

# Railtalk | Magazine

Issue 94 | July 2014 | ISSN 1756 - 5030

#### **Contact Us**

Editor: Andy Patten editor@railtalkmagazine.co.uk

Co Editor: David david@railtalkmagazine.co.uk

Charter Scene charter.scene@railtalkmagazine.co.uk

The Nosh Report nosh.report@railtalkmagazine.co.uk

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#### **Submissions**

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

#### entries@railtalk.net

Please include a detailed description and credits.

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Welcome to Issue 94 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well I'll start this editorial with an apology to the broadband providers that drop the magazine onto your desktops and screens every month. We are really getting so many excellent pictures every month that the job of filling this magazine, or should I say the problem of leaving out photos, gets harder every month. We truly do pride ourselves with the magazine and it would be so easy to have a 300 page magazine full of many more photos but we have to be realistic and I personally think that the magazine can't get any bigger than it already is. So a big thanks to all that have sent in photos this and every month and please do keep sending them. As our tag line says "From the enthusiast, for the enthusiast" and we do appreciate every photo sent in to us, but please realise that we can't possibly use them all.

Moving on... June has been a fantastic month, what more can anyone say really. We have had some excellent weather, combined with some interesting workings on the railway, so no wonder the magazine is the size it is!

Finally, not sure if I've mentioned it before, but DRS' new livery is something special. You have to say, it's a cracking design and all credit to the design team. Do I dare say, one of the best liveries on the Network(?).

So I'm guessing all that's left to say is enjoy the sun and keep sending in your photos!

## Andy

This issue wouldn't be possible without: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Ben Bucki, Pete Cheshire, Julian Churchill, Liam Coates, John Coleman, Lorenzo D'aniello, Keith Davies, Neil Davies, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Fuller, Jonathan Gill, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Darrel Hendrie, Brian Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Michael Lynam, Steve Madden, Phil Martin, Jonathan McGurk, David Mead, Lewis Mitchell, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, James Passant, Dave Peel, Neil Pugh, Wayne Radford, Charlie Robbins, Gary Smith, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Chris Stanley, Steve Stepney, Craig Stretten, Simon Sugden, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Tim Ward, Stuart Warr, James Wise, Shep Woolley and the guys at RailUK.

Front Cover: Sporting the new DRS livery, Class 37 218 leads 20 312 with the 6E44 Kingmoor - Seaton Carew through Hartlepool on June 26th. Michael J Alderdice

This Page: Network Rail's Class 57 306 is seen here passing Ferry Inn Crossing on June 20th working the 5X19 ECS consisting of Class 319 361. The EMU is on its way to Alllerton depot as part of the transfer of First Capital Connect Class 319s to the Northern Rail franchise.



































### Statesman Rail - The Fellsman

Top Left: LMS Stanier 8F 2-8-0 No. 48151 heads the first mid-week 'Fellsman' of the summer series to Carlisle, passing through Pleasington on June 11th. Gerald Nicholl

Bottom Left: With the failure of LMS Class 8F No. 48151 on June 25th on the outward journey with injector problems, West Coast provided Class 47 580 'County of Essex' to haul 1Z53 the return leg from Carlisle to Lancaster, seen here approaching Langho station. Dave Felton

Below: In late evening sunshine, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' climbs up Hoghton Bank with the return 'Fellsman' on June 18th. Gerald Nicholl

































## Steam Dreams - The Cathedrals Express

Right: In typical Yorkshire Dales blowing mist, LMS Stanier 8F 2-8-0 No. 48151 crosses the River Ribble and digs into the gradient with the Cathedrals Express to Carlisle near Helwith Bridge on June 5th. Gerald Nicholl

Main: LMS 8F Class No. 48151 accelerates away from Settle with the northbound 'Cathedrals Express'. Shep Woolley

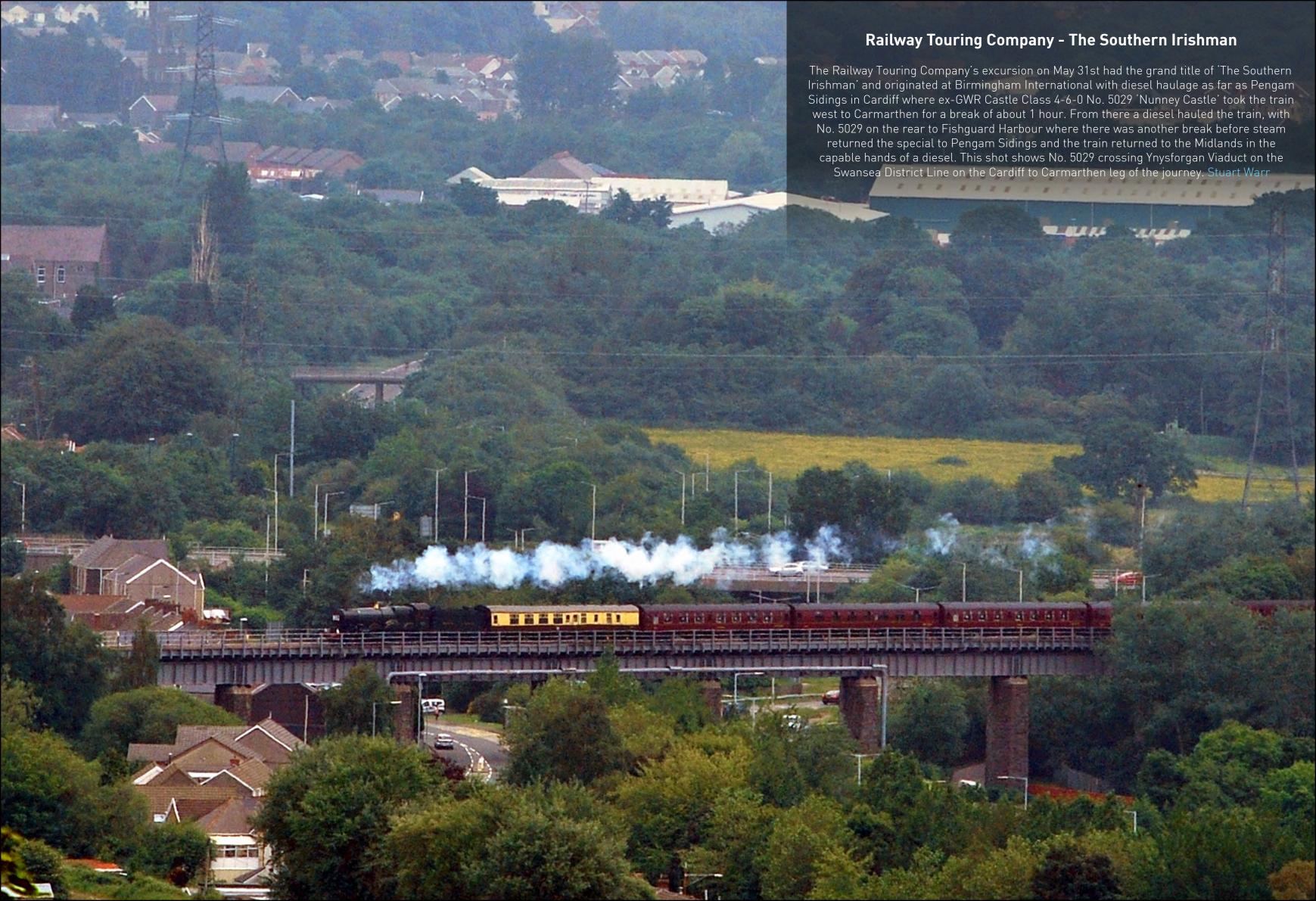






























## ECS and Light Engine Moves

Left: A gleaming Class 40 No. 345 passes through Bolton on her way to Carnforth, June 6th. Steve Stepney

Main: On June 2nd, near Gargrave, Stanier 8F No. 48151 pilots No. 45699 'Galatea' and No. 46115 'Scots Guardsman' back to Carnforth from the West Coast Railways gala at the Mid-Norfolk Railway. Gerald Nicholl





## 

## The Retro Shakespearean Tug - Bank Holiday Monday 25 August 2014 WWW.RETRORAILTOURS.CO.UK

WE HAVE REQUESTED A CLASS 60 LOCOMOTIVE TO HAUL THE MAIN PART OF THIS TOUR.

Join us for a scenic day trip to Shakespeare country this summer. Picking up at the stations listed right, we journey into the Midlands, and through the Warwickshire countryside until reaching the birthplace of Shakespeare, Stratford-upon-Avon.

You will have around 4 hours to visit the many sights Stratford has to offer, including several locations associated with Shakespeare, such as his family homes and birthplace. You'll also have the opportunity to soak in the old world charm of the town, with numerous independently owned shops and cafes. The train will return to stations as per the outward itinerary in the early evening.

To book visit the website or alternatively postal bookings can be sent to the address below.

