-2 No.143 passes Aberglaslyn on September 26th. [Pete Cheshire](#)
Below: Built for the South African Railways, purchased by the Ffestiniog Railway in 1996 and extensively rebuilt, "VALE OF FFESTINIOG" is seen waiting to depart Porthmadog on September 24th. [Pete Cheshire](#)



Statfold Barn

"Saccherine" a Fowler loco No. 13355 built in 1914 for a South African sugar plantation, having detached from the train, is heading for the shed and service, before her next duty. [Stuart Hills](#)





Above: Sragi No. 14 "Max" (Orenstein & Koppel No. 10750) and "Statfold" (Hunslet 3903/2005) pass Isibutu with the token at Oak Tree Halt. [Stuart Hills](#)
 Left: "Harrogate" having detach her train waits for her turn for coal and water. [Stuart Hills](#)
 Bottom Left: "Isibutu" (Bagnall 2820/1945) with a mixed freight train await the token at Oak Tree Halt. [Stuart Hills](#)
 Bottom Right: "Pakis Baru" No.5. a Mallet type loco (Orenstein & Koppel 1473) is seen at Oak Tree Halt. [Stuart Hills](#)



Class 50 022 and 50 035 are seen at Birmingham New St. on a summer Saturday in the late 1980s, before the building of the additional footbridge in 1993. Spotters (remember them), lounge on the Post Office "Brute" trolleys. *Chris Morrison*





Above: By the beginning of the 1980s the Western Region had replaced most of its long distance services with the High Speed Train, which are still going well today. Here, on 12th October 1980, Class 253 032 is on the 14.25 London Paddington – Penzance and is seen approaching Bruton, between Westbury and Castle Cary. *David Mead*
 Below: Freightliner liveried Class 47 150 heads through Stafford on March 25th 2000. *Paul Godding*



Above: Departmental Class 47 No. 97561 in Midland Railway Red livery is seen at Coalville open day 1986. *Derek Elston*
 Below: A Class 103 DMU with trailer car No. 56168 is seen at the West Somerset Railway in 1986. *Brian Battersby*





Above: Class 33 032 clatters past Sutton Bridge, Shrewsbury with the 1345 Manchester - Cardiff service in June 1986. [Chris Morrison](#)
 Below: Class 31 423 "Jerome K. Jerome" hauls a track machine through Shrewsbury on October 22nd 1994. [Paul Godding](#)



Above: Western Class 52 No. D1010 "Western Campaigner" is seen at the West Somerset Railway on May 21st 2000. [Richard Hargreaves](#)
 Below: Class 33 050 is seen from the castle, arriving into Shrewsbury with the 1200 Cardiff - Crewe in June 1986. This service is now a two or three car Class 175, how things have improved! [Chris Morrison](#)





Above: Class 33 059 arrives into Bath Spa with a Portsmouth - Bristol service shortly before the end of 33 haulage on the route in May 1988. *Chris Morrison*
 Below: Class 37 375 and 37 174 head through Craven Arms on May 28th 2000. *Paul Godding*



Above: On a wet Summer Saturday of 19th August 1967, 4-CEP in BR Green Livery Nos. 7183 and 7168 arrives at Barnham Junction with the 12.29 Portsmouth Harbour – London Victoria service. The signal box remained until 2010. The CEPs generally were booked on the "fast" trains via Hove/Haywards Heath. *David Mead*
 Below: Having been to Long Marston this month to see a resplendent Class 87 017, we couldn't resist showing this photo of it when it was working for Intercity West Coast. *Brian Battersby*





Above: Class 08 833 "Liverpool Street Pilot" in lined black livery is seen at Ilford Depot in 1986. [Derek Elston](#)
 Below: Class 142 042 stands at Paignton in the Western Regions designated livery for their Class 142s of chocolate and cream. [Derek Elston](#)



Above: A line up of HSTs at Plymouth's Laira depot in 1981. [Derek Elston](#)
 Below: Rail Express Systems Class 86 210 is seen undergoing maintenance at Crewe Electric Depot. [Brian Battersby](#)



Deltic Class 55 007 "Pinza" complete with the then standard Finsbury Park trademark of white window surrounds, calls at Grantham in August 1979, heading for London Kings Cross. [Chris Morrison](#)



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



Under a threatening sky, Class 37 No. D6940 runs light engine into Carrog on August 28th. [Jon Jebb](#)