

Railtalk

Issue 63
December 2011

Magazine

ISSN 1756 - 5030



Isn't Autumn great, as Class 20 action continues

Welcome

Welcome to Issue 63 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports. With the big day close upon us, the dark night, dull days and not to forget the cold weather, Christmas is nearly here and Winter definitely is! But we have had a really great Autumn in the North East with those who are lucky enough to live in Yorkshire and Lincolnshire enjoying the daily Class 20 operated RHTT services. These have been made even better by the pairs changing on a regular basis, and they all looked splendid in their heritage liveries (well for the first day or two every week at least). November also produced some excellent railtours with the return of the Class 50s after a poor performance at the Severn Valley Railway, on another successful trip for the Spitfire Railtour crew, one of quite a few this month including Deltic '22 and even an East Midland Train's HST! Not to be outdone in the bizzare department this month we have also had a pair of Class 150s on the Severn Valley Railway to Bridgnorth and three Class 142s on a tour of the South West.

It Just remains for me to say Merry Christmas and a Happy New Year from everyone at Railtalk Magazine. Thanks to all the readers and especially the contributors, without you we wouldn't exist.

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 Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice and the guys at RailUK.

Contents

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 46 - Pictures
Pg 108 - News and Features
Pg 116 - Scot-Rail
Pg 126 - Fares Advice
Pg 144 - View from the Outside
Pg 146 - The Nosh Report
Pg 148 - Different View
Pg 154 - Preserved Railways
Pg 188 - From the Archives

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

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

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk

Front Cover: On October 29th, Class 20 096 and 20 227 head through Gilberdyke with a RHTT working. This autumn the Yorkshire RHTT diagrams have been handled by a pool of six Class 20s, proving very popular with the enthusiasts. [Steve Thompson](#)

This Page: Probably one of the biggest workings in November was that of Class 47 375 and 56 302 with the 6223 Burngullow - Burton on Trent, seen here passing Plymouth on November 30th. [Steve Andrews](#)

Charter Scene

Spitfire Railtours - Jorvik Explorer III
On November 6th, WCRC Class 37 676 "Loch Rannoch" and
37 685 "Loch Arkaig" double head Spitfire Railtours Jorvik Explorer III return
positioning train from Exeter St Davids to Preston through a very sunny
Norton Fitzwarren. [Jonathan Gill](#)





Spitfire Railtours - Jorvik Explorer III
Class 37 676 and 37 685 are seen working 1227 Exeter to York
through Fladbury on November 6th. [Carl Grocott](#)



Spitfire Raitours - Jorvik Explorer III

Above: On November 4th, Class 37 685 leads 37 676 and 57 601 hanging on the back, the 1Z21 Preston - Exeter St. Davids positioning move seen here through Filton Abbey Wood. [Wayne Radford](#)
 Below: Class 37 685 and 37 676 are seen at York ready to work the 1Z25 return. [Neil Davies](#)



Vintage Trains - The Coronation Scot

Above: Class 47 773 is seen at Wolverhampton with the diesel hauled leg of Vintage Trains "The Coronation Scot" 1Z22 Tyseley - Carlisle - Glasgow on November 12th. [Neil Davies](#)
 Unknown ECS Move
 Below: Class 67 025 leads a repainted Mk1 coach No. 35317 south through Burton On Trent, with 5Z65 Derby - Yeovil Junction on November 15th. [Stuart Hillis](#)



Vintage Trains - THE DOUBLE HEADED PANNIERS
London Transport liveried Pannier No. L94 (7752) and
British Railways Black No. 9600 get under way at Small Heath with a
Tyseley - Leicester trip on November 19th. [Chris Morrison](#)





Vintage Trains - THE DOUBLE HEADED PANNIERS

Above: London Transport liveried Pannier No. L94 (7752) and British Railways Black No. 9600 are seen approaching Coalville level crossing on November 19th. [Stuart Hillis](#)

Below: The pair of Panniers pass Spring Cottage on the Coalville Branch, heading for Burton On Trent. [Stuart Hillis](#)



West Coast Railway Co. - Private Charter

Above: On November 19th, West Coast operated a private charter from Scarborough - London Euston.

This is Class 57 601 leading the tour from York in the morning. [Class47](#)

Below: Class 47 851 is seen on the rear heading south. This loco worked the return to Scarborough. [Class47](#)



Torbay Express - THE BATH SPA CHRISTMAS EXPRESS
LNER A4 No. 4492 "Dominion of New Zealand" is seen with the Poole - Bristol
charter heading through the Avon Valley from Poole, on November 30th. [Lewis Mitchell](#)



First Great Western - Farewell to the Class 142s

Whilst London Midland were saying goodbye to their Class 150s this month, First Great Western has said goodbye to their Class 142 by organising a tour of the South West. On November 27th, Class 142 001 leads 142 063 and 142 068 over the Heathfield branch seen here at Teignbridge crossing with the return Heathfield to Exeter leg of the tour. [Steve Andrews](#)



UK Railtours - THE LUDLOW CHRISTMAS FAYRE

DBS Class 67 005 saunters on the climb away from Cosford, Shropshire and passes Upton with the UK Railtours 1Z86 from Basingstoke taking shoppers to the Christmas Fayre at Ludlow on November 26th. [Gary S. Smith](#)



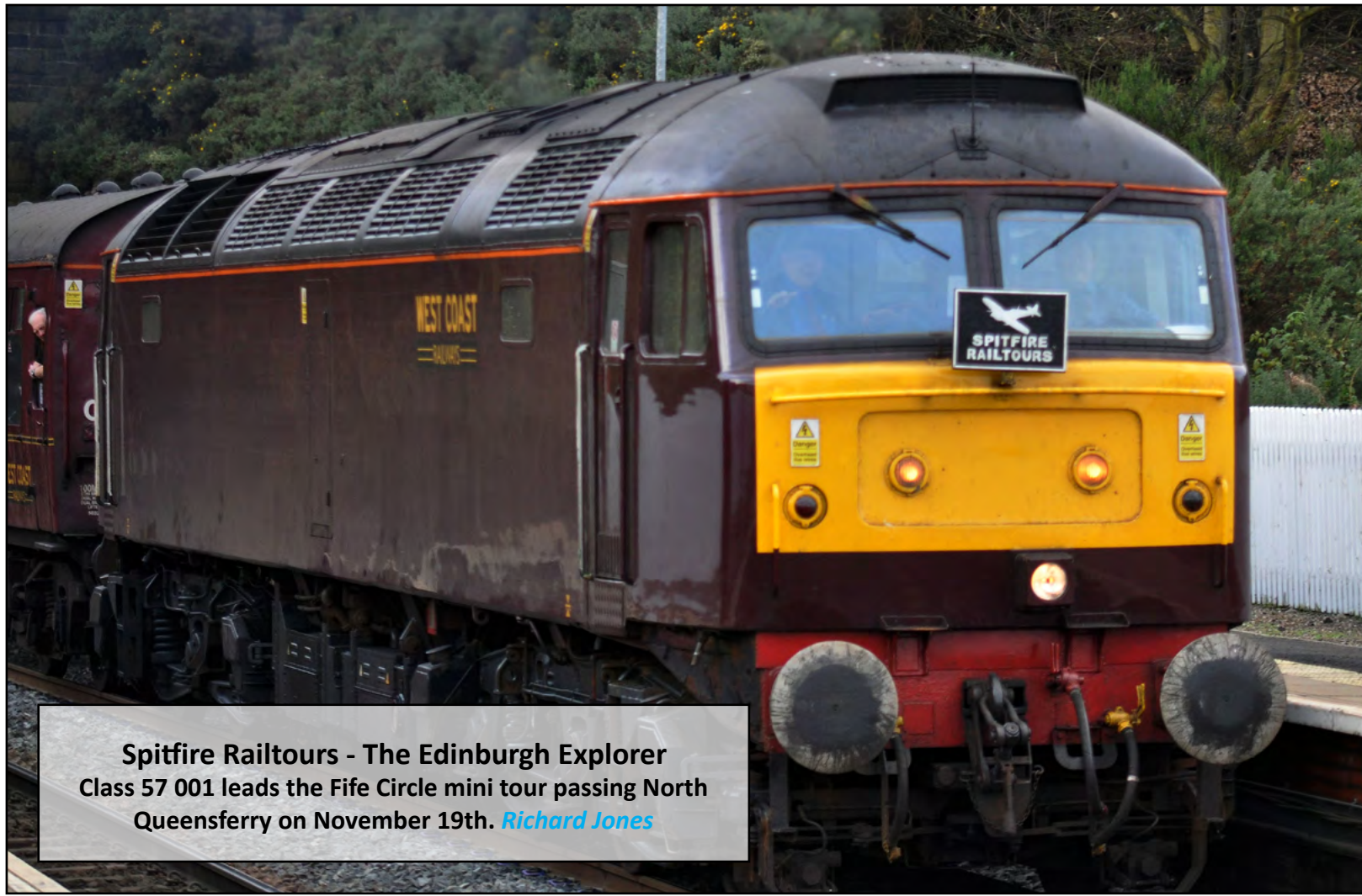
153

Spitfire Railtours - The Edinburgh Explorer
On November 19th Class 50 049 and 50 044 are seen at Preston
ready to work the 1Z47 Preston - Edinburgh, via York.
Carl Grocott



The Edinburgh Explorer - Positioning Move
Returning home to Cardiff Canton after working the tour, Class 50 044
and 50 049 are seen working the 0Z45 from Carnforth on
November 21st. [Chris Stanley](#)





Spitfire Railtours - The Edinburgh Explorer
 Class 57 001 leads the Fife Circle mini tour passing North Queensferry on November 19th. [Richard Jones](#)



Northern Belle
 Above: On November 20th, Class 47 828 worked 5Z81 Cardiff Pengam - Crewe with 47 832 on the rear. The previous day the pair worked a Northern Belle from Cardiff Central - Kensington Olympia and return. This is the pair at Abergavenny as the semaphores dropped, the driver opened the throttle to continue up the Marches line. [Lewis Mitchell](#)
 Below: Class 47 790 arrives into York on November 5th with 5Z40 Crewe C.S to York. [Neil Davies](#)

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.





Steam Dreams - THE CATHEDRALS EXPRESS

Above: A1 No. 60163 "Tornado" is seen near Craven Arms with the London Paddington - Shrewsbury Cathedrals Express charter on November 26th. [John Edkins](#)
Below: "Tornado" is seen passing through Dorrington heading for Shrewsbury. [Phil Martin](#)



Pathfinder Tours - The Marches Monarch

Above: Great Western King No 6024 "King Edward I" is seen passing Stapleton with the Eastleigh - Shrewsbury working on November 26th. [Andrew Edkins](#)
Below: GWR No. 6024 "King Edward I" heads north to Shrewsbury at Dorrington. [Phil Martin](#)





Cruise Saver Travel - Cruise Saver Express

Above: DRS Class 47 802 and 47 828 are seen here coming off Parkside Curve at Highfield Moss with the 1Z66 Glasgow - Southampton Cruise Saver boat train on October 30th. In twelve month's time this scene will be wired for Manchester Airport to Edinburgh services hauled by Class 350 units and the scene will have changed forever. [Dave Harris](#)

Below: A night shot of Class 47 802 about to depart Glasgow for Crewe with 5Z68 ECS Stock from the Southampton Boat Train on November 10th. [Michael J. Alderdice](#)



Cruise Saver Travel - Cruise Saver Express

Above: On November 17th. Class 47 832 "Solway Princess" leads 47 790 "Galloway Princess" and 47 501 "Craftsman" with returning boat train stock, through Tamworth running as 5Z69 Eastleigh - Crewe. [Stuart Hillis](#)

Below: On a very dull, grey and misty day, Class 47 832 "Solway Princess" and 47 790 "Galloway Princess" head the 1Z69 Edinburgh - Southampton Cruise Saver Express past Stenson Junction, November 16th. [Stuart Hillis](#)



London Midland - Class 150 Farewell

On November 12th London Midland operated a charter to commemorate the ending of Class 150s in the West Midlands. The tour featured much of the classes regular territory and also quite a few lines not normally traversed. This is Class 150 001 and 150 106 heading onto the Severn Valley Railway at Kidderminster, for a trip along the line. [Richard Hargreaves](#)



UK Railtours - The Buxton Spa Express

On November 5th, and after some prior troubles in arrangement, UK Railtours hosted what became the second "Buxton Spa Express" of the year after the successful restart on February 26th. This time around, it was the turn of Riley and Son to provide all the motive power required for the tour. This came in the form of "The Dream Team", LMS Black Fives Nos. 45407 "Lancashire Fusilier" and 44871. Here the pair are seen arriving into Stockport. [CJ Sutcliffe](#)



UK Railtours - The Buxton Spa Express
On November 5th, LMS Black 5 No. 44871 shares the station at Buxton with Northern's Class 156 440. [Colin Irwin](#)

UK Railtours - The Buxton Spa Express

On November 5th, LMS Black Fives Nos. 45407 and 44871 travel through Edale across Normans Bank leading the Buxton Spa Express towards the next port of call at Sheffield. [CJ Sutcliffe](#)





The Buxton Spa Express - Positioning Move

Above: Returning Home after working the "Buxton Spa Express" Black 5s Nos. 45407 and 44871 return home to Bury from Carnforth through Chorley on November 6th. [Colin Irwin](#)

Riviera Trains - ECS Move

Below: Class 67 022 is seen at Crewe on November 27th with 5Z95 Tyne Yard to Crewe H.S. [Neil Davies](#)



The Buxton Spa Express - Positioning Move
On the evening of November 6th, Black 5s Nos. 45407 and 44871 are seen at Buckley Wells. [Colin Irwin](#)



Vintage Trains - The Coronation Scot

On November 12th, day one of this two day tour, sees LMS Princess Royal Class 7P 4-6-2 No. 6201 "Princess Elizabeth" charging up Scout Moor with the northbound leg of the Coronation Scot from Tyseley - Glasgow Central Coronation Scot tour. [Colin Irwin](#)



Vintage Trains - The Coronation Scot

On day two, LMS Princess Royal Class 7P 4-6-2 No. 6201 "Princess Elizabeth" runs southbound past Brock between Lancaster and Preston with the return working of the Coronation Scot tour, November 13th. [CJ Sutcliffe](#)



Railway Touring Company - The Swanage Belle
BR Standard Class 7 No. 70013 "Oliver Cromwell" is seen with the
1293 London Euston - Swanage as it passes Eastleigh
on October 15th. [Wayne Radford](#)



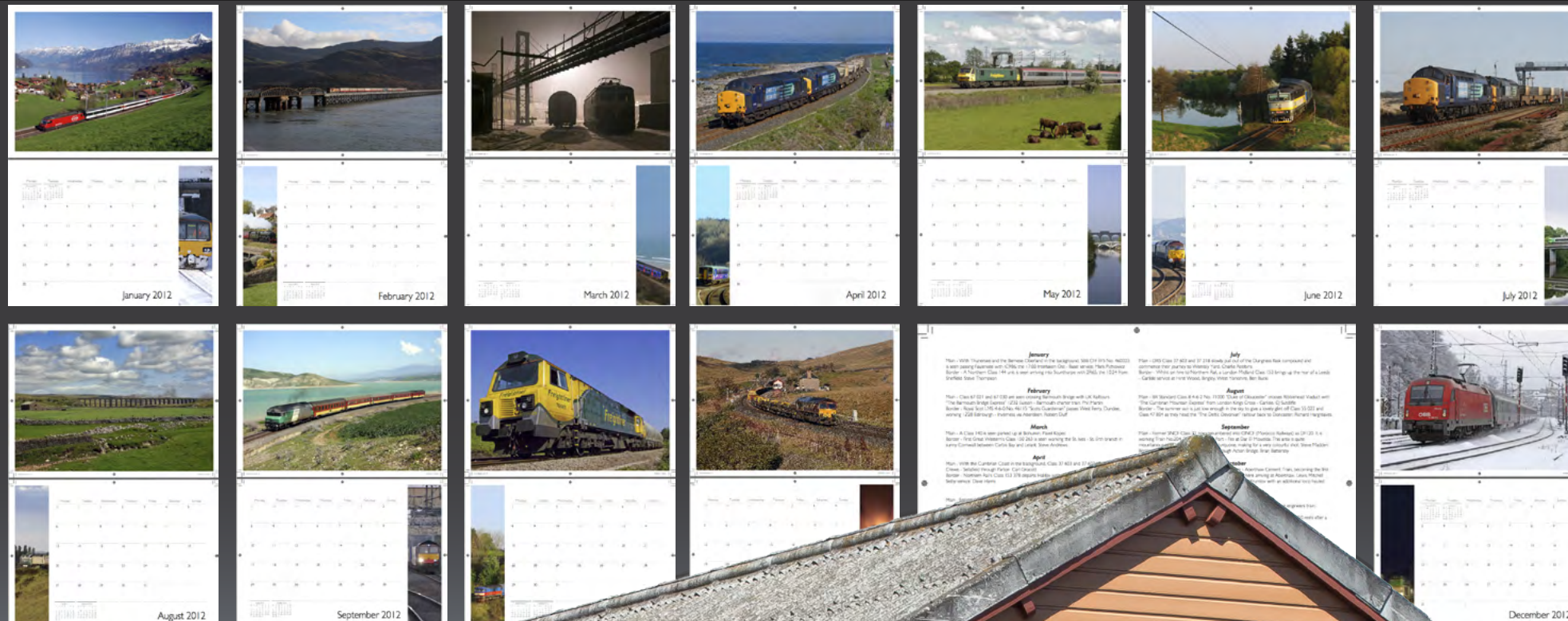
Railtalk | Calendar 2012

Click below and pay with PayPal for the excellent 2012 calendar that will look brilliant on any wall around the home or office.