Outward (dep) Return(arr) Leeds 07:00 21:00 07:15 20:45 **Dewsbury** 07:35 20:30 Huddersfield 08:10 20:00 Stalybridge **Reddish South** 08:25 19:40 08:35 Stockport 19:30 09:00 19:00 Crewe Stratford-upon-Avon arr 12:40 dep 16:40

These timings are provisional and will be subject to change.



















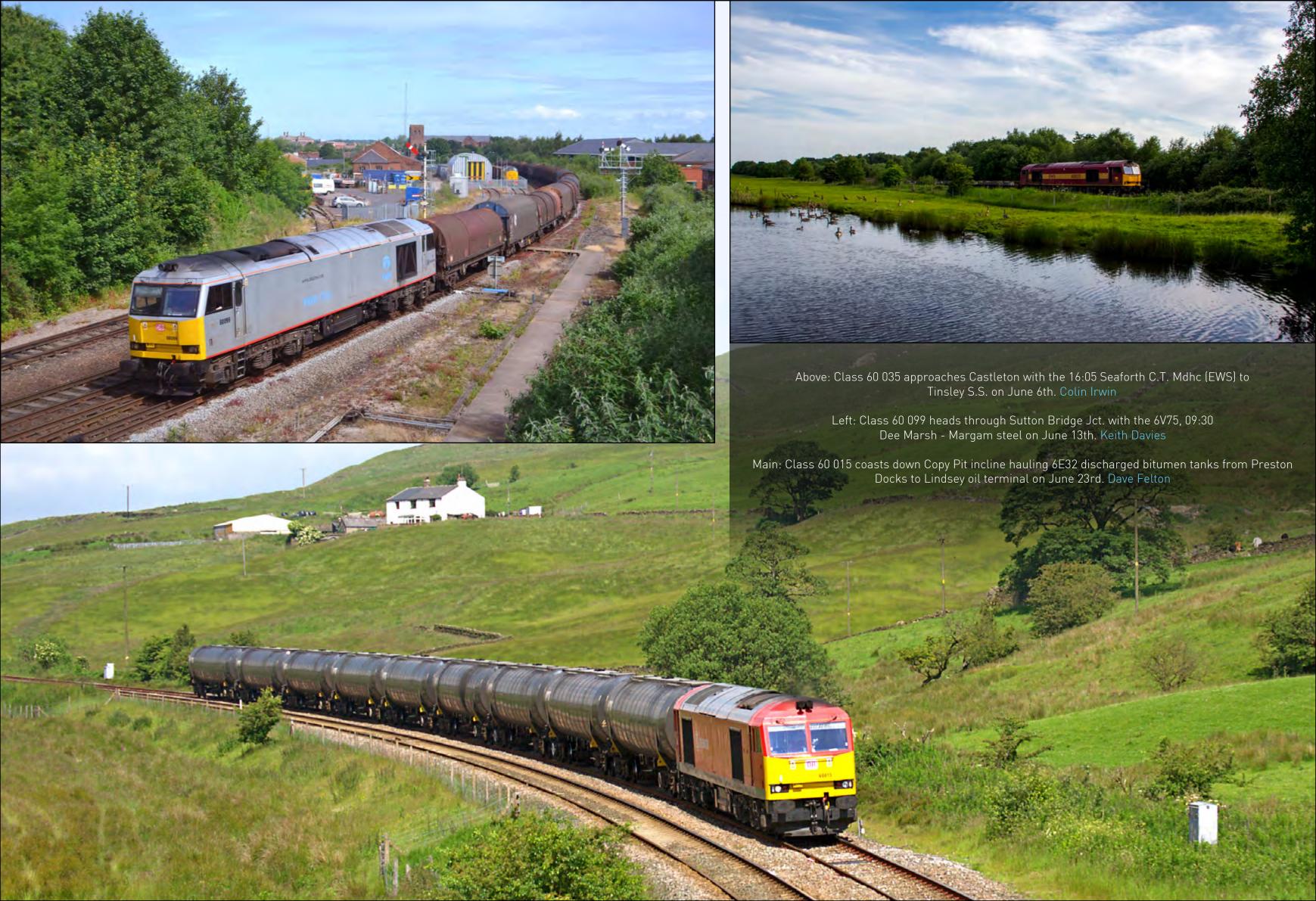






















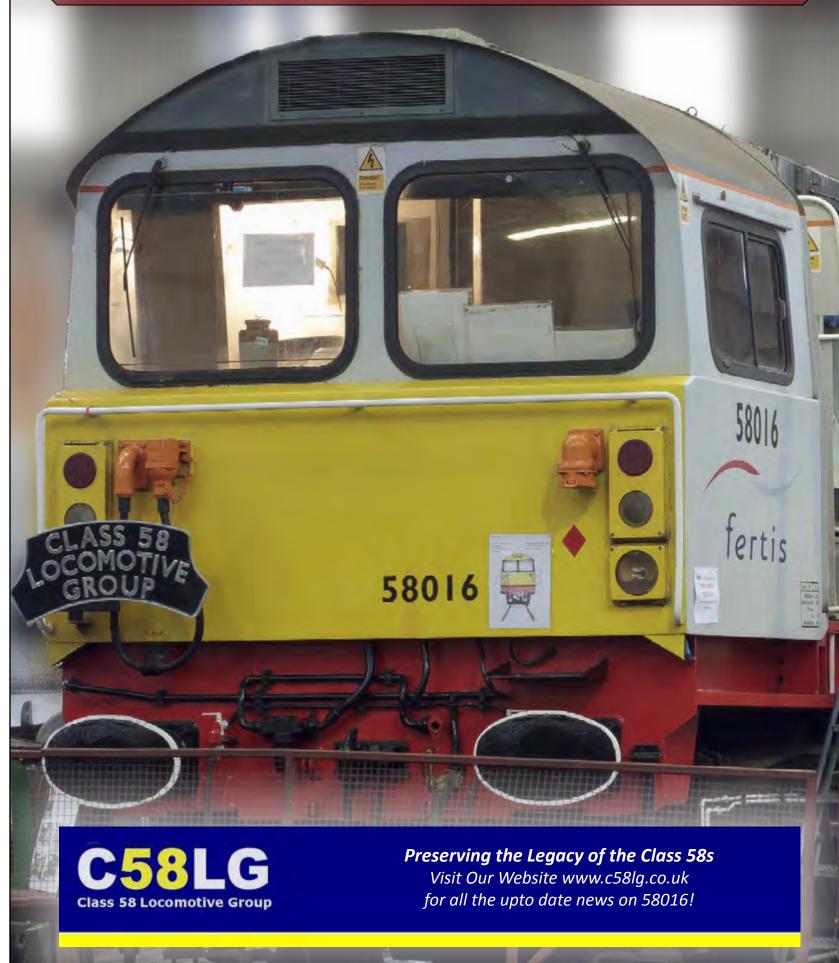




## Join The Class 58 Locomotive Group and help support the restoration of 58016!

There are various ways to help the C58LG:

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







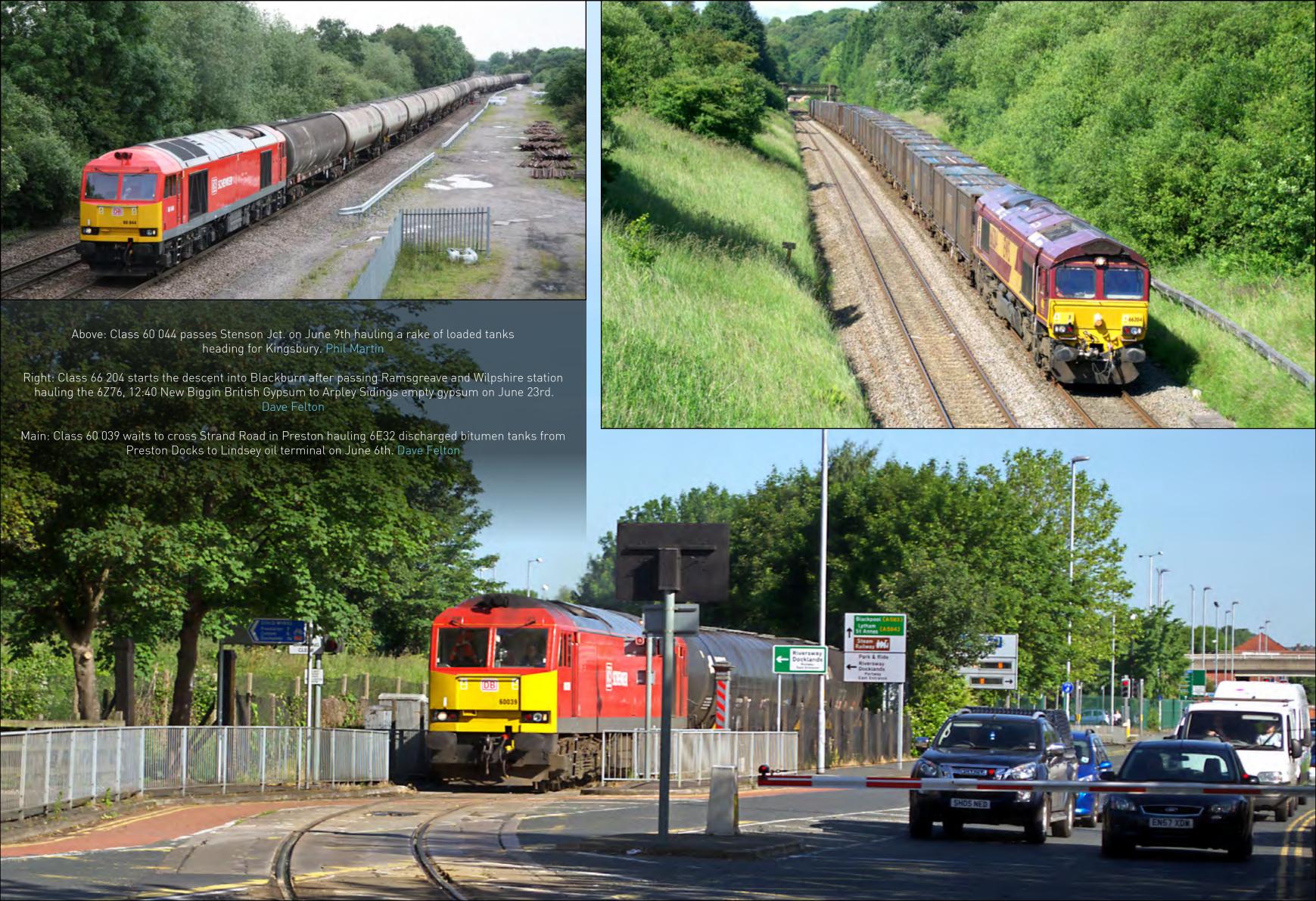












































































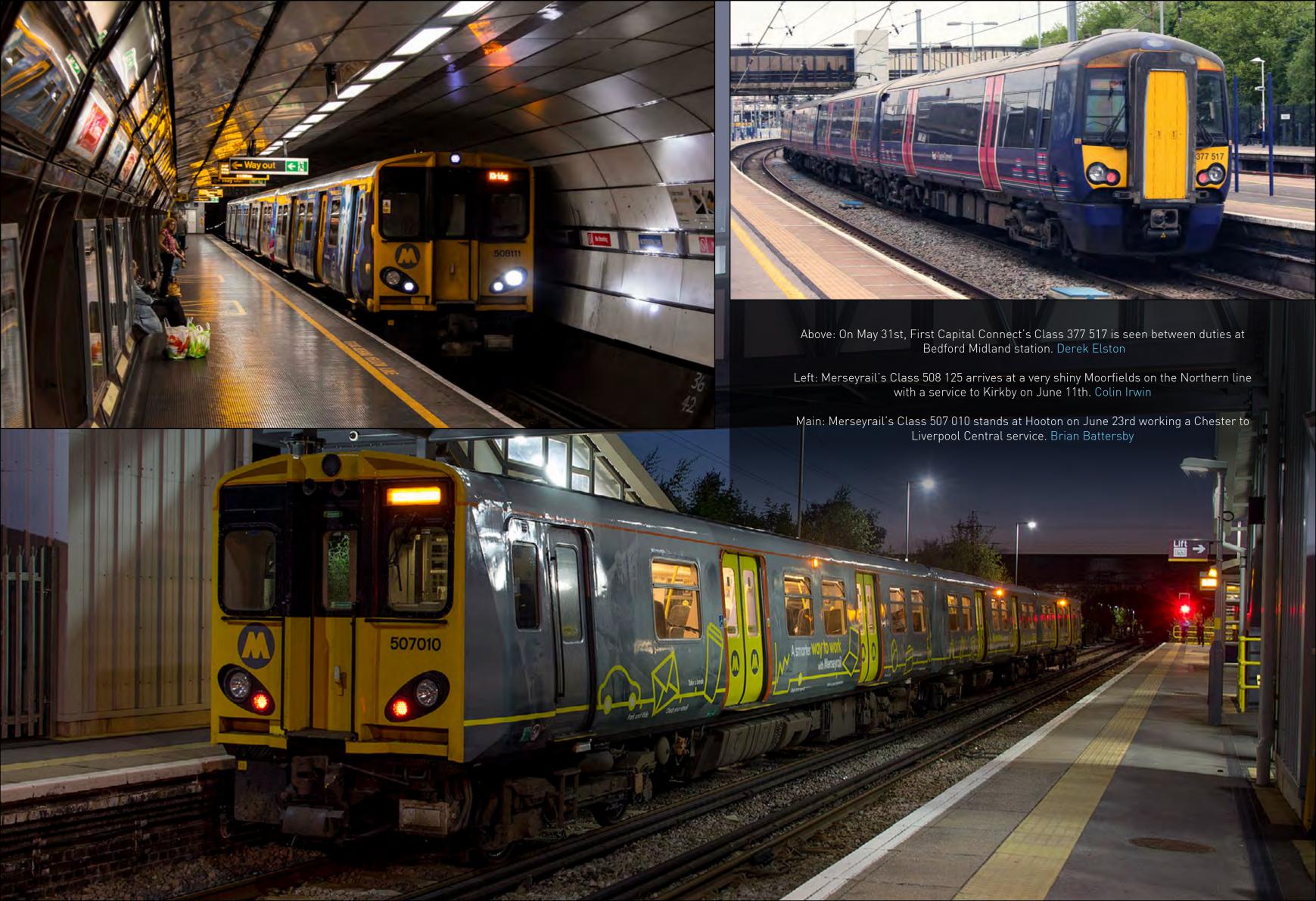




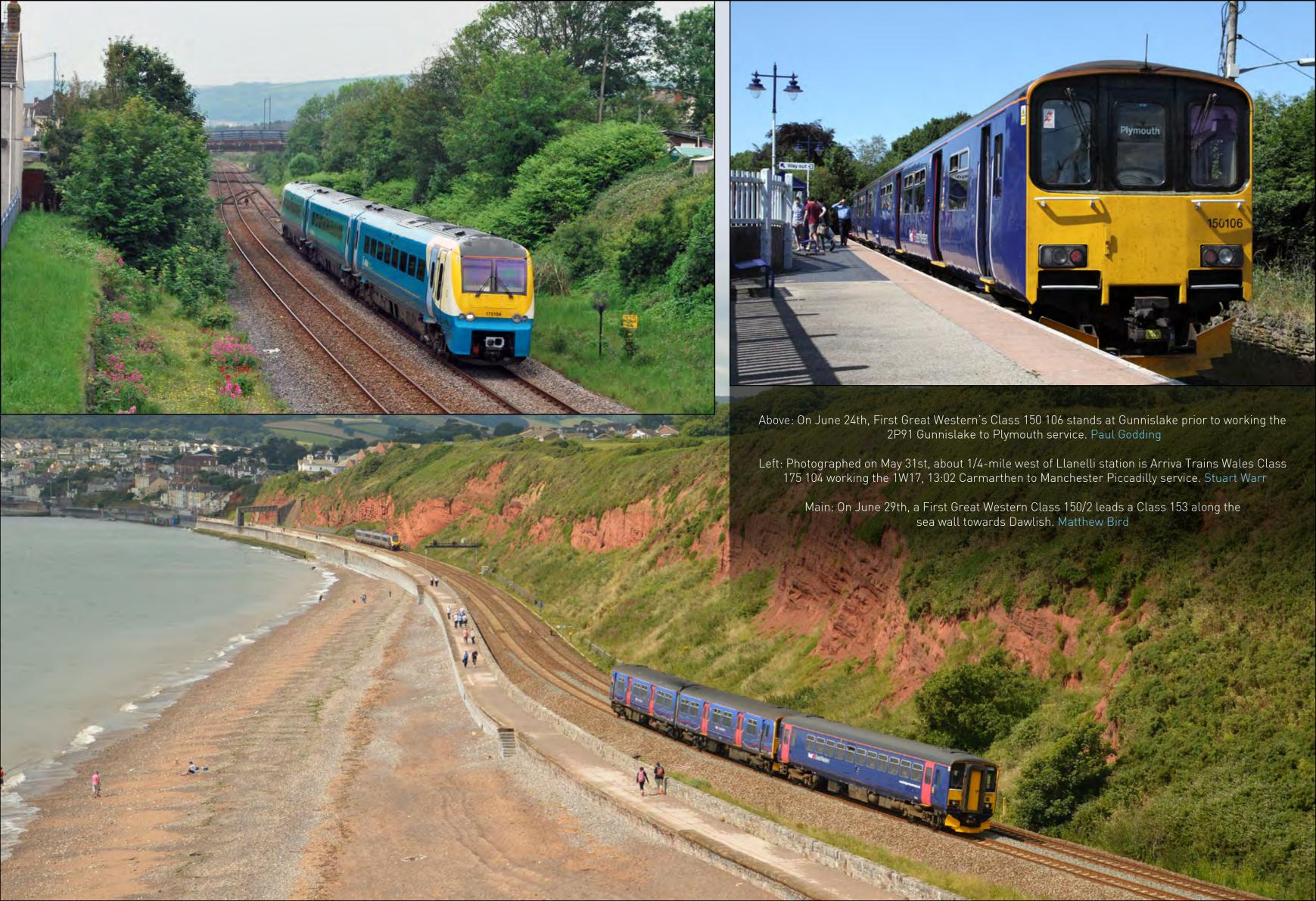




































### The A1 Steam Locomotive Trust New Steam for the Main Line

# TORNADO RETURNS WITH 'THE DEVON BELLE' COVERING 350 MILES AND TACKLING THE LEGENDARY HONITON BANK

### Bank Holiday Monday 25th August 2014 famous new steam locomotive 60163 Tornado will take the Devon Belle from London to Exeter and return

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the return of 'The Devon Belle', taking in the legendary climb over Honiton Bank!