The calendar features over 20 high quality images from around the world.

Buy Now





Class 20 905 and 20 901 are seen at Bradford Interchange on November 10th with the evening RHTT turn. [Andrew Wilson](#)



Above: During November East Coast have been dragging services through Lincoln on Saturdays and Sundays.
 Class 67 021 is seen on the drags heading through Lincoln on November 6th. [Neil Davies](#)
 Below: This is Class 91 118 is on the rear of the 1A19 service from Leeds to Kings Cross. [Neil Davies](#)



Above: DRS Class 57 008 heads the 6257 Carlisle - Crewe wagon move seen here at Winwick
 on November 19th. [Dave Harris](#)
 Below: Class 66 504 passes through Leamington with the 4049 09.23 Basford Hall - Southampton liner
 on November 30th. [Richard Hargreaves](#)





Above: On November 16th, First Great Western's Class 165 104 speeds through Cholsey Manor. [Neil Davies](#)
Below: DBS Class 60 010 is seen with the 6F81 Liverpool Bulk Terminal - Fiddlers Ferry MGR as it passes Winwick on November 12th. [Dave Harris](#)



Above: DRS Class 20 308 is seen on the rear of a triple header at Crewe. [Colin Irwin](#)



Class 57 004 leads 57 003 through Kelvedon, spraying as they go, with the Shenfield-Clacton RHTT service on November 19th. The two ronnies making a change from the Class 37 monopoly on this service.

Charlie Robbins



On October 28th, Freightliner's Class 86 610 and 86 638 work 4L75
Basford Hall to Felixstowe liner seen passing through
Chelmscote, near Bletchley. [Steve Madden](#)



Class 59 004 "Paul A Hammond" arrives at Acton Yard with
7A09 Merehead - Acton on November 3rd. *Dave Harris*



A rare shot of Class 20 308 and 37 602 working 6M60 Seaton Carew -
Sellafield as they pass Hart Station on the Durham coast line,
November 18th. [Michael J Alderdice](#)



Euro Cargo Rail double as Class 66 022 and 66 064 approach
Wickford station on the Broxbourne - Southend Victoria RHTT duty,
October 25th. *Charlie Robbins*



On a glorious November 27th, Freightliner's Class 70 004
"The Coal Industry Society" works the 6297 Pengam - Grange loaded
Coke, originating from Killoch in Scotland, seen as it passes
Llangewydd. [Lewis Mitchell](#)



On November 25th, 3S13 Wakefield - Grimsby Town is seen passing Frodingham Jct. with Class 20 227 top and tailing 20 142.

Steve Thompson





Above: First Hull Trains Class 180 111 heads through South Muskham on November 6th with a London Kings Cross to Hull service. [Neil Davies](#)
Below: With DVT 82139 leading, Class 90 007 heads out of Stratford on October 18th. [Steve Thompson](#)

Above: On November 5th, First Transpennine Express Class 185 109 heads through the Hope Valley near Edale. [Colin Irwin](#)
Below: Class 66 847 works 6Z70 Chirk to Ribblehead empty logs through Blackburn on November 24th. [David Hollowood](#)





Above: DBS Class 66 074 is seen on the 6E32 Preston Docks to Lindsey Oil Refinery as it passes through Pleasington on November 23rd. [Chris Stanley](#)
Below: On November 27th, and unusual for a Sunday, the Network Rail Class No. 950 001, is seen at Scunthorpe working 2Q08 Doncaster - Cleethorpes - Barnetby - Immingham - Derby. [Steve Thompson](#)

Above: Working for Grand Central on November 16th was Class 180 102 seen here at Doncaster with the 12:08 1A63 Bradford Interchange to London Kings Cross. [John Martin](#)
Below: On November 2nd, Class 20 189 leads 20 227 with the Grimsby Town - Malton RHTT working through New Barnetby. [Steve Thompson](#)





Above: Northern's Class 155 347 is seen at Manchester Victoria on November 26th with a service to Selby. [Brian Battersby](#)

Below: On October 29th, Class 20 096 and 20 227 are seen heading through Hatfield and Stainforth. [Steve Thompson](#)



Above: Class 66 140 works an Immingham to Cottam Power Station MGR service down through Worksop on November 4th. [John Martin](#)

Below: Class 60 065 is seen at Crewe on November 26th with the 6R09 Basford Hall to Norton Bridge. [Neil Davies](#)





Ingatstone

37194

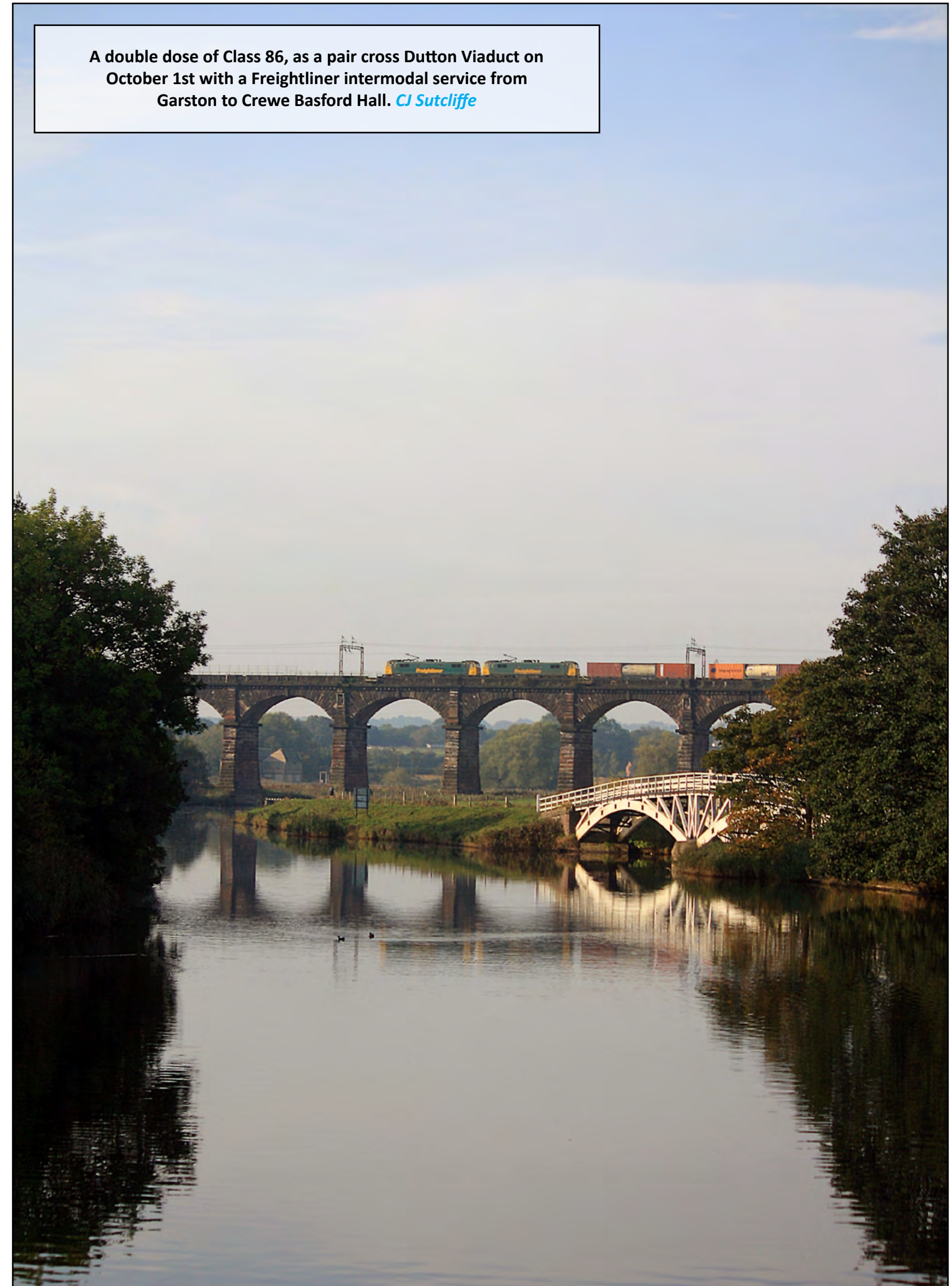
Class 37 194 and 37 087 power through Ingatstone, running late with the Stowmarket - Shenfield RHTT service on October 25th. [Charlie Robbins](#)



Above: East Coast power car No. 43309 heads a London service through South Muskhurst on November 6th. [Neil Davies](#)
Below: On November 9th GBRf Class 66 731 heads through Haybridge with a Donnington - Eastleigh Class 508 move. [Paul Godding](#)



A double dose of Class 86, as a pair cross Dutton Viaduct on October 1st with a Freightliner intermodal service from Garston to Crewe Basford Hall. [CJ Sutcliffe](#)





Above: Class 90 029 heads the very late running 1M16 20:46 Inverness - Euston through Stafford on November 25th. [Neil Davies](#)
Below: On November 23rd, London Midland Class 153 356 and 170 514 are seen at Walsall. [Paul Godding](#)



Above: Class 66 731 heads for Cottom Power Station through Worksop on November 4th. [John Martin](#)
Below: On November 12th, Class 150 109 pauses centre road at Worcester Shrub Hill. [Paul Godding](#)





Above: On November 26th Alstom Pendolino Class 390 054 is seen at Manchester Piccadilly with a London Euston service. [Richard Hargreaves](#)

Below: Class 60 054, one of the latest Class 60s to emerge from refurbishment at Toton, is seen working the 6E08 Wolverhampton - Immingham empty steel, as it passes north through Burton On Trent on November 9th. [Stuart Hillis](#)



Above: On November 30th, BR Blue liveried Class 47 375 and Fastline Freight liveried Class 56 302 pass Norton Fitzwarren with the 6Z23 Burngullow to Burton Upon Trent Wetmore sidings working consisting of 14 Ex ECC/IMERY'S 'Silver Bullet' TEA bogie tank wagons. [Jonathan Gill](#)

Below: Class 20 096 and 20 227 are seen with the 3S13 Sheffield to Sheffield RHTT working as the pair approach Worksop on October 29th. [John Martin](#)



It's not taken too long to get Class 60 011 in a grubby state, as can be seen in this shot at Warrington on November 26th. [Richard Hargreaves](#)





Above: Class 70 008 heads a Freightliner working from Felixtowe - Lawley St. on October 18th. [Steve Thompson](#)
 Below: Freightliner's Class 66 565 heads down through Stafford on October 19th. [John Martin](#)



Above: On November 12th, First Great Western HST power car No. 43197 is seen on the rear of a Hereford - London Paddington service. [Richard Hargeaves](#)
 Below: GBRf Class 66 726 heads through Kensington Olympia on October 18th. [Steve Thompson](#)



Class 37 607 works the 6242 Carlisle Kingmoor - Middlesbrough
(A. V. Dawson) Nitric Acid tanks on November 15th. [Michael J Alderdice](#)



DBS Class 66 016 and 66 001 top and tail Chiltern's
Rail Adhesion Train seen approaching Moor Park on November 26th.
Chris Morrisson





Above: Class 20 227 soaks up the sun at Sheffield Midland whilst on RHTT duties, November 19th. [Class47](#)
Below: On November 12th, Arriva Trains Wales Class 175 116 departs Hereford with a service for Cardiff Central. [Paul Godding](#)



Above: London Midland's Class 139 002 is seen working the Stourbridge Town service on November 12th. [Richard Hargreaves](#)





Above: DVTs 82207 and 82219 are seen under the new roof at London Kings Cross on November 12th. [Class47](#)
Right: During the first week of November, East Coast hired a First Great Western HST set to cover for Class 91s on IEP testing. This is the unusual sight of 43041 departing Leeds with a working to London Kings Cross on November 2nd. [Andy](#)
Below: National Express Class 90 004 heads for London Liverpool Street on October 18th with a service from Norwich. [Steve Thompson](#)



Several out-of-use Class 508 EMUs had been stored at the Telford International Railfreight Park during 2010-11 but they were gradually moved to Eastleigh for further storage. On the morning of Wednesday November 23rd GBRf Class 66 709 - in 'Meditate' livery - takes the last unit to leave for Hampshire, Class 508 202 through Cosford, Shropshire forming the 5008 Donnington RFT - Eastleigh. [Gary S. Smith](#)



What a view, as DBS Class 66 019 travels the approach circuit to Cottam Power Station. [David Hollowood](#)