'The Devon Belle' recreates the golden age of steam travel and was one of the most famous luxury express trains of the late 1940's and early 1950's. Originally running from London Waterloo to Plymouth in Devon, 'The Devon Belle' was an effort by the Southern Railway to encourage the resumption of normal leisure activities following WWII. Before the time of personal motorcar ownership, such trains would transport holidaymakers to the West Country for annual holidays – long before the advent of the foreign package holiday.

On Bank Holiday Monday 25th August 2014, 'The Devon Belle' will depart from London Paddington at 07:50 and head to Slough (08:15hrs), Reading (08:50) and then Newbury (09:20) where passengers can join the train before heading westward along the Berks & Hants line as far as Castle Cary. The train then veers left on to the single track branch to Yeovil Pen Mill, taking the little used spur to Yeovil Junction and joining the West of England main line. Entering Devon near Axminster, Tornado will then work hard tackling the ascent of Honiton Bank! Briefly stopping at Exeter Central, The Devon Belle will then head to its final destination of Exeter St Davids for a 3 hour break allowing passengers to explore this historic and delightful city before returning to London.

We expect there to be much fast running at the permitted maximum of 75mph and with this being a summer tour we anticipate wonderful views of the West Country and stunning scenery as we ascend Honiton Bank with the long daylight hours.

Provisional Timings for 'The Devon Belle' on Monday 25th August 2014 are as follows:

Station	Depart	Retur
London Paddington	07:50	21:55
9		
Slough (for M25)	08:15	21:20
Reading	08:50	20:45
Newburv	09:20	20:15

Terms and conditions are available on request.

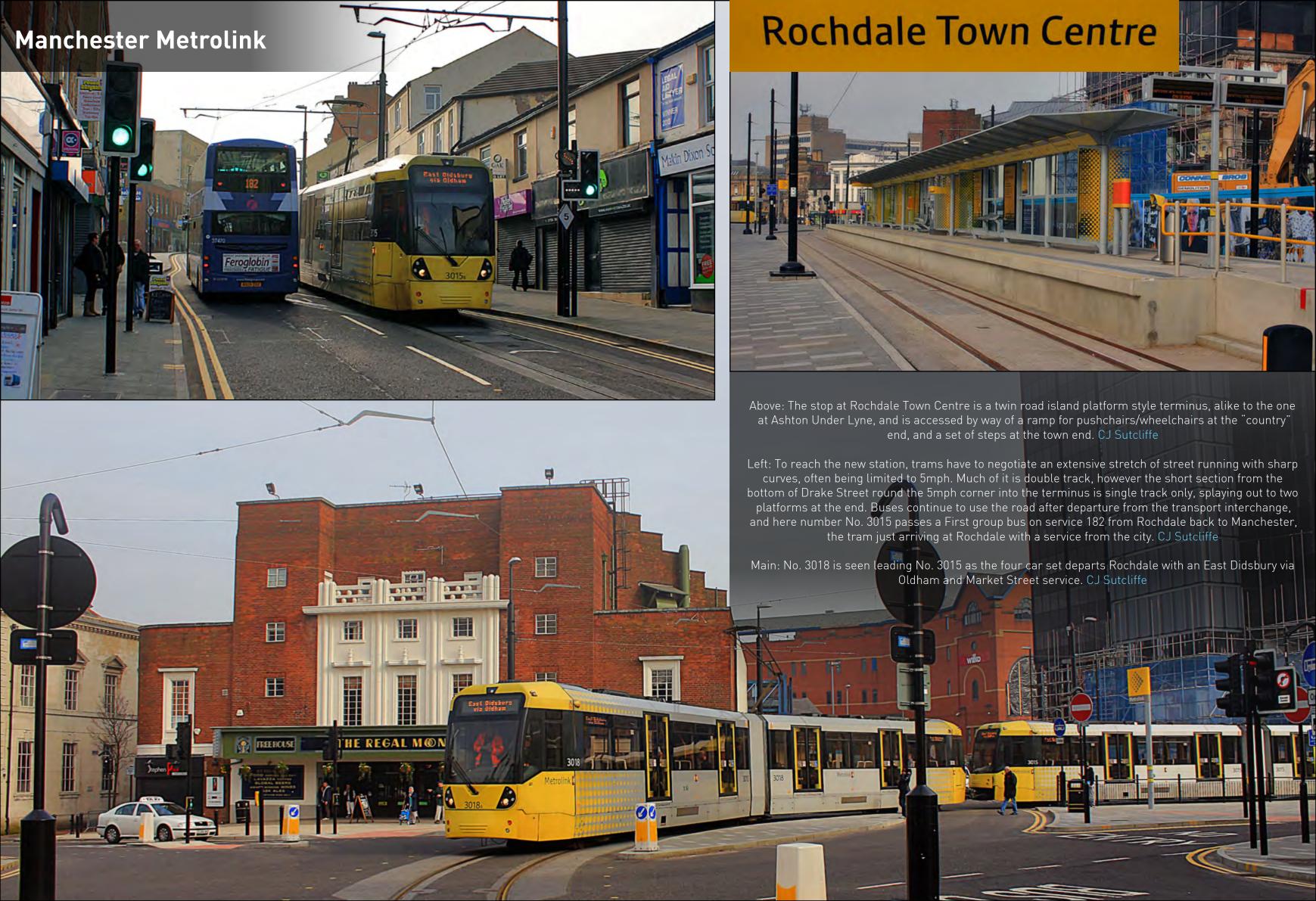
Tickets for 'The Devon Belle' are priced at standard class (adult £89.50, junior £79.50), first class dining (£225.00 per person). Guaranteed tables for two in first class dining are available for a supplement of £25.00 per seat.

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "Honiton Bank is seen by many railway enthusiasts as one of the toughest challenges in the UK for a steam locomotive. The Trust is therefore delighted to be taking Tornado deep into Southern territory from London to Exeter again with 'The Devon Belle' and hope that as many people as possible will join us for this exciting day."

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.





### Fares Advice with RailUK

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

#### Gateline m-Ticket scanners at King's Cross/Cambridge

Q: So with the (somewhat) recent introduction of FCC's m-Ticket, I jumped right on board as I saw it as a really nifty time saver when travelling CBG - KGX as it means I don't have to faff about with queues (which can be absurdly long) and I can just make my way to the station and buy my ticket and have it ready for when I arrive.

Or so I thought. The two times I had used the system (both S-OPeak DRets), I hadn't been able to get it to recognise the Aztec code supplied -I'd have to approach someone on the gateline to let me through. I'm wondering if it's because I'm using it wrongly? As far as I'm aware you just hold your phone just above the scanner, it reads it and opens the gate. Is there something wrong with my method? Is the few mm between my phone and the scanners' surface too far for it to pick up? I don't particularly want to have the screen touching against the glass for fear of scratches.

Just to rule out any other factors, my phone is a flagship android with a 1080p screen and a stupidly high pixel density, the tickets are activated (i.e. orange band not grey) and it is on the Aztec code screen.

A: m-tickets are flawed for a range of reasons, and most modern smartphones have exceptionally bright and clear HD displays - which scanners really struggle with. I haven't experimented to see if turning down the brightness helps. If I show my Subway card (on the phone) it can take 10-20 attempts to get it to scan. I've never had it work

with the scanner at my local Amazon — to Christmas as people who may locker (but I have a short code I can enter instead, so it's no real problem).

I really think that we should be trying to move towards having tickets loaded on an NFC-equipped phone (or of course a humble smartcard) and try and ditch what is really just a short term solution, and one that has had problems ever since the beginning (and I was a very early adopter of barcode style ticketing, through my job as a technology journalist). Imagine queuing up for a gig sponsored by Vodafone, who had opted to make it exclusively accessed via barcodes/QR codes. Naturally, the scanners had so many problems they just ended up letting people in who showed a barcode! I am sure that's what probably happens on the railway too if it's busy - thus you have a pretty good way to fare evade if you're confident enough.