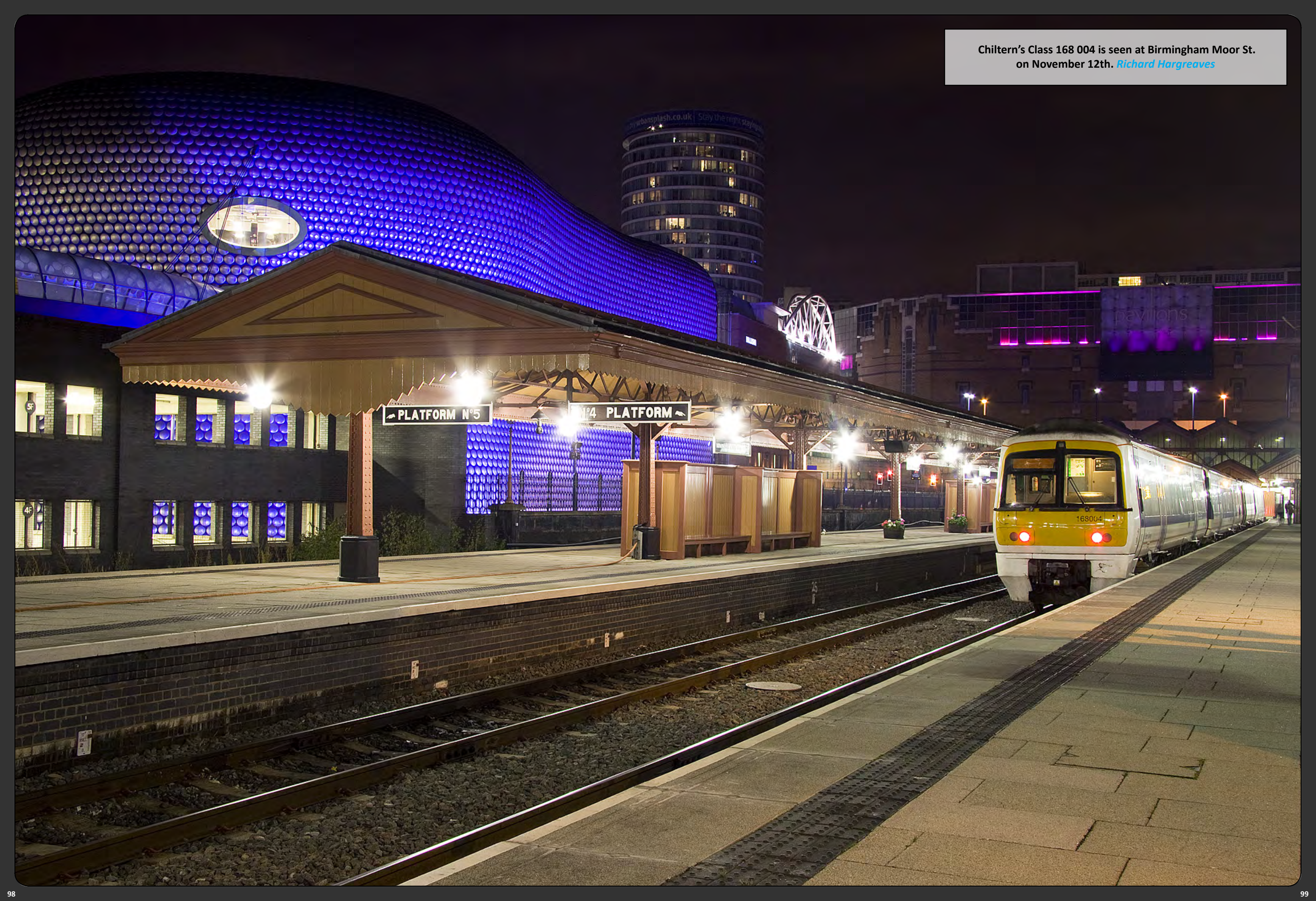




Above: National Express Class 321 354 in plain white livery is seen stabled in Doncaster West Yard (Wabtec) on November 16th. *John Martin*
 Right: On November 26th, Class 66 150 is seen on an Exeter to Bescot clay working that included the Bescot Crane and Re-Railing coaches. *Phil Martin*
 Bottom Left: A filthy Class 66 001 is on the rear of a RHTT working through West Hampstead on November 11th. *Brian Battersby*
 Bottom Right: Class 20 905 and 20 901 prepare to depart Bradford Interchange on November 2nd with a RHTT working to Halifax. *Andy*



Chiltern's Class 168 004 is seen at Birmingham Moor St.
on November 12th. [Richard Hargreaves](#)





Above: Class 66 735 heads a Cottam Power Station to North Blyth working through Doncaster on a grey misty November 16th. [John Martin](#)
Left: Freightliner's Class 70 002 rounds the curve at Warrington Arpley with a MGR working to Fiddlers Ferry Power Station on November 26th. [Richard Hargreaves](#)
Below: DBS Class 66 061 heads through Kensington Olympia on October 18th with a rake of RMC stone wagons. [Steve Thompson](#)





Above: Still in DRS livery, but now working for Freightliner, Class 66 419 powers through Pleasington with 6M11 Carlisle to Fiddlers Ferry PS on November 4th. *David Hollowood*
 Below: A change from the normal Arriva Class 57 on the WAG on November 21st, when Class 57 311 worked from Cardiff - Holyhead, seen here at Shrewsbury. *Phil Martin*



On November 3rd, Arriva liveried Class 67 003 heads the lightly loaded 6F52 Donnington - Warrington trip working. *Richard Hargreaves*



Above: Enjoying a new life in the North West is Central liveried Class 150 111 seen working 2N18 Blackpool South to Colne service through Bolton Junction (Blackburn) on November 3rd. [David Hollowood](#)
 Below: Another Northern import is West Midlands liveried Class 150 110 seen working 2N59 Manchester Vic to Clitheroe, also seen at Bolton Junction, Blackburn on November 3rd. [David Hollowood](#)



Above: The latest Class 158 to come out of refurbishment is Class 158 837, seen here at Shrewsbury in the company of 158 830 on November 21st. [Phil Martin](#)

Below: Still active on the Snow Hill lines, Class 150 001 arrives at Shirley with the 1204 Great Malvern - Stratford upon Avon on November 27th. [Chris Morrison](#)



Brand New London Midland Class 172 344 stands at Birmingham Moor St. with a Kidderminster - Dorridge service on November 14th. *Richard Hargreaves*



Going Underground



Above: One of the Central Line's 1962 stock "Rail Adhesion Train" No. 1570 is seen arriving into North Acton on November 12th. [Brian Battersby](#)
Below: New Metropolitan line stock unit No. 21029 is seen at Harrow-on-the-Hill on November 12th. [Brian Battersby](#)



News and Features



Above: Metropolitan line A60 units Nos. 5100 and 5090 pass at Moor Park with Amersham fast trains on 26 November. [Chris Morrison](#)
Below: A District Line working is seen at West Ham station on November 12th. [Brian Battersby](#)



One of the Central Line's 1962 stock "Rail Adhesion Train" No. 1406 is seen departing Leytonstone on November 12th. *Brian Battersby*



A Piccadilly Line service is seen arriving at Hillingdon station on November 26th. [Chris Morrison](#)





Above: Metropolitan A60 stock No. 5147 arrives at Baker St. with an Uxbridge - Aldgate service on November 19th. [Chris Morrison](#)
Below: Metropolitan line stock unit No. 5108 is seen parked at Uxbridge on November 12th. [Brian Battersby](#)



Scot-Rail - life north of the border



Above: Class 158 730 pulls into Cowdenbeath station on November 22nd. [Pete Cheshire](#)
Below: A Scotrail Class 158 heads over the Forth Bridge at North Queensferry on November 22nd. [Pete Cheshire](#)



Above: First Scotrail's Class 170 450 is seen at Edinburgh Waverley on November 22nd. [Pete Cheshire](#)
Below: Class 67 007 is seen at Edinburgh Waverley on November 22nd with the Fife Circle service. [Pete Cheshire](#)





Above: SPT liveried Class 314 214 is seen at Glasgow Central on November 23rd. [Pete Cheshire](#)
 Below: East Coast's HST power cars Nos. 43316 leads 43314 over the River Tay at Perth with a diverted Aberdeen - Kings Cross working on November 6th. [Richard Jones](#)



Above: First Scotrail's Class 158 736 is seen at Glasgow Queen St. station on November 24th. [Pete Cheshire](#)
 Below: On November 23rd, Class 380 108 and 380 113 are seen at Glasgow Central. [Pete Cheshire](#)



Manchester Metrolink



One of the original Series 1 trams has been reliveried into the new Metrolink livery and also carries a Christmas advert. No. 1003 is seen here at Piccadilly Gardens on November 26th. [Brian Battersby](#)

Capital Units



Above: Class 378 215 heads a London Overground service to Clapham Jct. seen at Kensington Olympia on October 18th. [Steve Thompson](#)
Below: On a dull misty November 12th, debranded Class 317 723 arrives into Stratford. [Brian Battersby](#)

Above: Southern's Class 377 215 heads through Kensington Olympia on October 18th. [Steve Thompson](#)
Below: A rare working for Class 460 002 in Gatwick Express duties at London Victoria on November 12th. [Brian Battersby](#)





Above: South West Trains Class 455 912 and 455 733 head into Clapham Jct. with a service from Waterloo on October 18th. [Steve Thompson](#)
 Below: Several Class 450s are seen stabled between duties at Clapham Jct. on October 18th. [Steve Thompson](#)



Above: Class 159 014 leads 159 012 and 159 001 into Clapham Jct. on October 18th. [Steve Thompson](#)
 Below: Carrying the new Vodafone advert, Class 332 013 is seen at Paddington on November 12th. [Brian Battersby](#)



Fares Advice with RailUK

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

FCC again making it difficult for railcard holders

Q: The first railcard-permitted service south from Flitwick station is the 1004 First Capital Connect.

Half of Flitwick knows this, so there is always a significant (10-ish minute) queue at the one-man booking office around this time (and getting there any earlier doesn't help - as the office refuses to sell railcard tickets before a certain time).

The station has two ticket machines: (1) a newer one that doesn't work because there is a fault with the touch-screen; (2) a slightly older one that does work, but also suffers from queues AND will not issue railcard tickets until 1000. Add to this the fact that the machine uses a clock that is two minutes slower than that used by FCC for the timing of its trains.

Thus, a passenger arriving in good time for the 1004 has 2mins to go through the purchase and payment process on the one working machine, and to run across the footbridge from platform 4 to platform 1 if they wish to catch the first valid train. And that is if they are the first person in the queue for the ticket machine. I've pretty fit, and only just managed this sprint (with a stumble on the way down the platform 1 steps) the last time I tried it.

A: The situation you describe isn't particular to FCC- all ticket machines enforce railcard time restrictions until the relevant time.

All I can suggest is that you write to FCC reminding them of their obligation to sell the ticket requested and asking why this is not done. If that gets you nowhere write to

Passenger Focus.

Sadly I think this is pretty widespread. I've been told more than once that it is not possible, despite the ticket clerk being willing to sell it. I do not believe this to be the case, as I have had it done, plus there seems to be a way of doing anything with ticketing systems if you know how!

Refund options?

Q: Wondering if you can help?

I bought a London Midland only super off-peak return ticket for £19 from Euston to Bedworth on Redspottedhanky.com and collected it at Stansted Mountfitchet. I intended to take my bike and travel from Stansted Mountfitchet to Liverpool Street (travelling on my annual season ticket), cycle to Euston and then take the train to Bedworth, changing at Coventry. Stupidly, I forgot to check engineering work before booking, and there are no trains from Stansted Mountfitchet to Liverpool Street all weekend, only buses. As I need to take my bike, this is a non-starter.

What are my options for a refund?

Can I take my ticket to Liverpool Street and get a refund, or will it have to go to a London Midland station? How much will be refunded? £9, or the full £19?

A: The ticket has to be submitted to Redspottedhanky.com (the selling agent). You may be able to talk yourself out of the admin fee on the grounds of the engineering work, but then again you may not. And probably not, as the engineering works don't affect the journey you booked.

Do you actually have to make the entire journey in full?

Q: I'm going to be travelling up to Manchester Piccadilly from Oxford on an Off-Peak Return, but it'd be a lot more convenient to return from Stockport. Is it against the rules to "start short", and if it is, would a single from Picc to Stockport be fine even if I don't actually make that journey?

A: It depends on the ticket that you have. You can 'break your journey' - which includes starting or ending short - on ALL Anytime tickets and NO Advance tickets. For Off-Peak tickets or Super Off-Peak tickets it is usually allowed, but you have to check the validity code. As you'll see, there are no restrictions on break of journey for this ticket so yes, you can start your return journey in Stockport.

Also note that the outward half of a return ticket is only valid if the return half is completely unused. So with an Oxford to Manchester return it would be valid for me to start my outward journey at (say) Banbury, travel to Manchester and then back to Oxford, but if I then wanted to go from Oxford back to Banbury I'd need a new ticket - I couldn't use the "first bit" of the previous ticket that I didn't use before, as it is no longer valid once the return journey (from Manchester) has started.

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.

COMPLETED BOLTON RAIL STATION WORK ON SHOW

Passengers at Bolton railway station can now experience hugely improved facilities following the completion of a £4m upgrade. Speaking at an event at the station, Jo Kaye, Network Rail's route managing director said: "More and more people are choosing the train and these improvements at Bolton will make rail travel even more attractive." "Now passengers will have the facilities they have come to expect from a major commuter station on a key route into a city centre."

The £4m project included a contribution of £950,000 from Transport for Greater Manchester. Councillor Andrew Fender, chair of the TfGM Committee, said: "This investment has delivered a significant improvement for passengers and makes the station a truly modern, welcoming gateway to Bolton town centre."

"These new facilities will encourage even more people to travel by train, which complements our plans for a brand new bus station next to the station, all of which is great news for people travelling to or from Bolton on public transport."

The station is managed on a daily basis by Northern Rail. Lee Wasnidge, area director for Northern Rail, comments: "The benefits this work has brought to our passengers are obvious, with the improvement of so many facilities and the extension of the canopy providing shelter in time for the winter months. Thanks to the longer canopy, we can adjust where trains will stop, giving closer access to the stairs, while maintaining easy access to the toilet facilities as well."

Work has transformed the ticket office within the entrance to the station. The square ticket sales counter area has been completely rebuilt. Gone are the old grey wall tiles, small glass retail windows and bright red roof girders, to be replaced with an expanse of glass and light paintwork. The whole area has been opened up to create much more space and reduce congestion. The footbridge linking the platforms has been refurbished including new glazing and painted steelwork, further improving the passenger environment.

At platform level there is no longer an uncovered area between the foot of the stairs and the platform canopies. A completely new canopy has been built to protect passengers from the elements, and fill the gap that was created when the station entrance was relocated some 20 years ago. The extension of the canopies will enable the position where trains stop at the platforms to be altered so that there is a much shorter distance for passengers to walk to where they wait for the train. As passengers arrive onto the platforms they will now be greeted with information screens showing details of the next train to leave the platform, and another screen showing general departures for the whole station.

Walking down the Manchester platform, passengers will see a new, square glass extension to the coffee shop, which replaces the old conservatory style seating area. The existing waiting rooms have been modernised and further along the platform, a large gap between two of the original station buildings has been turned into a brand new waiting room, complete with seats and sliding glass doors. All waiting rooms now have information screens so passengers can check on the progress of their train. The existing toilets on both main platforms have been refurbished with new fixtures and fittings, including disabled and baby change facilities. Cycle stands have been provided at the ends of platforms one/three and four, and existing cycle cabinets have been relocated to these positions.

In addition, the station lighting has been upgraded, new seats installed along the length of the platforms and the exterior of the platform buildings has been cleaned. Signage across the station has also been improved. The platforms themselves have been resurfaced to include tactile paving to assist those with visual impairment.

Finally, passenger security has been considerably improved with the installation of a new CCTV system with associated monitoring and recording equipment



NETWORK RAIL STATION RETAIL SALES CONTINUE TO OUTPERFORM THE HIGH STREET

Network Rail has released station retail sales results for July to September 2011 showing a 3.85% growth in like for like sales, compared to the same time the previous year. For the same period high street sales, as reported by the British Retail Consortium, grew by just 0.10%, showing that retail sales in stations continue to outperform the high street.

Results were slightly up on the previous quarter (April to June 2011), which recorded a 3.7% growth in like-for-like sales, compared to the same time the previous year.

These figures were compiled from the results of retailers operating from over 540,000 sq ft of retail space at 17 of Britain's biggest and busiest stations owned and operated by Network Rail, benefiting from a combined annual footfall of over a billion. Out of these stations, Gatwick Airport (+31.16%), Waterloo (+10.51%) and Birmingham New Street (+5.80%) achieved the best results of the period.