The handheld scanners used at events now might be a bit better, but I am sure they still have problems when people show a code on their phone display as against on paper.

#### Northern to introduce evening peak restrictions at the end of September

Q: We know from the Direct Award announcement Northern were to add evening peak restrictions on tickets but a date has now been given: Northern Rail is required to introduce Evening Peak Restrictions on the use of off peak tickets by 30 September, 2014. TfGM is required to seek the necessary consents and approvals for this, and is consulting with Northern Rail on the most effective way to implement the

restrictions I think this could make things worse on Saturdays leading up have done Christmas shopping on weekdays may choose to do it at the weekend instead. What'll also be interesting is it won't affect tickets priced by other operators even if Northern run services on that route e.g. Preston-Manchester is set by TPE but it will affect passengers travelling on non-Northern services where the ticket is priced by Northern e.g. Wilmslow-Manchester services on ATW services. I wonder how many confused quards they'll be, never mind how many confused STM RPIs.

A: The DfT put a number of ideas to Northern as ways of reducing costs, as part of the Direct Award and asked Northern to select suitable options. I'm not sure exactly what the other options are but I can't see this one reducing costs, except maybe a limited number of evening peak trains will suddenly not be overcrowded.

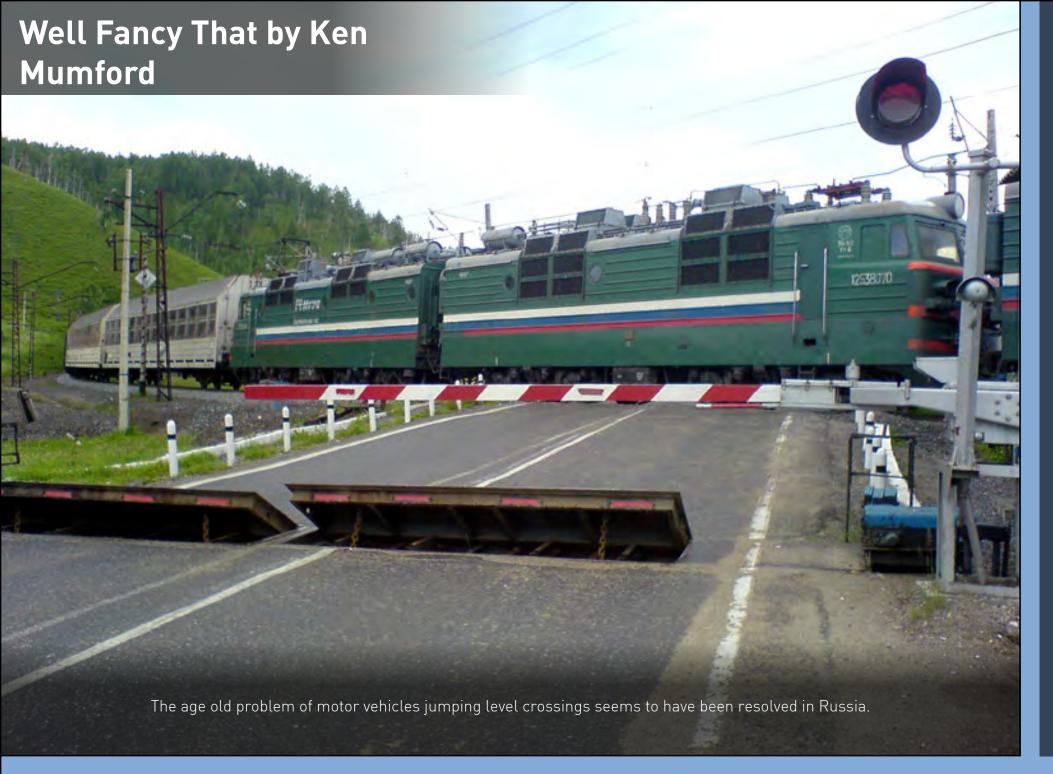
What annoys me about this is that if they make, say Manchester - Buxton Off-Peak Returns not valid between 16:30 and 18:30 then the first train after 18:30 will be packed full of Greater Manchester passengers on very cheap Evening Returns and then the Derbyshire passengers who are paying much more have to put up with the overcrowding, so you'd just be creating the same problem you have currently at peak time by allowing Off-Peak Returns to be

#### **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.







#### Leaves on the line? Rats!!

Forget leaves on the line - nearly 10 years ago the latest excuse for late-running trains was RATS!!

Passengers endured journey times of nearly SIX HOURS travelling from London Paddington to Swindon in early November 2004 after a rat chewed through a power cable causing signal failure.

Delays started at 5-40 pm on Wednesday November 10th and were still causing problems the afternoon of the next day. One commuter said that it was the worst disruption he had faced in three years.

The 6-18 pm service from London on November 10th did not arrive in Swindon until nearly midnight!! It took nearly 50 minutes to travel the first 36 miles of that journey to Reading where that train waited for an hour and a half! Passengers were then told to alight because the train was not going to stop at Swindon!

On Reading station conditions were very cold and when the next train turned up it was very full and many passengers had to stand! When that train left Didcot passengers were told that the estimated time of arrival in Swindon would be midnight!

Queues for that train's buffet were long, the food ran out and everyone was tired, hungry and found it hard to believe that the 77.3 mile journey from Paddington to Swindon would take so long.

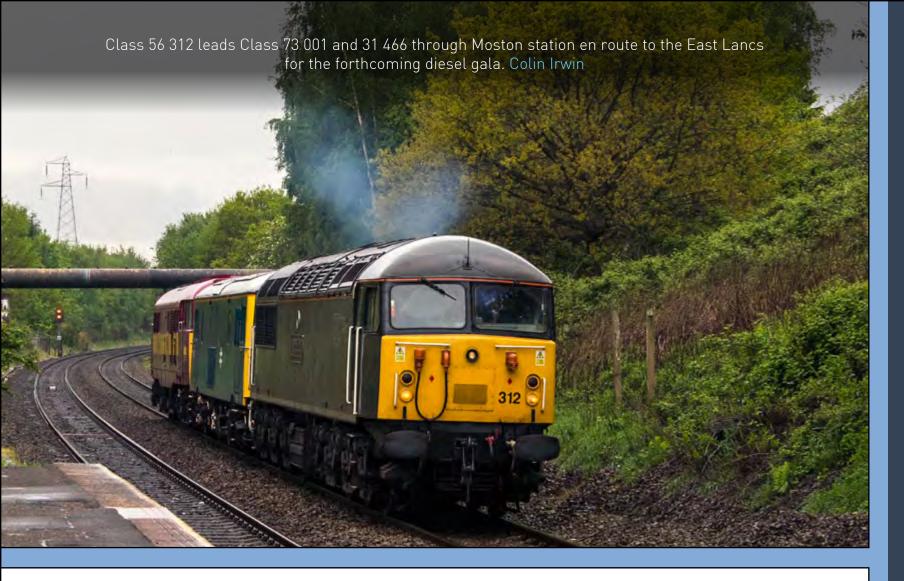
A Network Rail spokesperson said that problems were caused by a rodent chewing through a cable meaning that power was not able to be used to operate the signals. The problem was fixed at 1-30 pm on Thursday November 11th. Apparently, according to the then Evening Advertiser (Swindon's local paper) that commuters faced delays when a chicken crossed the line!!

Rodent delays were in addition to a special timetable introduced the previous Sunday (7th November) as a result of an accident on the Berks & Hants line the previous day. Several trains were diverted through Swindon and some trains normally on the Swindon line were cancelled. A Christian friend of mine who travelled daily between Swindon and Paddington said that the REAL culprit was a stoat found fried in a control box!!



**Not a scoop!** On October 23rd 1965 A4 Pacific 60007 'Sir Nigel Gresley' was hauling a Manchester (Exchange) to Paddington excursion. A 20 minute delay due to fog delayed the guard, and when the loco's fireman attempted to take water from the Moor troughs, near Hatton [see photo of 2937 'Clevedon Court' with the water tank opposite], it was discovered that Aberdeen shed had removed

the tender scoop! This necessitated an emergency water stop at Leamington. This train (reporting number 1X36) is shown leaving High Wycombe with an interesting array of semaphore signals.



# Loco Fleet List 2014

This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

#### Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names

Loco Fleet List 2014 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web:www.milzpublications.co.uk Email:lee@milzpublications.co.uk





2014

THE COMPLETE
LIST OF DIESEL
AND ELECTRIC
LOCOMOTIVES TO
RUN ON BR AND
THE NATIONAL
RAIL NETWORK



## King's Cross voted best station in the world for food and drink

King's Cross has been voted the best railway station in the world for food and drink, and the station's The Parcel Yard pub the best individual food and drink outlet, at an international awards ceremony celebrating the best that airports and railway stations have to offer. The 2014 International Airport and Rail Station Food and Beverage Awards, organised by industry magazines The Moodie Report and The Foodie Report, were open to nominations from around the world and judged by a team of experts who looked at the unique offerings at each nominated venue.