Food and beverage categories achieved the highest levels of growth, with bars reporting a growth of 10.40%, followed by specialist food retailers with 10.22% and restaurants with a 6.78% growth.

Network Rail has seen a host of new signings recently and December will see the opening of a new larger Boots at Waterloo Station spread over two floors. A number of pubs will be re-branded, including the introduction of a real ale pub, The Beer House at Charing Cross. In January, Mi Casa, a new Mexican restaurant, will be opening in Victoria station and at Liverpool St the old Food Court will be closing to introduce a new 4,500 sq ft 'gastropub' called 'The Merchant of Bishopsgate'.

Next year, Network Rail will be launching nearly 50,000 sq ft of new retail space at King's Cross and Waterloo stations. Network Rail's head of retail Gavin McKechnie said: "Our figures continue to outperform the high street in this challenging economic climate thanks to investment in rail and growth in passenger numbers, providing retailers with a competitive trading environment in stations. During the current economic downturn our retailers, and food and beverage operators, are working especially hard to provide the right level of service and convenience to make our customers still want to use us as a first choice."



"We are always looking at new opportunities to improve the retail offer by creating more space and introducing a wider choice of brands to our stations. Next year we'll be launching nearly 50,000 sq ft of new retail space at King's Cross and Waterloo stations. We're working with some exciting new retailers who are keen to benefit from the robust trading environment our stations offer and will be announcing the new brands at the beginning of next year."

British Retail Consortium economist, Richard Lim, said: "It's encouraging that some parts of retailing continue to perform well even against the harsh consumer environment of falling disposable incomes. Undoubtedly, train stations are places of high footfall and these figures demonstrate that commuter and tourist numbers are critical to the sales performance of the limited range of goods typically sold in these locations."

"Fundamentally, consumer confidence is weak. Our latest figures show shopper numbers across shopping centres, retail parks and high streets declining at the fastest rate this year, reflecting consumers' growing concerns about the economic recovery, job security and personal finances."

All profit from Network Rail's retail activity is re-invested in the railway, limiting the cost to tax payers and passengers

GATESHEAD SITE GIVEN GO-AHEAD FOR NETWORK RAIL'S NEW NORTH EAST MAINTENANCE CENTRE

Network Rail and 3R Land & Property have been granted planning permission to develop the brownfield site on Askew Road, Gateshead – creating jobs and regenerating the economy. The scheme will regenerate a derelict piece of land, by creating a new north east maintenance centre for Network Rail, and further mixed-use development delivered by 3R Land & Property. Network Rail will invest £5m to create a two-storey office building, storage facilities and car and cycle parking spaces. The new office space, totalling 2070 sq m, will bring together up to 300 staff from existing offices and sub-depots across the region.

As part of the same deal, Network Rail has sold King's House at Forth Banks in Newcastle to Northumbria Police Authority, which will fund the construction of the new maintenance centre. Work on site will start towards the end of this year and take a year to complete. Paul Rutter, route infrastructure maintenance director for Network Rail said: "This new centre will allow us to bring teams together, creating opportunities to work more efficiently. The centre will manage maintenance of the railway throughout Northumberland and Durham plus the Tyneside, Wearside and Teesside areas."

"This scheme will help regenerate a neglected area of Gateshead and create jobs for the local economy as well as delivering a fantastic new mixed-use development for the local area."

The remainder of the site, which is owned by 3R Land & Property, has outline planning consent for a 138-bed hotel, 10,000 sq ft of offices, an 8,000 sq ft restaurant and 150 additional car park spaces. This will create a further 150 jobs for Gateshead. JK Property Consultants are handling the search for a developer. Kevan Carrick of JK Property Consultants, who are acting as agent and development consultant for 3R Land & Property said: "This scheme will significantly improve Askew Road, an important gateway to Gateshead Town Centre. The sale to Network Rail will give the area a much-needed boost, with the remainder of the site being offered to hotel, restaurant and office occupiers or developers."

Barton Willmore, the UK's independent planning and architecture consultancy acted as planning consultants for the development. Knight Frank acted for Network Rail in relation to the disposal at Forth Banks in Newcastle and in relation to the purchase of the site in Gateshead.

NEW RAIL OPERATIONS AND TRAINING CENTRE TO KEEP JOBS IN YORK

Plans for a flagship rail operating and training facility in York have been announced by Network Rail. The Rail Operating Centre (ROC), which would be one of just 14 proposed centres across Britain, that will eventually coordinate and control all rail operations on the London North Eastern route and help to expand the number of rail related jobs in the city. The workforce development centre will consolidate services already provided at several different locations into a single, purpose-built facility.



Robin Gisby, managing director of network operations for Network Rail, said; "York has a proud railway history and these new facilities will allow us to continue that whilst providing a modern, efficient service. The ROC is a key part of our strategy to improve reliability whilst driving down the cost of running and maintaining the railway. It will allow us to retain jobs in the city as well as bringing future employment opportunities to the area, which is vital for long term economic growth and prosperity."

The proposed ROC, to be located on disused land adjacent to York station, would be the largest centre in the UK and will enable services such as signalling and traffic control to be consolidated into a centralised unit. The proposals are at an early stage and consultation will be undertaken with the local community and interested groups over the coming months before the plans are finalised.

Rail passengers benefit from improved winter contingency plans

South West Trains and Network Rail have announced a package of winter preparation measures to ensure passengers get the best service possible in the event of adverse weather conditions. It follows a joint review of the rail industry's experience of the past two winters, with extra initiatives to build on and the extensive contingency plans already in place. South West Trains is one of a number of train companies whose services are powered by an electrified third conductor rail and the initiatives include further steps by Network Rail to protect the system from the impact of snow and ice. Improved communication, special contingency timetables and work to improve the reliability of trains in extreme conditions have also been put in place by South West Trains in response to feedback from passengers.

Some of the additional measures in place include:

Improved Network Rail track management

- Preventative heating of the conductor rail at key strategic locations on the network to try to prevent it freezing and to enable trains to draw power.
- A new specially-built train for use on the south-east rail network to lay heated anti-icing fluid directly on the conductor rail, and to scrape snow and ice from the tracks.

Better communication with passengers

- Special weekday and weekend severe weather contingency timetables, which passengers can access the evening before they travel.
- Blackberry smartphones for on-train staff to receive immediate service updates and pass up-to-date information to passengers.
- Twitter and dedicated email alerts tailored to passengers' individual journeys
- New dedicated information managers in the Wessex operational control centre at London Waterloo to improve advice for customers
- More sophisticated customer information system at London Waterloo to show trains running during disruption rather than clogging the system with those cancelled.

Enhanced fleet preparation

- Improved preparation of the South West Trains fleet, including investment into heated couplers for our class 444 Desiro trains so they can "split and join" more reliably, making trains even more reliable during extreme weather conditions. This allows for trains to easily divide (10 car trains can divide into two and go in different directions).

Andy Pitt, Managing Director for South West Trains, said: "Together with Network Rail, we have used our experience and feedback from our passengers over the past two years to ensure we are better prepared than ever before to deal with severe weather.

"We operate one of the busiest and most operationally intensive commuter networks in Europe, using a ground level electrical supply system that can be very vulnerable to ice and snow. That means we will always face a huge challenge in times of severe weather disruption. Even so, every year, train, track and signalling staff keep services running and our passengers on the move in the face of some very tough conditions but we aim to offer our passengers the best possible service in the circumstances and to ensure we do more to keep passengers better informed. That is why we have learned lessons from previous winters and put this package in place."

Richard O'Brien, Network Rail's Route Managing Director for Wessex: "The railway plays a vital role in the everyday lives of millions of people and businesses across the country and we understand the importance of providing them with a reliable and punctual train service. "If Britain experiences extreme Arctic conditions, there is a strong chance that all forms of transport will be affected. We have looked closely at the lessons from the last couple of years and have invested millions of pounds for the coming winter which we hope will add much needed resilience to the network and provide us with better tools to tackle difficult weather conditions. Ultimately we want to allow passengers to make their journeys over the winter months with minimal disruption."

SLIP, TRIPS AND FALLS TARGETED TO MAKE THE RAILWAY A SAFER PLACE TO WORK

Network Rail has launched its latest initiative to improve safety amongst its workforce as it aims to reduce the number of slips, trips and falls. More than 40% of all serious reportable accidents within Network Rail involve a slip, trip or fall and this latest Safety 365 campaign highlights the importance of staying safe and the consequences of failing to do so.

Designed to encourage staff to always put safety first and consider some of the potential consequences, it includes a powerful poster showing a skeleton made up of x-rays of fractures and breakages caused by slips, trips or falls.

The poster and leaflets have been sent to 200 depots and site offices across the country to encourage employees to always think safety before they start work. Justin Page, Network Rail's head of safety and compliance in infrastructure maintenance, said: "With so many of our staff regularly working in environments which include uneven and hazardous surfaces, it's important to highlight the need to always stay safe. This campaign shows the consequences of not doing so and is designed to encourage our staff to keep the hazards at the forefront of their minds. This latest initiative, as part of our ongoing Safety 365 campaign, reinforces the fact that safety is at the heart of everything we do and aims to reduce the number of slips, trips and falls on the railway."

Safety 365 is an industry-wide safety campaign launched in 2005 which covers all aspects of staying safe in the workplace. As part of it, Network Rail has carried out a number of initiatives to highlight how to stay safe at work including working safely in the sun and staying safe around road rail vehicles (RRVs).



BRIDGE AT SITTINGBOURNE TAKES A STEP IN THE RIGHT DIRECTION

Improvements at Sittingbourne station have taken a huge step forward following the installation of a footbridge. Together with the installation of two new lifts, the new bridge forms part of a multi-million pound investment through the government's Access for All scheme to provide step-free access between the entrance and platforms making it more accessible for everyone.

At the same time, a number of improvements are being made to station facilities. Funded through the national stations improvement programme, these include: relocating and increasing the number of cycle parking spaces outside the station, renovating all passenger toilets, creating new waiting shelters on the platforms and a new waiting room on platform 2, repositioning the ticket gates to create more space for passengers in the ticket office, and installing a new customer information screen and non-slip flooring in the ticket office.



FUNDING APPROVED FOR TRANSFORMATION OF NEWCASTLE CENTRAL STATION

Rail passengers in Newcastle are set to benefit from the £multi-million transformation of the station after the latest round of successful bids for rail industry funding was announced. Network Rail has secured £8.6m to transform the station. Plans include modern retail facilities, improved waiting rooms and toilets, better signage, alterations to the existing bridge, new lifts and escalators. There will also be new glazed canopies to increase natural light.

Phil Verster, route managing Director for Network Rail, said: "Newcastle station is an incredibly busy and important transport hub for the north east. These improvements will help passengers to get the best from the listed building. Significantly the finished station will also give a better first impression to visitors to the city. "We are working closely with the council and local business leaders to make sure our plans complement the city scheme to improve the area outside the station."

Tim Hedley-Jones, stations and property director for East Coast, which manages Newcastle station, said: "Newcastle is one of the main stations along our route and East Coast welcomes today's news, which will see significant improvements to some of its key facilities. Once completed, the changes will undoubtedly enhance the travel experience for our customers, whilst giving staff a better working environment." The station scheme is being developed in partnership with NE1 and Newcastle City Council who are seeking funds to improve the area outside the station for pedestrians, drivers, cyclists and visitors to the city and help kick-start the economic regeneration of the area. The Council and businesses in the city centre will also be investing in the project.

Deputy chairman of NE1 Ltd, Gavin Black, said: "This is great news for Newcastle and the north east, with the improvements to the station helping to cement the city's role as the region's capital. NE1 has worked hard over the last two years coordinating this complex project and we are confident that this work will increase connectivity and assist in unlocking further funding and private sector development around the station." The leader of Newcastle City Council, Cllr Nick Forbes said: "Newcastle central station is a key strategic gateway not just to Newcastle but the north east and it plays a pivotal role in demonstrating that we are a modern European city with a 21st century transport infrastructure equipped to support business, generate economic growth and provide a warm welcome to visitors. We welcome Network Rail's investment. These improvements will transform the area, providing a dynamic link to the regeneration of the Stephenson quarter and a clear pathway to the commercial heart of the city."

Speaking about the station improvement fund, Rail Minister Norman Baker added: "Putting passengers first by making journeys more convenient and positive is vital if we are to encourage more people to travel by rail in the future. "These projects will ensure that travelling on a train is a positive experience both during a journey and at the start and end of a trip so I am delighted to be able to announce this additional funding."

First Hull Trains helps Yorkshire water flow all the way to London

First Hull Trains is continuing its support of local companies through the stocking of Blue Keld bottled natural mineral water on its Hull to London direct services. Blue Keld water is steeped in local tradition. The natural mineral water flows from an artesian spring on the edge of the Yorkshire Wolds for years through the chalk and limestone of the Wolds, before arriving at the Blue Keld Spring in East Yorkshire.

Darren Fennah, Head of Customer Service Delivery at First Hull Trains, said: "First Hull Trains is committed to serving as many locally produced products as possible on board its trains. Blue Keld is the latest local company whose products we serve on board our trains, joining Exquisite Cakes, Yorkshire Crisps and Turner Price. Initially Blue Keld are supplying First Hull Trains with approximately 3,600 bottles of Blue Keld water per month. "It is essential to support local producers and suppliers to ensure that the local economy continues to grow and develop. Using local products also reduces food miles. This means that not only is the food we serve on board First Hull Trains fresher, the decrease in transportation time means that we are lowering our carbon footprint," Darren added.

Alex Bridgewater, Northern Sales Manager at Blue Keld, said: "Blue Keld is delighted to be supplying First Hull Trains with our natural mineral water. At Blue Keld, we provide local jobs for local people. We have a small carbon footprint compared to other water companies because our water is sourced locally and we are a carbon neutral company. Blue Keld offers the drinker a crystal clear taste. It is exceptionally pure water with properties high in Calcium and low in Sodium. "Blue Keld belongs to a local family company J Marr Ltd and it is our intention along with First Hull Trains to supply our customers with a first class local product. Blue Keld has recently re-launched the premium 750ml Artesian bottle in a contemporary aquamarine blue bottle aimed at the discerning diner," added Alex.

Blue Keld water will be available on-board First Hull Trains services from the middle of November onwards.



ScotRail awards 17.7million Euro contract to Bombardier

ScotRail has awarded a three-year contract worth 17.7million Euro to Bombardier Transportation. The contract extends an existing agreement to 9 November 2014 and covers operational support and spare supply for ScotRail's Class 170 Turbostar fleet.

The fleet - some 177 vehicles in total - is best known for services on the Glasgow Queen Street to Edinburgh Waverley route and also for linking both cities and the Central Belt of Scotland to Aberdeen and Inverness.

The contract provides for the supply of planned materials in support of the fleet, backed by an availability and reliability performance regime. Bogie overhauls will be supplied via Bombardier's Crewe CRO facility which has just celebrated the 2000th consecutive on time bogie delivery to external customers.

Des McKeon, Commercial Director, Services, Bombardier Transportation, said: "This is a significant win for Bombardier as it maintains our involvement in the maintenance of ScotRail's Turbostar fleet and builds on the diverse portfolio of contracts Bombardier has with FirstGroup, one of our key strategic customers."

Kenny Scott, ScotRail's Engineering Director, welcomed the agreement extension. He said: "This contract underpins our continued investment in trains to meet the increasing demand for rail transport."

"We welcome the extension of our agreement with Bombardier, with maintenance of the Class 170 Turbostar fleet playing a key role in our drive to encourage people to choose public transport over using their cars."

Ian Grindlay, FirstGroup's Procurement and Supplier Management Director, added: "We are pleased to make this award and continue the strategic relationship between FirstGroup and Bombardier. It provides continuity of supply and will further improve reliability for customers."