The judges were impressed by the remarkable transformation which has taken place at King's Cross station in recent years, thanks to a £500m project to refurbish and expand the historic station to cater for growing demand for rail travel. The iconic glass and steel western concourse, which opened in 2012, is the largest single-span structure in Europe and provides three-times more space than the old concourse with a wide range of shops and more than a dozen food and drink outlets.

Hamish Kiernan, Network Rail's commercial director of retail, said: "King's Cross station has undergone an amazing transformation into a first class railway station and destination for retail, leisure and business. From the outset, our approach has been to create a high quality environment and brand mix that positions King's Cross as a hub of convenience for travellers as well as people who live and work nearby.

"Since opening the western concourse two years ago, we've seen dramatic improvements in passenger satisfaction and consistent growth in turnover sales. For King's Cross to now be recognised as an example of excellence on an international stage is a proud achievement for Network Rail and our retail partners."

Jonathon Swaine, managing director for Fuller's Inns, which operates The Parcel Yard, said: "This is an incredible accolade for The Parcel Yard and for Fuller's. We are immensely proud of our station pubs and are delighted that our continued focus on delivering quality food with first class beer has now been recognised on an international level. I would like to take this opportunity to thank the team at The Parcel Yard for all their hard work."

Network Rail's retail strategy is attracting more and more people into its stations in addition to those travelling by train. Footfall data at King's Cross showed an estimated 45m people a year visit the station, with around 28m of those travelling by train – leaving as many as 17m people who are there to eat, drink and shop inside. The latest quarterly figures for King's Cross showed a massive 23.3% increase in like-for-like sales in January to March 2014 compared with the same period last year.

Commenting on the appeal of King's Cross station, one of the awards judges said: "(This) would have been seen as impossible just a few years ago – transforming a run-down station with a poor food and beverage offering into something extraordinary and of a quality and originality that has received critical acclaim and significant commercial success."

Tom Caine, King's Cross station manager, said: "It's fantastic that King's Cross has been recognised internationally as a destination station. We're already one of the busiest stations in the country for rail travel and we're seeing more and more people choosing to spend time here to relax, shop, eat and drink."





## DB Schenker Rail UK strikes a chord for customers

The Doncaster North Chord, which gives DB Schenker Rail (UK) another route to deliver great customer service, was officially opened by Patrick McLoughlin, Secretary of State, on 25th July against the backdrop of DBSR UK's Immingham to Drax service.

Geoff Spencer, CEO of DB Schenker Rail (UK), said: "The new Doncaster North Chord is another improvement to the network, meaning less lorries on the roads which will help reduce congestion and pollution."

DBSR UK will be able to operate around 10 trains per day from Immingham to Drax via the Doncaster North Chord carrying more than 5 million tonnes of coal and biomass every year.

If transported by road, this amount of coal and biomass would fill up to 750\* lorries every day.

\* Data taken from the Rail Delivery Group report "Keeping the lights on and the traffic moving: Sustaining the benefits of rail freight for the UK economy".

# Record investment in Britain's railways as Network Rail publishes its full-year results

Almost £7bn was invested in improving and expanding Britain's rail network over the last 12 months, Network Rail revealed in its full-year results for the 2013/14 financial year. The record investment, which equates to almost £20m a day, provided new stations, new platforms, new lifts, new information systems, new concourses, new footbridges and new track to build a bigger, better railway.

Over the same 12-month period, the number of people travelling by rail grew by 86m, meaning passenger numbers have now doubled since 1995\* with a further 30% growth predicted over the next ten years.

Mark Carne, chief executive, said: "We are in the middle of a rail renaissance, with record levels of passenger numbers and record levels of investment. This flourishing sector is investing heavily to improve the railway for today and for tomorrow."

Over the year, 90% of train services ran to time, 2.5 percentage points below the regulatory target. While some of this shortfall was caused by congestion as the railway witnessed growth of 5.7% in passenger journeys during the year, extreme weather and slower improvements in asset reliability also played a part.

Mr Carne continued: "With a million more trains on the network than 10 years ago, there are inevitable challenges - we are determined to do more to improve train reliability in the face of these challenges. We will increase the reliability of the network and make it more resilient to climate change. Continued investment in our railway will also be key if we are to grow our economy and deliver a better, improving, expanding rail network for millions of daily users."

#### Financial highlights

- •Capital expenditure was £6,873m (2012/13: £5,050m) contributing to an increased asset value of £49,833m (£46,411m last year)
- •Revenue was £6,333m (£6,197m in 2012/13)
- •Profit after tax was £1,256m (up 86%\*\* from £677m) with all profits reinvested
- •Operating profit was £2,001m (£2,207m last year)
- •Net debt at year end was £32,987m (£30,358m) with a gearing ratio of 65%, comfortably within the regulator's 75% limit

Patrick Butcher, group finance director, said: "The last year has been one of operational and financial challenges. We have been disappointed with train performance but celebrate continued strong growth, savings made, swiftly repairing the railway following extreme weather and hundreds of projects completed to improve and expand the railway.

"Our determination cannot waver over the coming years as we look to restore train punctuality to record high levels and wisely invest £38bn to improve and expand our railway for passengers and businesses across Britain."

#### Safety

- •Britain's railway has one the best passenger safety performances in Furone
- •Level crossing risk has been reduced by 31% and 804 level crossings have been closed over the last four years
- •A further £100m has been earmarked over the coming years to continue the closure programme and make further safety improvements at crossings

#### Performance results

- •In 2013/14, 90% of passenger trains ran on time, down on 90.9% last year
- •Over the last ten years Network Rail has added over a million more train services a year, increased passenger journeys by half a billion and doubled the number of passengers arriving on time
- Passenger growth is running at double the rate forecast in 2009, with a 5.7% increase to 1,587m during the year

#### Investment highlights

Network Rail is managing many vital enhancement projects to add capacity to the railway and drive economic growth. Some highlights include:

- •New, bigger, better facilities have been delivered at King's Cross by its £550m renovation and rebuilding providing a magnificent gateway to the north
- •Opening of the new concourse at Reading station as part of the ongoing £850m project to unblock one of Britain's worst railway bottlenecks
- •The continuing work to connect towns of the Scottish Borders to Edinburgh with the building of 30 miles of new railway the £300m Borders Railway project
- •A more reliable and affordable railway for the people of Manchester, Liverpool and the North West through the £400m project to electrify railway in the region
- •Many freight projects were completed to improve capacity, speed and reliability of services including the completion of new chords (small curves of railway) at Ipswich and Doncaster; container gauge enhancement from Birmingham to Doncaster and stretches of the East Coast Main Line; and capacity enhancements from Felixstowe to the Midlands
- •During the year we also acquired some 100 freight sites around the country for £189m that will generate valuable revenue and enable us to more easily respond to growth and demand in this sector

As well as these significant milestones, over 5,000 projects have been completed over the course of the last five years (control period 4 – CP4 – 1 April 2009 to 31 March 2014). These smaller, but just as important projects, aimed at making incremental improvements to the railway for the benefit of passengers, have seen:

- •Over 2.000 miles of track renewed
- •Improvements at over 500 stations across the country
- •Almost 200 lifts installed at stations
- •Over 140 platforms lengthened across London and the South East



# Network Rail Consulting wins contract to help boost capacity and performance in Sydney, Australia

Network Rail Consulting has been appointed by Transport for New South Wales (TfNSW) to provide systems integration services as part of a major upgrade of Sydney's rail network.

The Advanced Train Control (ATC) programme currently under development will see the rail network in Sydney fitted with new equipment to enable improved system performance and provide increased capacity for passenger and freight services. The program will play a key role in delivering the NSW Government's Sydney's Rail Future (SRF) objectives which include enhancing operational safety, delivering greater levels of customer service, reducing costs and producing faster and more reliable rail services.

Network Rail, Britain's rail infrastructure owner and operator, has been at the forefront of implementing comparable systems on its infrastructure, including the European Train Control System (ETCS), which will increase capacity and performance and help cut costs on Britain's railway. Network Rail's approach to the rollout of ETCS has been widely praised by rail infrastructure owners and operators across the globe, with a pilot scheme operational on the Cambrian line in Wales since 2011 and a state-of-the-art test facility now running on a section of the East Coast Main Line in Hertfordshire prior to deployment on main lines. The company can now share that experience with TfNSW in Australia.

Nigel Ash, managing director of Network Rail Consulting, said: "The need to deliver a safe, efficient, reliable railway while boosting capacity to cater for growing passenger and freight demand is something Network Rail shares with many rail operators. That Network Rail Consulting has been selected to provide advice to this strategically important project underlines the excellent work which has already been carried out on the railway in Britain.

"Transport for New South Wales will directly benefit from sharing the most up-to-date train control information and we look forward to working with them on this immensely important programme to deliver a better railway in and around Sydney."

### Transport Secretary tours East Coast Main Line

Transport Secretary Patrick McLoughlin toured the East Coast Main Line on June 26th to see how £million of rail improvements are being used to boost capacity and provide better journeys for passengers.