Transport Minister Keith Brown said: "An efficient railway is key to the Scottish Government's purpose of increasing sustainable economic growth."

"Our aim is to develop passenger-focused rail services and the maintenance of fleet is an important part of ensuring passengers have a positive journey experience as they travel between Scotland's key cities."

"This contract will not only help drive up standards for rail passengers but also benefit Scotland by supporting jobs during these challenging economic times."

THE EAGLE HAS LANDED!

Train operator East Coast is inviting tenders to provide a new up-to-the-minute train maintenance management system, which the company expects will cut waste and boost performance. East Coast is proposing a substantial financial investment in the state-of-the-art system, which it has named Project Eagle, to complement its recently-launched Project Falcon remote control monitoring system and to provide key support functions for its train maintenance.

Invitations to tender for East Coast's new system are being issued this month with a view to evaluating them between January and April 2012, after which a preferred supplier will be confirmed. The core of Project Eagle will be a modular Engineering Maintenance Management System. This will provide East Coast with more rigorous control to help reduce waste and improve performance – leading to more reliable train services for passengers and more efficient financial performance for the train operator. East Coast expects the introduction of Eagle will lead to a root and branch review of business processes, helping to implement a maintenance regime which is cost-effective and efficient.

The new technology should help the train operator to ensure optimum stock levels, manage warranty claims, improve vehicle performance and drive a maintenance regime based more on prevention than reaction.

East Coast Engineering Director Ian Duncan said: "Other train operators who have similar systems in place have already seen significantly improved efficiency and reliability. We believe that with the benefits of Falcon – our remote monitoring system – now in place, the time is right to take the next step to bring our engineering maintenance management up to date.

"One of the benefits which we expect a new system to deliver will be a specific module to address wheelset management. It can monitor, analyse and manage wheelset performance against expected wear rates by capturing wheel measurements from wheel lathes and depot wheel-measuring systems. By building up a profile for each wheel across the fleet, it can provide turning and procurement plans, identify rogue wheelsets and schedule inspections. It can even monitor wheel-lathe operations."

With the latest engineering maintenance management systems, key spares should never run short thanks to a facility to set minimum stock levels with an automatic reordering command, triggering purchase orders/requisitions. The levels can be set to take into account seasonal factors such as the need for more de-icer during winter months. Stock types can have warranty rules attached to trigger claims if necessary.

The new system will replace heritage mainframe computer systems inherited from British Rail which are proving increasingly unreliable, costly to keep running and do not provide the data or functionality expected of modern systems.

In summary, East Coast expects Project Eagle will deliver:

- Management and control of engineering processes, down to work records and job cards;
- Asset and maintenance management;
- Better matching of competencies with tasks;
- Tracking mileage, age and condition of components;
- Automatic ordering of new parts when stock falls to a minimum level;
- A seamless interface with existing railway and East Coast systems, such as Falcon, Bugle, Genius and Open Accounts;
- More accurate information in useful forms to allow, for example, examination of moving average trends;
- More efficient warranty monitoring and claims handling;
- Automatic alerts to staff when competencies need to be renewed;
- The ability to use mobile devices, helping remote inspections and fault-finding;
- Provision for bar-coding inventory;
- A major reduction in paper used.

Ian Duncan adds: "With the transparency of the new system there is, as an existing train operator using it told us 'no place to hide'. It becomes obvious if a train is allowed to continue to run with outstanding defects for days after they were first reported. This discipline will help to drive up performance and improve East Coast's miles per casualty figures – leading to better train performance and more reliable services for our passengers."

LONDON BRIDGE TRACK AND STATION CONTRACTS AWARDED

Network Rail has awarded the final two major contracts for the redevelopment of London Bridge area as part of the congestion-busting Thameslink programme. Costain Ltd. will carry out the station redevelopment and Balfour Beatty Rail Ltd. will deliver the track remodelling. The station redevelopment will include a new concourse at street level, with entrances on Tooley Street and St Thomas Street, which will provide space for around 66% more passengers than the station handles today. Access into and around the station will also be transformed. Within the contract, Costain will carry out the detailed design and delivery of the project.



The track re-modelling at London Bridge is a vital part of the Thameslink programme and is needed to allow more and longer trains through the centre of the capital to boost capacity and relieve congestion on this busy route. The new, simplified track layout will also help improve reliability for other train services which pass through and into London Bridge. Under the contract, Balfour Beatty Rail will provide detailed design, installation, testing and commissioning of the track work. Costain and Balfour Beatty Rail will complete the selection of three delivery partners to form the London Bridge Area Partnership and work with Network Rail to reconstruct the station and surrounding infrastructure.

Simon Kirby, managing director of investment projects, Network Rail, said: "The way London Bridge evolved since the mid-1800s left us with a station and a track layout which makes it increasingly difficult to provide the capacity and reliability passengers expect today. The Thameslink programme allows the tracks, platforms and station layout at London Bridge to be completely re-designed, boosting the number of trains that can run, unblocking the bottleneck and providing a modern and dynamic station which will make a real improvement for passengers." "The creation of the London Bridge Area Partnership is evidence of the reforms we have made in the way we procure and plan our key projects. By engaging our partners at an early stage we can benefit from their expertise when carrying out the design and construction work so projects can be delivered with maximum efficiency and offer best value for money."

Andrew Wyllie, chief executive of Costain, commented: "We are looking forward to commencing work on this very important project, which reinforces our position as one of the UK's leading engineering solutions providers. Our focus is to design and deliver a world class London Bridge Station which enhances the capital's infrastructure and improves the journeys of the hundreds of thousands of passengers who pass through the station every day." Balfour Beatty Rail's managing director, Peter Anderson, said: "We are delighted to have been appointed as track systems provider to Network Rail for the Thameslink KO2 project. This complex and exciting rail project will transform train travel in London and across the South East and underlines Balfour Beatty's multi-disciplinary rail capability." The signalling renewal contract was awarded to Invensys in July 2011.

The Thameslink Programme reaches a key milestone in December 2011, when the first 12-car trains begin to run through central London. The transformation of London Bridge station, and associated railway work, is programmed to get underway fully in 2013 and is scheduled to be completed in 2018. It will be the final piece of the Thameslink programme which will enable the frequency of trains to increase from 16 to 24 per hour.

Yorkshire's favourite chef samples new seasonal menus as she launches her new book

Larger than life Yorkshire-based chef Rosemary Shrager hopped on board East Coast trains recently to launch her new book, Rosemary Shrager's Yorkshire Breakfasts. Rosemary, well known for her TV appearances on ITV 1's Alan Titchmarsh show and Ladette to Lady, joined East Coast at Leeds station today (Wednesday 23 November) to promote her new book of recipes alongside the train operator's new seasonal complimentary menus for its First Class passengers.

The new East Coast seasonal menus, which have been enhanced to offer more heart-warming winter fayre, offer passengers travelling in First Class something new and exciting following the successful launch of its complimentary food and drink service, and new timetable, on 22 May. A regular traveller with East Coast, Rosemary was keen to sample the new dishes from the breakfast menu to see how they compare to the recipes in her new book, Rosemary Shrager's Yorkshire Breakfasts, which is dedicated to the first meal of the day, and offers a treasure trove of quick and simple dishes to prepare, to help kick-start the day. Rosemary Shrager said: "I simply adore breakfast; it's quite honestly my favourite meal of the day. The recipes in my new book celebrate breakfasts of every kind and can be enjoyed at any time of day. I love to support local producers and so am delighted to see East Coast embracing the use of local, seasonal produce in their menus."

The introduction of the First Class complimentary food and drink offer from 22 May helped East Coast achieve a major surge in its First Class journeys, with figures showing that in the first 24 weeks to 12 November 2011, 992,000 passenger journeys were made in First Class – a rise of 20 per cent, or 163,000 additional journeys, compared with the corresponding 24 week period in 2010.

East Coast Commercial and Customer Service Director Peter Williams said: "We are really excited to have Rosemary on board with East Coast as we launch our newly revamped First Class complimentary menus for the winter months.

"Our talented catering team including our on-board chefs have worked with our catering suppliers Rail Gourmet to deliver some truly delicious seasonal food, using locally sourced produce where possible from along the route, to warm our customers' hearts as they travel during the cold winter months.

"East Coast is really keen to build upon the success of the launch of the First Class complimentary food and drink service from 22 May, which has helped drive an increase in First Class travel, thanks to the great value for money our First Class product now offers." Customers travelling in First Class will be able to taste some of the new dishes from the various menu options including breakfast, all-day dining, afternoon tea and the evening meal, including:

Breakfast: Full English, scrambled eggs with mushrooms on a toasted bloomer and porridge with a choice of sliced banana, honey or jam.

All-day dining: Chicken and mushroom pie, jacket potato with chilli and mixed salad, and a new choice of sandwiches including smoked applewood cheese and chutney, ham and cheese, and New York deli on rye bread.

Afternoon tea: Including new finger sandwich flavours such as ham and piccalilli and red salmon and cucumber, a new range of the well-received National Trust cake recipes have been introduced including East Riddlesden Hall coffee & cherry cake, Rufford Old Hall chocolate & orange cake, and Dorothy Wordsworth caraway seed cake.

Evening Meal: Corn-fed chicken breast with a tomato and vegetable sauce served with braised fennel, sautéed potatoes and broccoli in cheese sauce, Roast beef and Yorkshire pudding served with potatoes gratin and red cabbage and beet-root and Roast pork on a bed of Savoy cabbage served with lightly spiced Mexican style potatoes served with carrot and parsnip puree.



Bedford sidings pave way for first 12-carriage trains and honour local man

New railway sidings that will help First Capital Connect (FCC) operate its first-ever 50% longer 12-carriage trains, at the same time providing vital extra jobs, were opened recently and named in honour of a Bedford railwayman born and bred in the town.



Breakthrough: The sidings were opened with a train passing through a banner

Jowett Sidings, as they are now known, have been built by Network Rail and will be used to stable 12-carriage trains that are almost one quarter of a kilometre long. They come into operation on 12 December when FCC extends three services from Bedford in the morning rush hour to 12-carriage length and three home again in the evening, creating almost 1,500 extra seats every day. More 12-carriage trains will be introduced when a new fleet of trains is delivered in 2015. And in a boost to the local economy, five shunters have been employed from the Bedford area to operate the sidings.

The sidings were opened officially by Shirley Jowett of Kempston, Bedford. Her husband, Rodney, began work as a Bedford cleaner in the days of steam. He was hugely popular among his colleagues and rose to the ranks of driver in the late '60s and became a senior driver instructor, ending his career as Train Crew Leader when he took retirement in 2000. Sadly, he had little time to enjoy his retirement before he died from cancer in 2003.

Mrs Jowett unveiled a plaque in Rodney's memory and a 12-carriage train entered the sidings, christening the facility.

First Capital Connect Managing Director Neal Lawson said: "These sidings give us the capability to operate our first-ever 50% longer 12-carriage trains. We'll have three in the morning and three in the evening to begin with but many more will arrive with the new fleet of trains in 2015.

"To name these sidings in memory of Rodney was the right thing to do. He was a railwayman through and through and a true gentleman which makes him an inspiration to us all.

"And we are delighted to have been able to provide extra employment in these straightened times in the form of five new shunters."

Mrs Jowett said: "Rodney is still very much in our hearts today and we are proud and touched to have him remembered in this way."



FCC MD Neal Lawson and Mrs Shirley Jowett

European rail freight history made as DB Schenker delivers first Poland to UK service

European rail freight history was made at 0100 on Friday 11 November when DB Schenker delivered on-time the first of a regular new weekly container train from Poland to the UK. The train is the first regular rail freight service to use the High Speed 1 rail route, the only European sized railway in the UK. As a result, the train can be loaded with European sized curtain sided swap bodies, opening up a new freight and logistics market.

The train, which has strengthened trading links between Poland and the UK, operates once a week leaving Wroclaw, in Poland, late on a Tuesday evening, arriving into Barking, London, early on Friday morning the same week. The train delivers a range of manufactured parts and components for the automotive sector and an extensive range of goods for the food and retail markets.

The service has been introduced utilising DB Schenker Rail's pan European rail freight network, offering customers integrated logistics solutions across the whole of Europe. Operation of the train has been led by DB Schenker Rail UK and DB Schenker Rail Polska, while the marketing of the service in Poland has been assisted by DB Schenker Logistics.

Alain Thauvette, Chief Executive of DB Schenker Rail UK, said: "This is a historic moment for European rail freight. We have worked hard to introduce services onto High Speed 1 as this opens European rail sized haulage to the UK. The arrival of the first train in Barking this morning will be the first many new connections across Europe. We will work with our customers in the UK to demonstrate the benefits of using the High Speed 1 rail route to trade with mainland Europe and expect to introduce a number of additional trains using this route during 2012."

Hans-Georg Werner, Chief Executive of DB Schenker Rail Polska, said: "Strong European rail freight trading links are essential for economic development and to encourage modal shift from road to rail, and this service demonstrates the strength of the DB Schenker Rail network. This is an important step for rail freight in Poland, as a new market to the UK has been developed and a new trading route opened."

Janusz Gęski, Chief Executive of DB Schenker Logistics in Poland, said: "The new intermodal solution is our proposal to clients from many branches. It enables them to make their supply chains more ecologically friendly. Our customers can also use our environmental calculator to measure the results of lowering their carbon footprint due to this new intermodal solution."

ASDA rolling back road miles with CMA CGM and Freightliner

Freightliner Limited, the UK's leading intermodal rail freight provider, has signed a new contract with CMA CGM to transport containers for ASDA, to serve the North East of the UK. Freightliner will initially be running contract services from Southampton port to Freightliner's Cleveland Terminal which is ideally situated to service Asda's North East Distribution centres. Alex Linton, Import Supply Chain Manager for Asda said "We are delighted that we have successfully implemented this major milestone in reducing our carbon footprint. CMA CGM and Freightliner were able to respond quickly with a solution for us. This enables us to ship a greater amount of product through Southampton port with the added benefit of fast transit and reduced emissions by placing our product within a few short miles of the target destination. We see this only as the start of our vision to expand rail operations with Freightliner".

The new services will help Asda and CMA CGM to maximise the use of transport by rail to reduce congestion and pollution in the region contributing to Asda's goal to reduce CO2 emissions by 60% from their transport fleet. The new services will remove up to 10,000 road miles from the UK's heavily congested road network each week. This new services marks the first contract wagon arrangement between the two companies but reinforces the commitment between CMA CGM and Freightliner, with the two companies looking forward to further developing their partnership for future opportunities across Freightliner's extensive network of 14 destinations. Adam Cunliffe, Managing Director, Freightliner Limited commented, "We are excited about this innovative arrangement between Freightliner, CMA CGM and Asda and we are equally delighted that we have achieved the challenge set by our customers and so quickly. The opportunity provides for the re-opening of a new route to Cleveland from Southampton and brings with it new to rail business."

Graham Fraser General Manager CMA CGM UK Agency commented, "Freightliner has been a valued supplier for many years and offers the very best standard of service. Rail freight is a key component of our shipping supply chain in the UK and with this partnership CMA CGM Group shows once again its ability to provide its customers with innovative solutions



FUNDING APPROVED FOR NEW STATION BUILDING AT WAKEFIELD WESTGATE

Rail users to benefit from much-improved facilities at key commuter station

Following approval for a £multi-million redevelopment, rail passengers using Wakefield Westgate station will soon benefit from fantastic new facilities – including a brand new station building – to improve their travel experience.

Submitted by Network Rail and East Coast, which manages the station, the £6.6million funding will also facilitate the provision of better retail outlets, new travel centre, new First Class lounge, customer reception and information screens – all contributing towards forming a welcoming gateway to the city of Wakefield.