Services on the East Coast Main Line, which links some of the biggest towns and cities in England and Scotland, are set to be transformed thanks to significant levels of investment

During stops at Doncaster, Peterborough and Hitchin, the Transport Secretary viewed recent Network Rail improvements along the route.

As part of the tour, he officially opened the North Doncaster Chord, a £45m railway flyover at Shaftholme that will help pave the way for additional passenger trains by removing slow-moving freight services from the East Coast Main Line. A level crossing has also been closed and replaced with a new road bridge.

Transport Secretary Patrick McLoughlin said: "In order to secure long-term economic growth, we need a world-class railway that works well for both passengers and industry. That is why more than £38bn will be spent over the next five years to improve and maintain the network.

"The North Doncaster Chord will help in freeing up space for much-needed additional passenger services between Yorkshire and London and reduce delays, while also improving the vital freight network across the region."

The Chord will carry around 30 freight services above the East Coast Main Line every day, slashing the time taken to transport coal between the Humber ports and the Aire Valley power stations by up to 30 minutes. Cutting journey times also reduces fuel consumption and carbon emissions. Previously, these services had to run on the East Coast Main Line for up to 14 miles.

By removing freight trains from the main line, and by replacing a nearby level crossing with a new road bridge, delays to passenger services will be reduced, and help in creating capacity for additional trains to run in future.

Earlier in the day, the Transport Secretary viewed the recently-opened Hitchin Flyover, a £47m scheme to remove a major bottleneck on the line. This allows First Capital Connect services travelling between London and Cambridge to travel above the East Coast Main Line, preventing the need for them to cross the route and reducing delays by around 30,000 minutes a year.

The increased capacity it creates will also allow for faster and more spacious Intercity Express trains to be introduced on the East Coast Main Line from 2018 onwards.

The Transport Secretary also had the chance to see how a £43m improvement scheme has transformed Peterborough Station. Engineers have installed three new platforms, new lifts providing access to all platforms, as well as improvements to the concourse with better lighting, new customer information boards and more comfortable seating to improve the experience for passengers.

The work on the platforms will improve reliability by separating long-distance, local, passenger and freight services. It will also allow longer trains to be accommodated, paving the way for the new Thameslink and Intercity Express trains.

Patrick McLoughlin added: "We are investing record amounts in the biggest programme of rail modernisation since the Victorian age. These improvements will make a real difference to passengers across the East Coast Main Line, ultimately providing more services, more seats, fewer delays and a comfortable travelling experience."

All three improvement schemes were carried out by Network Rail. Phil Verster, Route Managing Director for Network Rail, said: "The East Coast Main line is a vital route which connects businesses and communities between London and Scotland. Demand for rail services continues to grow. Over the past five years we have invested £600m in a programme of targeted investment on the line to meet that demand.

"It was our pleasure to show the Secretary of State around three of the projects which have made up this investment. At Peterborough we have improved track and signalling as well as the station itself to improve performance and facilities for passengers. Both Hitchin and North Doncaster unlock bottlenecks and improve the flow of trains, further boosting performance and reliability as well as helping us to meet future demand.

"Work is already underway on the East Coast Main Line on a further £1.6bn investment. We will deliver this over the next five years, to further boost passenger services while accommodating freight flows, which are essential to all of our lives."



## £1bn+ railway investment continues with Chorley Tunnel upgrade

Chorley Tunnel is to be upgraded to accommodate an electrified railway as part of Network Rail's £1bn+ investment in the railway in the north west of England. The track through the 113m tunnel will be lowered to accommodate overhead line equipment which will power electric trains between Manchester and Preston from December 2016 More than £1bn is being invested by Network Rail through the Northern Hub and North West Electrification Programme to provide a faster, more reliable and efficient railway.

Much of the work will be completed without causing significant disruption to rail services but some of the larger projects – such as the Chorley Tunnel upgrade – require short term closures to allow heavy engineering work to take place. To complete the work the line between Chorley and Leyland, via Chorley Tunnel, will be closed from Saturday 19 July to Sunday 31 August while the upgrades take place. This will mean changes to train services in the area while the work is carried out.

Ian Joslin, area director for Network Rail, said: "More than £1bn of investment is being made to provide a better railway and boost the economy across the north of England. "Significant engineering is required to lower the track and install the electrification equipment and there is no other option but to close the line while this is carried out. "The closure has been carefully planned so that it is kept to a minimum and we are working closely with the train operators regarding amended services and disruption. I apologise for any inconvenience caused and advise passengers to plan their journeys and check with National Rail Enquiries before travelling." Rob Warnes, performance and planning director for Northern Rail, said: "Once the electrification work is complete, customers will benefit from longer, faster, quieter and more environmentally friendly trains. While the work is carried out there will be a revised Northern Rail timetable, including replacement bus services, that customers can pick up at their local station or download from our website."

To make the most of the closure three bridges will also be rebuilt at Harpers Lane (Chorley), Railway Road (Adlington) and Lockstock Lane (Bolton) as well as the River Chor aqueduct. Two bridges at Station Road (Blackrod) and Chorley Road (Adlington) will be modified in preparation for reconstruction in 2015. Relevant diversions and information will be clearly signed in connection with each location.

### Selby bridge improvements ready to swing into action

The £14m investment, which starts on Friday 26 July, will be the most significant improvement made to the bridge since it was built in 1889.

It includes steelwork repairs, replacing and strengthening sections of the bridge and a new coat of paint. Work on the bridge's hydraulic system will be undertaken and the track which runs across the bridge will be replaced. New walkways and steps for bridge operators are also being installed

The work is planned to finish in time for normal rail services to resume on Monday, 8 September.

Phil Verster, Route Managing Director for Network Rail, said: "Once these improvements are complete, many parts of the bridge will not need any further work for decades. It will also mean an existing speed restriction on passenger services will be lifted. We will have people working on site all day, every day, to get this work finished.

"We have worked hard with train operators to put the best possible alternative travel arrangements in place.

"We thank passengers, local residents and businesses for their patience while the work is carried out." Weight restrictions will also be removed after the work, which will mean freight trains can move more freely along the route. The bridge itself will also look smarter, which will be better for the town.

A spokesperson representing the train operators said: "We are working with Network Rail to minimise the disruption caused by the improvement works at Selby and put in place the best possible journey options for customers

"Buses will replace a number of rail services and we will shortly be issuing updated timetables and customer information posters.

"We would advise customers to check the details of the travel and allow extra time to complete their journey.
Full details of the improvements works and alternative arrangements will be available from National Rail Enquiries."

No trains can run over the bridge from the night of 26 July to start of service (0525) on 8 September. Passengers are advised to check details of their journey with National Rail Enquiries www.nationalrail.co.uk or 08457 48 49 50.



# Track renewals team complete record one kilometre in one night for Network Rail / South West Trains Alliance



A team renewing the railway in Hampshire broke records when they improved more than a kilometre of ballast – the stone chippings the track sits on – in one night.

It was the first time that length of renewal had been achieved in under eight hours on the British railway network. The record, which was broken on Wednesday, June 11, was set thanks to excellent teamwork on the project and also the unique Network Rail / South West Trains Alliance.

Alliance chief executive Tim Shoveller said: "This is a perfect example of how work that would once have required a weekend closure can now be done overnight during the week – meaning fewer bus replacements for passengers. Because we work as an Alliance we were able to work with the high-output team to maximise the benefits of their skills, giving them longer on the track, while rerouting and retiming trains to keep disruption to passengers to a minimum. As a result, our customers are enjoying a more comfortable and quiet ride, and with less disruption in the long-term."

Network Rail's project director of high output, Ben Brooks, said: "It's fantastic to see this team and equipment being used to its full capability and we were only able to do that thanks to the access we get from the Alliance. It's a win-win for passengers as we are able to renew more of the railway more quickly, meaning we are actually less disruptive in the long run."

The High Output Ballast Cleaner is one of the longest trains on the network, consisting of the cleaner itself and a string of conveyor ballast wagons. The cleaner scoops up the ballast the track sits on, before then sieving out any small, broken pieces and replacing them with the same weight in fresh stone. This provides a safe, well-drained and quiet bed for the track to sit on.

The work on June 11 took place between 9pm and 4.50am. More than 1,000 tonnes of new stone was laid from 21 wagons in just under three hours



### Littlehaven station's £5m improvements completed

Network Rail has completed a £5m project to extend platforms and improve Littlehaven station in Sussex. The Southern-managed station's platforms have been rebuilt and lengthened to accommodate eight-car trains, meaning passengers no longer have to walk down the train to exit the majority of services. This has also reduced congestion and improved safety on the platforms when longer trains arrive.

Work on the project began in September last year, when the new, extended sections were built. This allowed the old platforms to be demolished and rebuilt to modern standards – all while the railway was open for business.

Improvements were also made to the station itself.