The new station building will be constructed adjacent to the multi-storey car park and provide better access for vehicles, pedestrians and bicycles directly off the inner ring road and local bus routes. This will enhance the integration of links between rail and other sustainable forms of transport.

Tim Hedley-Jones, Stations and Property Director for East Coast, said: "We are delighted to have received the financial backing to deliver such an important development and are grateful for the support we have received from Network Rail and Wakefield Council.

"Wakefield Westgate is one of East Coast's key stations and this scheme will complement the new 900-space multi-storey

car park and re-furnished customer facilities, which are currently underway on platform 2."

Phil Verster, Route Managing Director for Network Rail, said: "Whilst the old station is undoubtedly a striking building, passengers at Westgate will be well aware that it is no longer fit for purpose. By moving passenger facilities to a new purpose-built building we can improve the journey experience in a sensible, cost-efficient way.

"This significant investment at Westgate will complement the other work being delivered at the station by East Coast and the wider investment in the city which is being led by the council."

The funding will be enhanced by a contribution from English Cities Fund as part of its Merchant Gate development, whilst the bid received significant support and backing from Wakefield Council, which lobbied the Government and has granted outline planning permission for the scheme.

Cllr Peter Box CBE, Leader of Wakefield Council, said: "It is great news for Wakefield that planned improvements to Westgate can now go ahead. This decision is further confirmation that we are open for business and recognition that our regeneration strategy for the city centre continues to gather pace despite the current economic situation."

Wakefield MP Mary Creagh said: "By the end of our 125th birthday city celebrations in 2013 we will have a state-of-the-art station in Wakefield, which will finally be fully disabled accessible. This is good for local jobs and growth as we welcome more visitors to our regenerating city. This great result is in large part thanks to the vision and leadership of Labour's Council Leader Peter Box and his top-notch Council team."

Work is scheduled to start on site at the end of 2012 with all activity due to finish by December 2013.

Record breaking London Midland trains win Rail Industry award for reliability

London Midland has won the much coveted Modern Railway's Golden Spanner award for the most reliable new Electric Multiple Unit in the UK. The distinctive green and black liveried Siemens Class 350/2 fleet operates on London Midland West Coast services between Birmingham, Northampton and Euston. This outstanding performance included one four week period during which the trains recorded no technical failures, which is equivalent to 382,240 miles between technical failures and sets a new UK record for a passenger train fleet.

London Midland Managing Director Mike Hodson said: "We are delighted with the reliability levels now being achieved by Siemens for our Class 350 trains. It's great that we can have confidence in this fleet to improve the levels of reliability and punctuality we deliver to our customers." He added: "We are very pleased to win this prestigious award; these trains are comfortable and extremely popular with passengers."

Steve White, Rolling Stock Service Director at Siemens Rail Systems said: "Excellent train reliability requires a proactive partnership between the maintainer and the operator. This outstanding result is a tribute to the hard work of the Siemens maintenance team and London Midland train crew and operations personnel." The 350/2 trains offer increased seating capacity, efficient air-conditioning, full CCTV coverage and automatic passenger counter devices on each exterior door. 97% of London Midland's trains are in service every day working hard for the customers.

The Class 350/1 and 350/2 have strong environmental features which include smart energy meters that monitor and record the energy used. The brakes return electricity to the National Grid when braking so energy is not lost into the atmosphere as heat. The data from the energy meters can then be downloaded and analyzed to help London Midland develop more energy saving practices.

Continuing to invest in an 'Intermodal Network' will enable rail freight to accommodate UK container growth

Investment in the UK rail network to accommodate standard sized 9ft 6" containers on more routes while also enabling additional intermodal freight trains to operate on core corridors, will ensure that the growth in demand for containers to be moved in the UK can be moved by rail.

This view was outlined by Dr Carsten Hinne, Managing Director Logistics for DB Schenker Rail UK, in an address on Friday 11 November, to the International Freight Transport Symposium, London.

Dr Hinne said: "International growth factors have led to a worldwide growth in containerisation, with less bulk goods and more high value industrial goods being shipped. As such, efficient logistics solutions have become essential to get products quickly into the hands of end customers. With the UK projected to increase the volume of containers shipped in and out of the country year on year, new container terminals and additional paths on core rail corridors from ports and the Channel Tunnel to inland terminals are crucial to accommodate this growth.

"Such investment really does deliver. The investment in the rail network from the Port of Southampton to enable 9ft 6" containers to be moved by rail has worked, with DB Schenker Rail UK hauling 25% more containers from this port since April as a result. We are committed on the back of this rail network investment to continue working with port operators to find strategic solutions to enable more containers to be moved by rail, through the introduction of longer and faster intermodal trains across the UK rail network."

Dr Hinne continued: "The delivery of a fast, efficient intermodal rail network for the UK is happening today, and DB Schenker Rail will deliver services designed to meet customer aspirations to support intermodal rail freight growth. As such, this also represents a major opportunity to help decarbonise container transportation by maximising modal shift from road to rail."

More carriages on Aberdeen-Inverness trains

ScotRail's longest-ever daytime diesel train will be launched in December on the Aberdeen-Inverness line. The seven-carriage train will run during the evening peak-hour as the 17.18 Aberdeen-Inverness service – providing 124 more seats. And almost 400 more seats will be added in total to three other trains on the route.

The increases in capacity are a result of ScotRail's ongoing review of deploying rolling stock in the most effective way possible. From Monday, 12 December the 17.18 Aberdeen - Inverness service will have seven carriages – an increase of two. Until now, the maximum number of carriages on ScotRail's passenger diesel trains (excluding the Caledonian Sleepers) has been six, all serving the Edinburgh-Glasgow and Edinburgh-Aberdeen routes, plus Fife to Edinburgh.

The 17.18 service will run with seven carriages until Inverurie, where it will revert to five carriages for the rest of the journey.

In addition, the carriage numbers will double from two to four on the following services:

- The 09.03 Inverness-Aberdeen
- The 11.59 Aberdeen-Inverness, and:
- The 14.27 Inverness-Aberdeen

Steve Montgomery, ScotRail's managing director, said: "These extra carriages - adding nearly 500 seats to Aberdeen - Inverness services - follow customer feedback and underpin our commitment to continually review the deployment of rolling stock. "We are aware that growing demand for rail travel can lead to capacity issues, and regular passenger counts are taken. "This monitoring of demand will continue when the 'new' trains have been introduced to ensure that services are being provided efficiently."

Richard Lochhead, MSP for Moray, said: "I welcome this much needed additional capacity that will help address regular capacity issues on this key route.

"I am pleased that ScotRail has listened and acted on the concerns expressed by my constituents. Too many passengers have often found themselves having to stand for part of their journey. The quality of the journey experienced by passengers should now be a lot more comfortable."

St Helens Central Station p-p-p-picks up a penguin!

A five foot high penguin has taken up residence at St Helens Central Train Station. The penguin, named 'St Helens Glace', is one of two penguins donated to Merseytravel by St Helens Council and comes from the colony of beautifully designed penguins created by artists, schools and community groups during last winter's 'Go Penguin' festival.

Councillor Marie Rimmer, Leader of St Helens Council said: "The 'St Helens Glace' penguin is such an imaginative design that we wanted to share it with as many people as possible, so sighting it at the town's main station seemed like a really good way of showing it off to thousands of passengers each week."

Councillor Mark Dowd, Chair of Merseytravel, welcomed the arrival of 'St Helens Glace' and added: "We were proud to support this project which drew together the themes of art and the environment in such an imaginative way. The 'Go Penguins' project captured the public imagination so well last year and we hope that 'St Helens Glace' will prove to be popular with our passengers for years to come." The second penguin, 'Dream', will be installed at St Helens junction station.

Pictured L-R– Councillor Mark Dowd, Councillor Marie Rimmer, and Station Manager, Gary Abernethy



THIRTY-YEAR SIGNALLING STRATEGY TO PROTECT RAILWAY HERITAGE

Plans to safeguard Britain's railway signalling heritage are being drawn up as part of a thirty-year proposal to modernise and consolidate the activities of hundreds of signal boxes into regional control centres.

Network Rail's operating strategy, announced in July, would see the signalling control of all trains on the network transferred to 14 rail operating centres, cutting more than £250m a year from the cost of Britain's railway whilst improving capacity and performance.

It would mean more than 800 signal boxes currently in operation across England, Wales and Scotland becoming redundant, including around 40 which currently have listed building status in England alone.

Network Rail, the National Railway Museum, English Heritage, Historic Scotland and the Railway Heritage Trust met recently to discuss how these important pieces of railway history and the way of life associated with them can best be recorded and represented for future generations. It was agreed that a comprehensive review of all signal boxes would be carried out and a process put in place to identify boxes which are of particular historical significance and should be preserved.



Tom Higginson, Network Rail head of town planning, said: "Our operating strategy would see a huge acceleration in the number of signal boxes decommissioned each year, so it is vital that we have plans in place to deal with that sensitively and sustainably. "Identifying the most significant signal boxes so that they are safeguarded for future generations is something we are all committed to – it is important that they have a life after the national railway network has finished with them."

Next steps

English Heritage is undertaking a review of all signal boxes in England as part of the National Heritage Protection Plan. This will also include those on heritage railways as well as boxes being used as work spaces, tea rooms, shops and studios.

Network Rail has also produced a list of its historic signal boxes, with help from the Signalling Record Society. The lists will be combined to produce a comprehensive record of all signal boxes in England, with similar work in Scotland and Wales to follow.

The National Railway Museum and Network Rail are working together to identify those boxes that have an important story to tell. In addition to the 40 operational signal boxes which have listed status, a further 40 non-operational boxes, situated both on and off the rail network, are also listed.

Tony Calladine, designation team leader at English Heritage, said: "There is great enthusiasm for our railway heritage and English Heritage recognises the importance of signalling and signal boxes in the history of our railways. We are therefore happy to be able to contribute to this important initiative."

Elizabeth McCrone, head of listing at Historic Scotland, said: "We welcome Network Rail's early engagement with us about these structures. Railway signal boxes are an important part of our national heritage, reflecting both social and engineering history. We will now look at carrying out a study of signal boxes across Scotland to ensure that the best examples are recognised through listing."

Helen Ashby, head of knowledge and collections at the National Railway Museum, said: "Signal boxes are an important part of the railway infrastructure and its history. Many signal boxes have important people and historical stories that relate to them, therefore it's important that we preserve not only the material evidence of the signal boxes, but also the stories associated with them."

Cadw (the Welsh Government's historic environment service) and the Heritage Railway Association were unable to attend the recent workshop but will play a role in the process in future.



View from the Outside

I have been told to write my article about trains, so I will be discussing my friend from university called Tyson Train.....

No I won't really but he does actually exist, lovely guy.

I bought Andy a flying Scotsman sweet train, a nice little stocking filler from Studio 24 this christmas if anyone is interested.

I had an open return to Scarborough this month that I never used I feel like I wasted two whole pounds.

Andy took me to Edinburgh this month and it was a lovely day, despite the six hour round trip on the train, but it was an enjoyable ride, except for on the way back I got rather motion sick. This is a shame as I never used to get sick on trains. The toilet on the train on a higher note was actually clean for once! Apart from the water on the floor that always covers train toilets.....at least I hope it is water.

After we got to Edinburgh we went on another train across the Forth rail bridge, got some lovely photos.

We also went to Pizza Hut and then to a fair with amazing Christmas lights, also on our way back there were very drunk people on board the train and they said they wouldn't let Andy by unless he kissed them but he didn't (or so he told me).

That's all I can think of to write for this month, enjoy your trains this month and have a very merry Christmas!

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

Hull Has Fastest Train Service in Britain

It has been revealed that the First Hull Trains service from Hull to London King's Cross is the fastest train service in Britain. The news came after a survey was conducted by the Railway Performance Society (RPS). The survey looked at every train service which averages over 100mph throughout its journey, and found that the Hull company's was the fastest of the 228 made every day.

The reason behind First Train's record-breaking service can be put down to the small number of speed restrictions along the route, and the advantageous railway layout around Stevenage and Grantham.

Darren Fennah, Head of Customer Service at First Hull Trains, said: "This is great news for Hull Trains. We have always been proud of the fast service we offer for passengers going to the capital, but this news from the RPS really puts us at the forefront of rail travel.

"First Hull Trains faces a lot of competition from big-name companies like East Coast and Virgin, but results like this really show that the size of the company is not what makes a good service. We always make sure our customers are our number one focus, and knowing we can get them around the country faster than anyone else is a real boost." The fastest service is the 7.20am journey, which covers 77.7miles from Stevenage to Grantham in 42 minutes at an average speed of 111mph.

Jeremy Hartill, a RPS member who undertook the survey, said: "This achievement for First Hull Trains has shown what is possible within the current infrastructure limits. The route takes place under the enforced 125mph speed limit, but the results have provided a fine example of the positive effects of a well thought-out track layout combined with an efficient service."

First Hull Trains offer 45 direct services a week from Hull to London Kings Cross.



First Great Western Announces Extra Capacity Across Network

Train operator, First Great Western has successfully secured and is investing in 48 additional carriages, which will come into service between February and September 2012. This investment is in addition to the six carriages for Bristol (creating 900 additional seats) announced in August, and the 30 carriages whose future was secured in the West country last year.

Bath and Bristol

The additional vehicles - announced by the Department for Transport earlier today - will deliver another 924 seats into and out of Bristol across morning and evening peaks, including 336 through Bath.

Cotswolds

Five Class 180 Adelante trains will be leased and refreshed to replace most of the Turbo services on the North Cotswolds line between Worcester and London Paddington.

Devon and Cornwall

One of the vehicles will be used to strengthen the Truro to Falmouth line, allowing all services on the line to run as two carriage units. Over the day this will add 2,100 seats, and will double capacity on key services including the 0747 Falmouth-Truro. The other vehicle will strengthen services between Paignton, Exmouth, Exeter and Barnstaple. This adds 270 seats through the morning and evening peaks, and alleviates the capacity issues affecting school children and commuters on the 1554 and 1655 services from Paignton.

London and the Thames Valley

The new vehicles will mean an extra 4,500 seats will be available for customers into London from the west, including South Wales, Bristol, Swindon, Didcot and Oxford across the morning and evening peaks - an increase of around 9 per cent. Two three-car Class 150 trains - six carriages - will also be leased and refreshed to operate weekday commuter services between Reading and Basingstoke, increasing peak capacity by around 13 per cent.

First Great Western Managing Director Mark Hopwood said: "We've seen an ever increasing demand for travel on our services. While that demand is gratifying in one respect, it can lead to overcrowding on peak services, which is why we've been working for some time to secure additional carriages. "We have worked hard to put together an innovative deal that really maximises the benefit to customers from the rolling stock currently available. This investment - some £29 million - will deliver thousands of extra seats for customers across our network. "I'm delighted we've been able to reach this deal with the Department for Transport, and I thank the Members of Parliament, local authorities and other key partners who supported our efforts."

First class seats reclassified to standard in response to customer feedback

First Capital Connect is halving the number of first class compartments on its new class 377 trains to create 230 more seats for standard class ticket holders. The trains operate between Bedford and Brighton on the Thameslink route and will have one first class compartment from each four carriage set declassified. With space at a premium on many train services, customers holding standard class tickets asked First Capital Connect to review the seating layout on their 377 trains. A study showed that changes could be made and there would still be enough seats to satisfy first class demand.

Keith Jipps, FCC's Customer Service Director, said: "The initial reaction from passengers holding standard class tickets has been very positive. They asked for more standard class seats on our new trains, we listened and now the work to provide an extra 20 standard class seats on each 8 carriage train is almost finished. "Research shows we still have enough seats for customers with first class tickets and we're also going to make it easier for first class ticket holders to locate the correct part of the train by improving what's displayed on our platform information screens."

First Capital Connect engineers at Cauldwell depot in Bedford have nearly completed the process of declassification. The first of the revamped trains has been reintroduced on the route with the project due for completion by the end of November. When works are complete to the 23 units making up the class 377 fleet, an extra 230 standard class seats will become available. From 12 December, First Capital Connect is also adding almost 2,000 further seats to its peak hour services by lengthening eight services per day to 12 carriages.

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.

Once again this month, there have been quite a few suggestions and thanks for them all.

This month's report comes from Railtalk regular Richard Hargreaves who went for a day out in Worcester and found a nice spot for a lunchtime bite to eat.

He writes: *Worcester, possibly not the first destination that would spring to mind for a rail enthusiast contemplating a day out. But then again the area still has a fine array of lower quadrant signals, HST's on Hereford to Paddington services shared with Thames Turbo's and now of course the new 2 and 3 car Class 172s which are slowly ousting the ubiquitous Class 150 sprinters. Add to this the fact that Worcester is a delightful city to visit and explore then maybe it's worth considering as a destination.*

Looking for a quick lunchtime meal we turned left out of Foregate Street station and within a minute came across a sandwich board advertising the wares of "Time to eat".

The entrance is via a courtyard of small shops and one may think it too is only small. But through the door the room opens up into a quite spacious area with plenty of tables. Even at just after noon it was almost full but we were directed to a table for 2 and after a very short time studying the menu and special board our orders were taken by one of the cheerful waitresses. The food arrived within 10 minutes and in my opinion was excellent value.

I had homemade steak and kidney pie, chips and peas (£6.85) which was delicious and my friend had ham, egg chips and peas (£6.25) which was also really nice. I noticed several other customers enjoying fish and chips, quiche and salads, bowls of soup served with crusty fresh bread, jacked potatoes etc.

There was certainly plenty of variety. Just a shame we didn't have room for a pudding as the homemade apple and blackcurrant pie with custard (£2.95) was mouth-wateringly tempting!

We also shared a pot of tea for 2 for £3 and each had 3 cups out of the pot. Service was quick, the staff very pleasant and efficient and the whole establishment was spotlessly clean. Well worth a visit if in the area.



Thanks to Richard for that, always nice to hear about somewhere new. Before I go just time to wish you all a Merry Christmas and a Happy New Year. Thanks for all your nice comments in the last year and remember.....

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

Rail passengers benefit from new improvements as East Midlands Trains celebrates fourth birthday

East Midlands Trains celebrated its fourth birthday on November 11th by announcing a package of four new passenger improvements to be delivered by the end of the year.

The train company, which took over the East Midlands franchise in November 2007, has already made many improvements for passengers, including significant investment in the refurbishment of stations and rolling stock as well as the delivery of customer service and passenger information improvements.

The company is the best performing long distance rail operator in the UK and its punctuality and customer satisfaction results are both above the national average.

Now, as it reaches its fourth birthday, East Midlands Trains has highlighted even more for its customers to look forward to over the next couple of months.

The latest improvements being rolled out include:

1) Additional seats on the Liverpool- Norwich line

Following a successful agreement with the Department for Transport, East Midlands Trains has secured an additional four trains which will provide extra seats on the busy Nottingham to Liverpool route. Two of the trains are already being used to strengthen four key services throughout the day to run as four-carriage trains, with the remainder of additional seats being introduced in time for the launch of the new timetable from Sunday 11 December.

2) New solar powered passenger help-points

As part of the rail operator's commitment to providing improved information for passengers, new environmentally friendly, solar-powered help-points have now been installed at 29 stations on the East Midlands Trains' network. The new help-points will provide improved information to passengers travelling from Alsager, Attenborough, Beeston, Blythe Bridge, Boston, Bottesford, Creswell, Fiskerton, Hinckley, Kidsgrove, Langley Mill, Langwith Whaley-Thorn, Long Eaton, Longton, Mansfield, Matlock, Melton Mowbray, Newark Castle, Newstead, Oakham, Shirebrook, Sileby, Sleaford, Spalding, Stamford, Syston, Uttoxeter, Wainfleet and Whitwell.

3) Smarter travel

A new innovative smartcard scheme is being introduced to help making travelling with East Midlands Trains even easier. The new StagecoachSmart scheme will allow East Midlands Trains passengers to store their train tickets on an electronic card instead of a paper ticket. Shaped like a plastic credit card, StagecoachSmart travel cards can store various ticket types including Season Tickets. Smartcard readers have already been installed at 25 stations across the East Midlands Trains network* and the company is currently carrying out technical trials involving some season ticket holders. The smartcard scheme will be rolled out to more East Midlands Trains passengers very soon.

4) Completion of the £6 million Meridian train makeover

December will mark the completion of a £6 million investment by East Midlands Trains to completely refurbish its fleet of 27 Meridian trains. Operating on services from Sheffield, Chesterfield, Derby, Nottingham, Leicester, Loughborough and Lincoln, these new-look trains feature added passenger benefits such as luxury leather seats in First Class, new carpets and seat covers throughout as well as additional luggage space and a new space for buggies.

David Horne, East Midlands Trains' new Managing Director, said: "We're extremely pleased to be celebrating our fourth birthday with four more great improvements for passengers.

"Over the last four years, we've worked very hard to ensure our passengers benefit from some significant changes to our trains and stations, and we are continuing to invest to make further improvements.

"Today is more than just a celebration of a successful four years, it's also about looking to the future and letting passengers know there's still lots more to come!"

East Midlands Trains is currently investing over £40 million to improve services for passengers on its route. All trains are being completely refurbished, and stations are benefitting from improved customer information, new and refurbished facilities including toilets, waiting rooms and waiting shelters, and additional car parking and cycle spaces.

A Different View



A fine display of Semaphores at Worcester Shrub Hill.

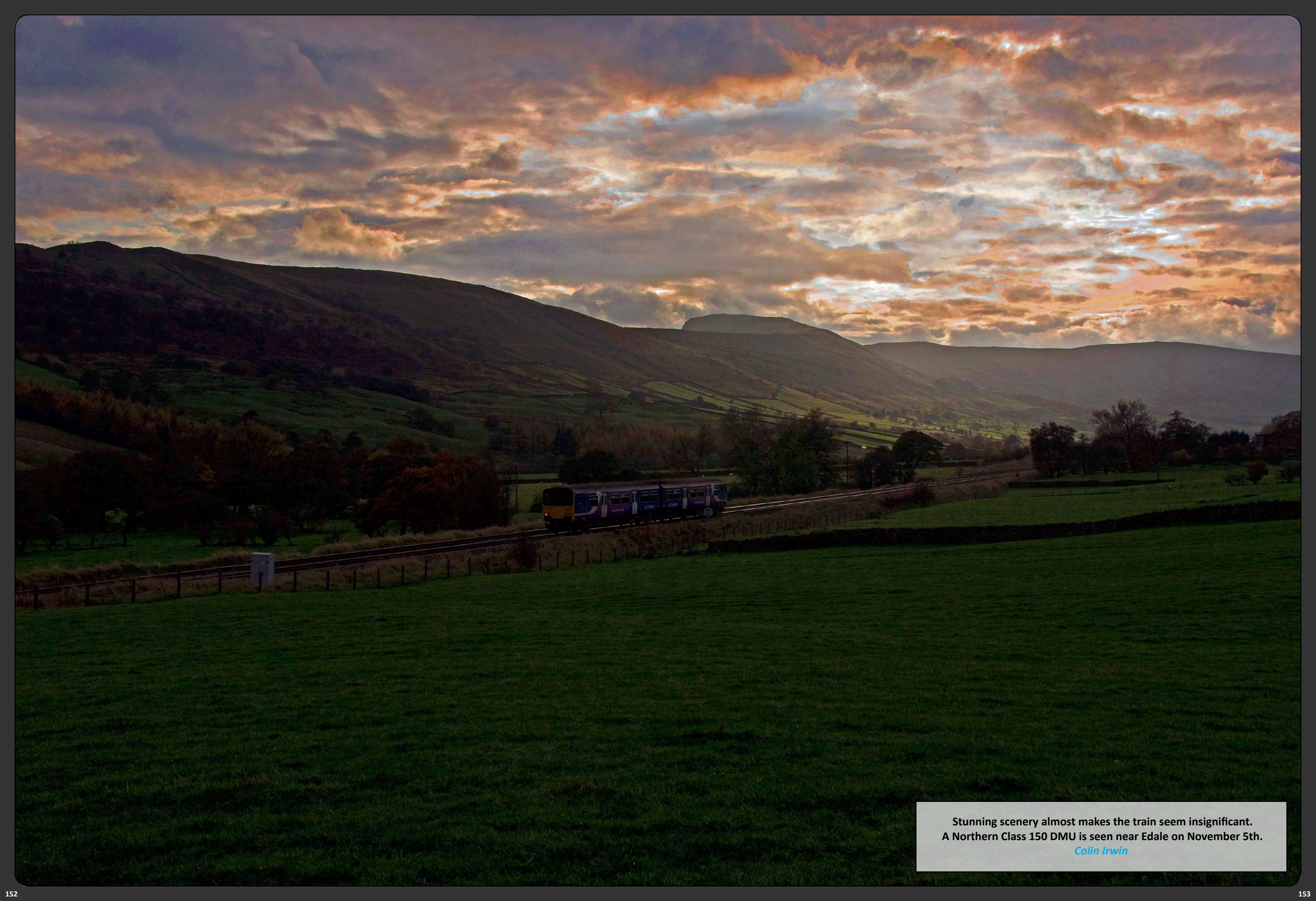
Richard Hargreaves



Stockport
Manchester
A6
Chapel-en-le-Frith
(B 5470)

Chesterfield
A623 (A619)
Sheffield
(A621)
Castleton

BR Black 5s Nos 45407 and 44871 are seen heading through Dove Holes on November 5th with "THE BUXTON SPA EXPRESS" from Lancaster - Buxton. [Colin Irwin](#)



Stunning scenery almost makes the train seem insignificant.
A Northern Class 150 DMU is seen near Edale on November 5th.
Colin Irwin

Severn Valley Railway

Preserved Railways



Caledonian Railway No. 828 leads Great Western 2-6-2 Small Prairie No. 4566 with the Sunday "The Severn Valley Limited" service on October 30th. [Richard Hargreaves](#)

BR Standard 2-6-2T No. 80072 is seen departing Bridgnorth on November 27th with a Kidderminster bound service.

Richard Hargreaves



Newton Heath, Manchester

As far back as 2007 in Newton Heath, Manchester, a new model shop opened up on the business park next to the now closed Oldham Loop Line. It would have been just any model shop, if it weren't for the fact the guy that owned it also drafted in a truly amazing collection of full size railway bits and pieces, including a Class 37, 58, a couple of 08 shunters, an intercity Mk1 buffet coach which he opened up as a cafe, and Class 31 144. Once back in 2007 the engine of 31 144 was started up successfully, albeit very smoky, and the loco collection was in the process of restoration. However events conspired against the owners, and the model shop and cafe closed due to lack of trade. Over the years the collection of railwayana slowly diminished, with whole locos being removed overnight and simply disappearing, presumed scrapped. And on October 28th, 31 144 became the final full loco to leave the fabled yard of which it is seen in beside the brake van, and is seen again on the night of November 5th inside the secure compound at European Metal Recycling of Miles Platting, still on the lowloader it was transported in on. According to the security guard on duty that night, the loco is being stored there pending collection by "someone else". I do have to wonder who this someone else is, a preservationist or a scrap dealer? Lets hope it's a happy ending for Newton Heaths little Ped. [CJ Sutcliffe](#)



Ffestiniog Railway



Ffestiniog Railway "Earl of Merrioneth" approaches Tanybwllch with one of the last scheduled Blana Ffestiniog - Porthmadog service before the line ceases operation for the winter, October 28th. [Ben Bucki](#)

Welsh Highland Railway

Hauling one of its last service trains on the Welsh Highland Railway before returning to its home line, the visiting Darjeeling and Himalayan Railway 'B' class steams for Porthmadog with the shuttle service from Pont Croeser, October 24th. *Ben Bucki*



Welsh Highland Railway No. 87 is seen between Beddgelert and Hafod-y-Lyn with the last scheduled Porthmadog service before the line ceased operation for the winter, October 28th. *Ben Bucki*



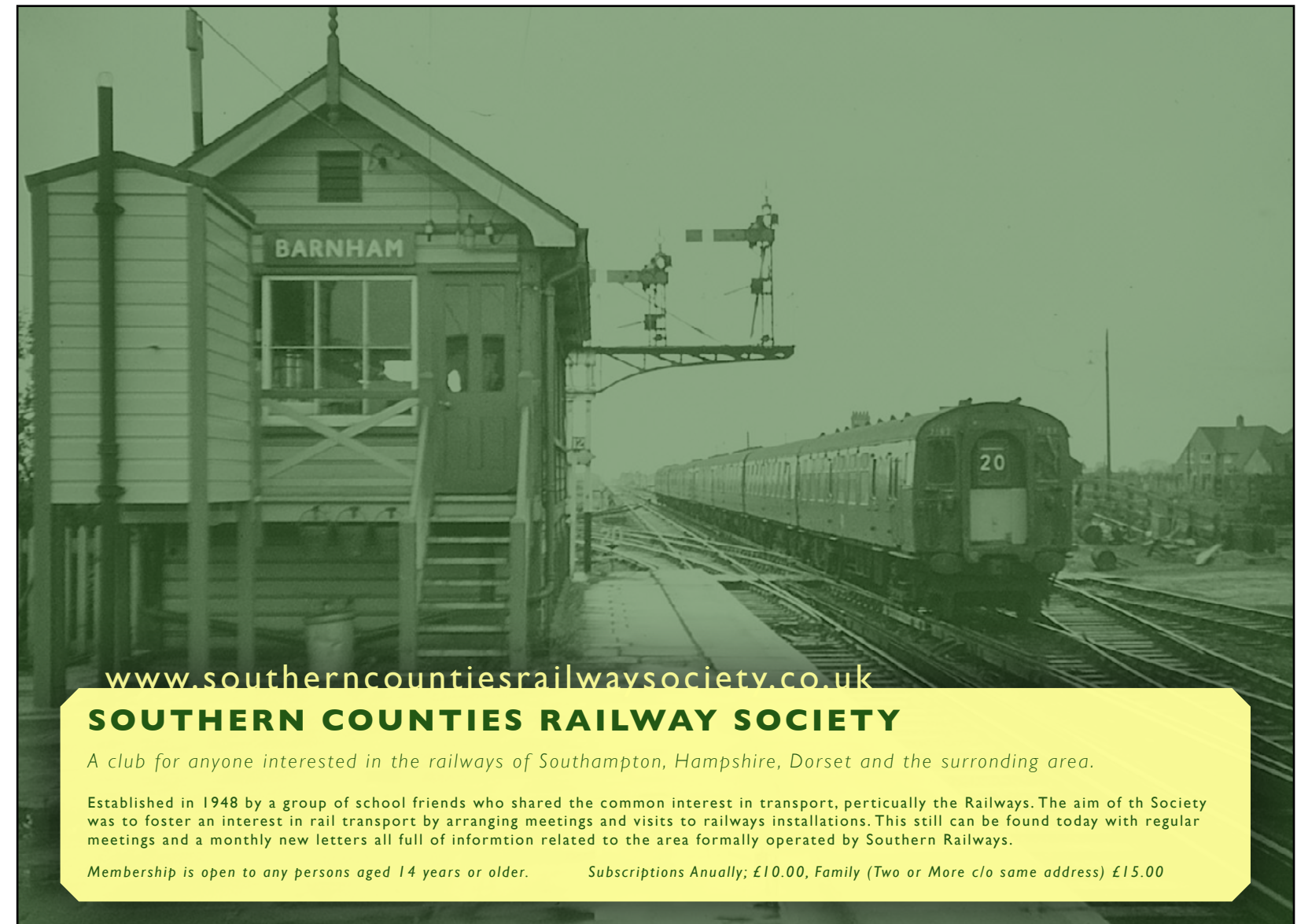
GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

Online Vote gives boost for Mountsorrel Railway

The Mountsorrel Railway Project is to receive a valuable cash boost after being successful in an online election arranged by NatWest Bank's Community Force.

The prize for the railway is an award of £6,275 which is expected to be presented early in the New Year. Project leader Steve Cramp was delighted with this news. "Nationally 5813 projects took part and over 36,000 votes were cast. To find that we came 47th nationally, well within the top 1% of all the projects, is simply astounding. I always knew that we had something very special here, but what I didn't quite appreciate was the scale of public support and strength of feeling for the project. Not only does this allow our track-laying to continue unhindered," said Steve, "but it raises the profile of the project both locally and further afield. Like so many community projects, we often find it an uphill battle to gain publicity and this kind of recognition is invaluable for raising the public's awareness of us. What makes the award so special is the knowledge that the public share our vision of bringing what we hope will be a much valued educational and recreational resource to our community."

The aim of the project is to relay just over a mile of railway from south of Swithland Reservoir to Bond Lane, Mountsorrel.



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southampton, Hampshire, Dorset and the surrounding area.

Established in 1948 by a group of school friends who shared the common interest in transport, particularly the Railways. The aim of the Society was to foster an interest in rail transport by arranging meetings and visits to railways installations. This still can be found today with regular meetings and a monthly new letters all full of information related to the area formally operated by Southern Railways.

Membership is open to any persons aged 14 years or older.

Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00

Welsh Highland Railway No. 87 crosses the River Glaslyn near Beddgelert with a Caernarfon bound train, on the last day of service before the line ceased operation for the winter, October 28th. *Ben Bucki*



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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



Above: Statfold Barn's Mallet No. 9 is seen at Porthmadog on November 20th. [Martin Hill](#)
 Below: "Moelwyn" shunts the stock at Porthmadog on November 20th. [Martin Hill](#)



Santa! A hot ticket at the Great Central Railway!

Despite the economic mood of the country it seems visitors to the Great Central Railway in Leicestershire are still in a mood to celebrate.

Tickets to see Santa on a steam train in December are selling briskly. One train has even sold out, two months before it is due to depart!

"Our Santa Specials have always been popular," said GCR Marketing Manager Kate Tilley, "and last year was a record breaker in terms of the number of visitors. "We were nervous about how many trains we should run this year given the financial climate, but took the decision to add extra services to our timetable. With the first train selling out and bookings on a par with 2010 it seems people are not ready to sacrifice the festive spirit just yet."

Santa Specials and Santa Deluxe trains operate from the last weekend in November through to Christmas Eve with children receiving presents on the train which is hauled by a steam engine.





The branch took part in a private photo charter that involved No. 47406 'Jinty' which made several runs along the branch with a selection of wagons, including the Mountsorrel Granite Company wagons, which were restored by project volunteers last year. When complete the restored branch line will create many opportunities for historical recreations, allowing the story of our industrial past to be told for today's generations to experience and learn from. "We were so excited to witness the first train in steam on the line" said Steve Cramp, Project Leader "It was a monumental day for the railway – finally the hard work of all the volunteers is starting to pay off, what a brilliant achievement!"

A short film of the event has been uploaded to YouTube and can be viewed at the following link:

<http://www.youtube.com/watch?v=MBCj3kosqYI&feature=youtu.be>

HISTORY IS MADE AS FIRST STEAM TRAIN RUNS ON GCR'S RESTORED MOUNTSORREL BRANCH LINE

On November 17th the first steam loco ran on the GCR branch of the Mountsorrel Railway in over 50 years!

Phase 2 Track Laying Under Way

Community volunteers have started laying track along phase 2 of the Mountsorrel Railway trackbed. Phase 2 involves the laying of an additional 450m of track and will extend the line to almost half a mile in length. Progress has been rapid with up to 80 metres of track laid by hand in a single morning. The railway is being restored using the traditional skills of the original navvies who built the railway 115 years ago. Great care is being taken to use historically correct materials as well. Phase 2 will be constructed in two halves. The first half is almost complete and further materials will be sourced for the second half early in the New Year.



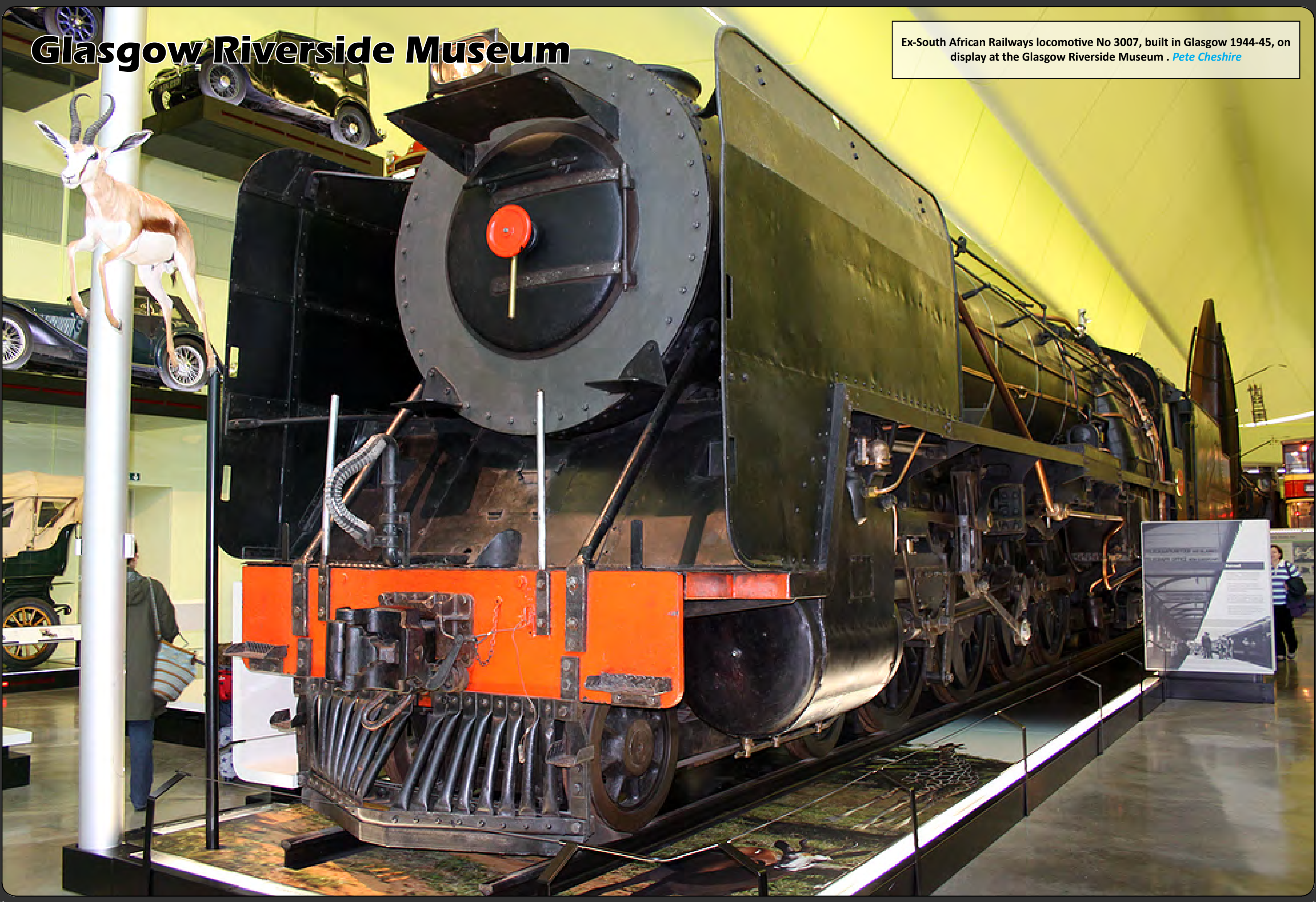
Swanage Railway



Class 73 205 "Jeanette" and 73 136 "Perseverance" head past Corfe Castle in early November. [Neil Davies](#)

Glasgow Riverside Museum

Ex-South African Railways locomotive No 3007, built in Glasgow 1944-45, on display at the Glasgow Riverside Museum . [Pete Cheshire](#)



Glasgow and South Western Railway Tank Locomotive No. 9 is seen in the museum during a visit in early November. [Pete Cheshire](#)



North British Railway No. 256 "Glen Douglas" is seen in the museum. [Pete Cheshire](#)



Real nuts blog at Railnuts.com



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.



Birmingham Moor Street

On November 14th, Great Western Class 28XX 2-8-0 No. 2885 is seen at Birmingham Moor Street station. [Richard Hargreaves](#)



Class 47 500 "Great Western" is seen heading through Clapham cutting on a Manchester - Brighton service on June 21st 1986. This was the first "Network Day" which gave you the freedom of Network South East for just £3. [Chris Morrison](#)





Above: Class 40 002 is pictured stabled at Wigan Springs Branch shed yard in 1979. [Derek Elston](#)
Below: Class 56 114 is seen at Thornaby depot on September 9th 2001. [Paul Godding](#)



Above: Class 47 157 heads a southbound Freightliner working through a snow covered Stafford on December 28th 2000. [Paul Godding](#)
Below: Class 31 119 heads through Crewe with a rake of 4 wheeled Railfreight wagons on July 21st 1987. [Pete Cheshire](#)





Above: Class 74 010, 71 004, 71 013, 71 011, 71 014, and 71 009 are seen lined up outside Doncaster Works awaiting the cutting torch on August 19th 1979. [Derek Elston](#)
 Below: Class 58 002 is seen inside Toton depot, date unknown. [Derek Elston](#)



Above: Class 156 402 and 156 410 arrive into Shrewsbury on July 5th 1998 with the Cotswold Cambrian Coast Express charter working. [Paul Godding](#)
 Below: Class 47 337 heads through Crewe bound for Basford Hall. [Brian Battersby](#)





Above: Virgin Cross Country HST power car No. 43123 is seen departing Coventry on August 28th 1999.
 This power car is still in service, now with Grand Central. *Paul Godding*
 Below: Class 37 423 "Sir Murray Morrison" is seen in the company of a Class 101 DMU at Stirling. *Derek Elston*



Above: Class 31 107 passes Shrewsbury signal box on July 13th 1987. *Pete Cheshire*
 Below: Class 45 015 is seen awaiting the chop at Toton on January 11th 1988. *Pete Cheshire*





Above: Class 52 No. D1023 "Western Fusilier" is seen departing Crowcombe Heathfield on the West Somerset Railway on May 21st 2001. [Richard Hargreaves](#)
Below: Derelict Class 31 549 is seen at Toton depot on February 15th 1997. [Paul Godding](#)



Above: Class 56 009 and 56 093 head through Tamworth on May 7th 1994. [Paul Godding](#)
Below: Class 47 592 "County of Avon" is seen arriving into Wellington with a London Euston service. [Derek Elston](#)

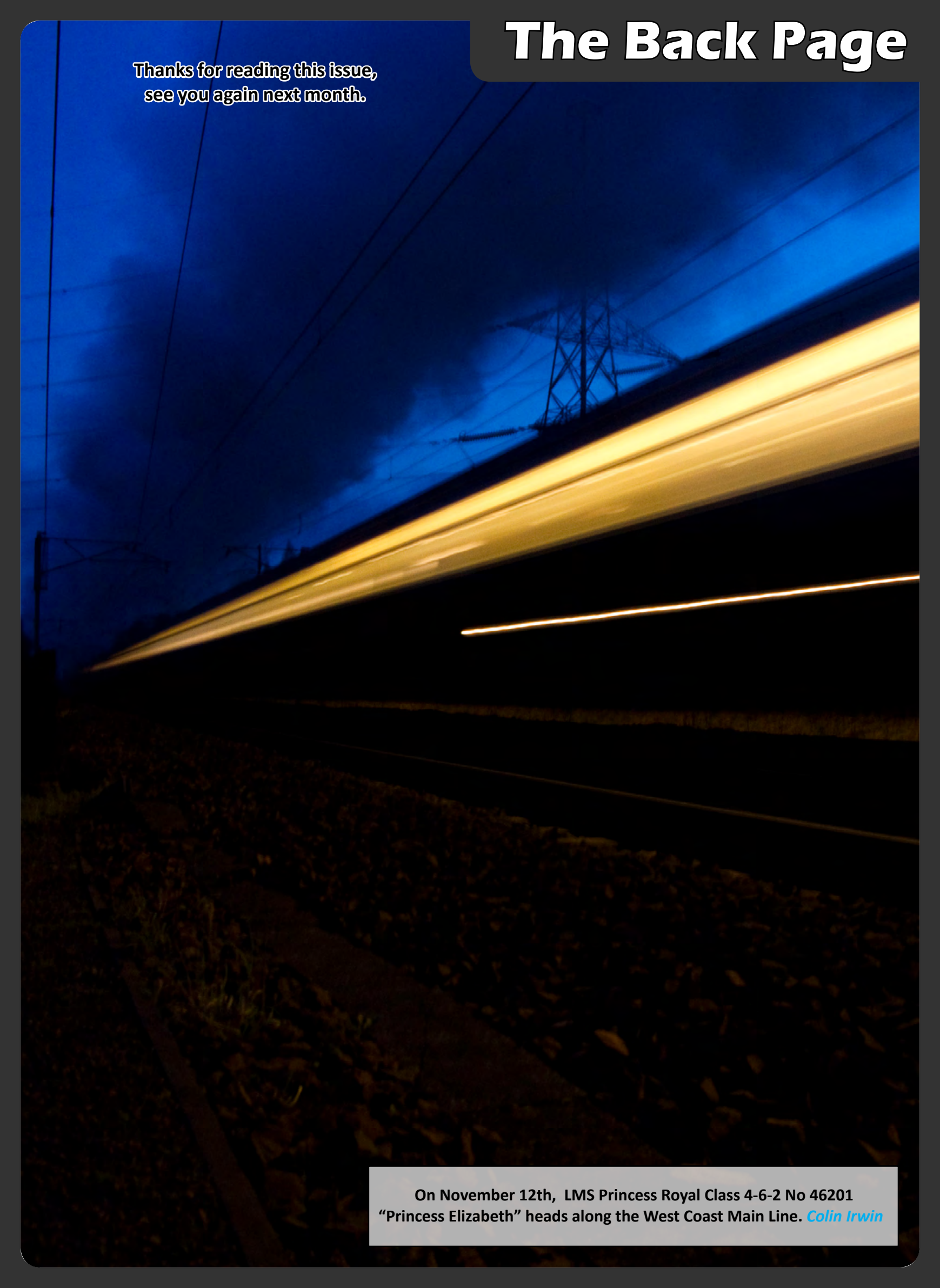


The editors all time favourite loco, Class 37 429 "Eisteddfod Genedlaethol" is seen at Crewe on January 18th 1995. This was a golden era, when trains were proper trains, loco hauled was the norm and the North Wales coast was the only place to be on a Saturday. How things have changed on the rails, sadly Crewe station with the exception of platform 12 has changed very little. [Richard Hargreaves](#)



The Back Page

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



On November 12th, LMS Princess Royal Class 4-6-2 No 46201
"Princess Elizabeth" heads along the West Coast Main Line. [Colin Irwin](#)