Network Rail's route managing director for the South East, Dave Ward, said: "The railway in Sussex is a great success story, with growing passenger numbers, and as a result it's important that we keep investing to improve stations and build a railway that is designed to cope with longer trains." We've not only extended the platforms at Littlehaven, but we have also improved the lighting, signage, passenger information and waiting shelters, giving passengers a much better environment to travel from and to." The longer platforms also mean that when longer trains call at the station, they will no longer obstruct the level crossing on Rusper Road, which used to cause delays to road traffic and pedestrians.

Southern's head of major projects, Brian Husbands, said: "The extended platforms at Littlehaven will mean a more convenient experience for our passengers. Now, it doesn't matter which part of the train they travel in as all doors will open on the majority of services. I am delighted that once again, Southern and Network Rail have worked together to make meaningful improvements on our network."

Councillor Helena Croft, cabinet member for Horsham Town, communication and special projects said: "I am delighted to see the high-quality upgrade that has been achieved at Littlehaven station. This is a well-used and hugely important station for local residents. This extensive investment really secures the future for Littlehaven and confirms Network Rail's commitment which is such excellent news for the area."

As well as improving conditions at Littlehaven, a wider Network Rail programme of platform extensions and power supply upgrades across the region will allow for longer trains to run across the region.

This will link with the Thameslink Programme, which will see more than 20 trains per hour run from Sussex, Kent and south east London through the centre of the capital to north London, Hertfordshire, Bedfordshire and Cambridgeshire by 2018.

# Passengers encouraged to know their alternative routes into London this August as London Bridge station rebuilding continues

Passengers on board the 10.20 Southern service to London Bridge station on June 5th got a big surprise as some unusual passengers tried a new route to work. A Wimbledon Womble, Pierre the Bear from Brighton Pier, and ghastly characters from the London Bridge Experience joined Borough Market traders and many others to show that passengers can still get where they need to go this August during major reconstruction work at London Bridge.

London Bridge, one of Britain's busiest stations, is being completely rebuilt as part of the government's multi-billion pound investment to transform rail services across London and the south east. When finished in 2018 the Thameslink Programme will enable passengers to use a bigger and brighter London Bridge station served by new spacious trains running every 2-3 minutes at peak times through central London. New robust tracks and signalling will give passengers more reliable journeys to more destinations on an expanded Thameslink network. To minimise the impact on the 117m passengers who go directly to London Bridge or through it to Cannon Street, Charing Cross or Thameslink stations to the north and south every year, Network Rail is carrying out the hugely complex construction work in phases. The platforms are being completely demolished and rebuilt in a rolling programme which will increase the number of lines going through the station to central London from six to nine. Whilst this is taking place a concourse bigger than the pitch at Wembley is being created beneath passengers' feet.

From Saturday 23 to Sunday 31 August, covering the August bank holiday weekend and four working days, a vast amount of track and signalling work will take place as platforms 12 and 13 are brought back into use and platforms 10 and 11 are closed for demolition and rebuilding. While the station is closed, a triple-span, three-track bridge on the approach to London Bridge will be replaced.

Owing to the scale of the work, no First Capital Connect or Southern services will stop at London Bridge from 23 to 31 August and London Overground will not operate to and from New Cross on weekdays. Passengers will need to use alternative routes. Southeastern services will continue to run but may be subject to some alteration and London Overground services to New Cross will be diverted to Crystal Palace to provide additional options for stations between Sydenham and Brockley.

London Underground services will continue to run as normal but are likely to be busier than usual for this time of year. London Bridge Underground station will continue to operate as normal. Certain services and stations on the London Overground and Southeastern networks are also likely to be busier than usual for this time of year.

Network Rail's head of communications for London and the south east, Nicky Hughes, said: "London Bridge station sits at the heart of one of Britain's busiest rail routes and rebuilding it piece by piece while keeping it open for passengers is a huge challenge. We do as much as we can behind the scenes so passengers aren't affected, but there will be times when we have to change some services.

"For nine days at the end of August, some passengers will need to use alternative routes into London and to destinations like Luton and Gatwick airports and Brighton. Everyone can still get where they want to go, but please check before you travel to find your alternative route."

Southern's commercial director, Alex Foulds, said: "We are working with Network Rail and other train operators to ensure passengers have all the information they need to plan their journeys whilst the station is closed. We're also recruiting additional staff to assist passengers during the disruption."

Keith Jipps, customer service director for First Capital Connect said: "We'll still be running services between Bedford and Brighton on the Thameslink route but we won't be able to serve London Bridge. Trains will also be extremely busy with passengers displaced from other routes so please, please plan ahead by visiting ThameslinkProgramme.co.uk."

Gareth Powell, director of strategy & service development, London Rail and Underground, said: "As a result of changes to train timetables while Network Rail rebuild the station, we are expecting some London Overground and Underground services to be busier than usual for the time of year. We're working closely with Network Rail and the train operators to make sure that all customers have the information they need to make their journeys."







#### SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

## Passengers and taxpayers winners in new Virgin Trains contract

Virgin Trains and the Department for Transport have signed a new deal guaranteeing big improvements for both passengers and taxpayers. The new West Coast franchise will run until March 2017 and will see significant improvements for customers with the introduction of free superfast WiFi, more seats and new services. Taxpayers will also benefit with a guarantee that more than £430m will be paid to government, a rise of at least 58% on the current arrangement.

The new West Coast contract comes into force on 22 June and will provide:

More seats: 21 of our trains will have one of their First Class carriages converted to Standard Class. This will increase Standard Class capacity by 5500 seats per day, a net increase of 2100 seats.

Better connectivity: All 76 of our Pendolino and Super Voyager trains will be equipped with superfast WiFi, which Network Rail intends to support by providing track-side infrastructure. This would be the first major intercity deployment of 4G technology on the UK rail network and provide free WiFi to all customers.

New services: We have agreed with the DfT plans for new direct services between Shrewsbury / Blackpool and London. We have been working with Network Rail to develop these plans and will make a joint submission to the ORR shortly. These services are expected to start by December 2014.

Customer reward programme: Customers who book via the Virgin Trains website or mobile app will be able to earn Nectar points on their purchase by the end of the summer.

Financial benefits for taxpayers: The contract means the DfT will receive a guaranteed payment of more than £430m over the length of the contract, as well as up to 100% of the additional returns generated by Virgin Trains. The fixed premium represents an increase of at least 58% per year and will help support the huge investment that is taking place in the railways.

Patrick McCall, Virgin Trains Executive Co-Chairman, said: "We're delighted to have reached a deal after some tough negotiations with the DfT. It puts the problems of 2012 firmly behind us, and shows the clear benefits of a well-run franchise system.

"This deal is great news for passengers and taxpayers, with significant benefits for our customers as well as



a big increase in the money we pay to government. We know WiFi is high on our customers' priorities and we're delighted that we're going to be able to offer them free and super-fast WiFi. Together with thousands of extra seats and plans for new services, this deal will mean big improvements for millions of Virgin Trains passengers."

The deal also includes other benefits such as: Customers: More than £20m to be spent on modernising stations with improved waiting rooms, extra ticket machines, more Passenger Information help points, as well as an upgraded website and more staff redeployed to concourses and platforms

Community: Increased emphasis on apprenticeships, traineeships and graduate placements, a pledge to increase SMEs in supply base by 10% and commitment to make station and training centre facilities available for community use

Environment: Commitment to cut CO2 emissions across stations, divert 98% of waste from landfill to recycling and implement efficient LED lighting

Martin Griffiths, Virgin Trains Executive Co-Chairman, said: "This new contract is a good example of the benefits of the franchising system. With commercial train operators taking on the cost of investing in new services the passenger experience can be improved without public money being put at risk. As the improved passenger experience then encourages greater train travel, taxpayers benefit a second time with more money flowing to the Treasury."

The deal builds on the huge progress Virgin Trains has made since taking over the Wet Coast franchise in 1997. The number of passengers carried each year has more than doubled to 32 million, journey times have been cut and the number of services increased. More than £2bn has been invested in trains and passengers have consistently rated us as the best long distance operator.

### **The Nosh Report**

Welcome to a the "Nosh Report" your monthly dip into what's available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

Well another month where just by chance I have stumbled upon a really great place to visit by accident.

I was heading to Edinburgh on the Retro Railtour charter to the Scottish Capital and trying to decide what to do and where to go. Eventually upon arrival I saw an Edinburgh tram and decided to follow it up St. Andrews Street for a photo. Situated at the top of the street, I found Zest which was to my surprise open for lunch.



Zest is located on St. Andrews Street in Edinburgh and is open from 12.00-14:00 and 17:00 -23:30 every day.

Service was excellent and the food was served quickly and efficiently. Now I have to say that although the prices are not in the 'budget' sector, the portions are very generous indeed, and between two of us, one meal really would have been enough to share for a lunch time visit.

The Chicken Korma that I ordered used proper chunks of chicken and not tiny pieces that can be found in some Indian restaurants. The same could be said for the chunks of lamb that was in the other dish we ordered.



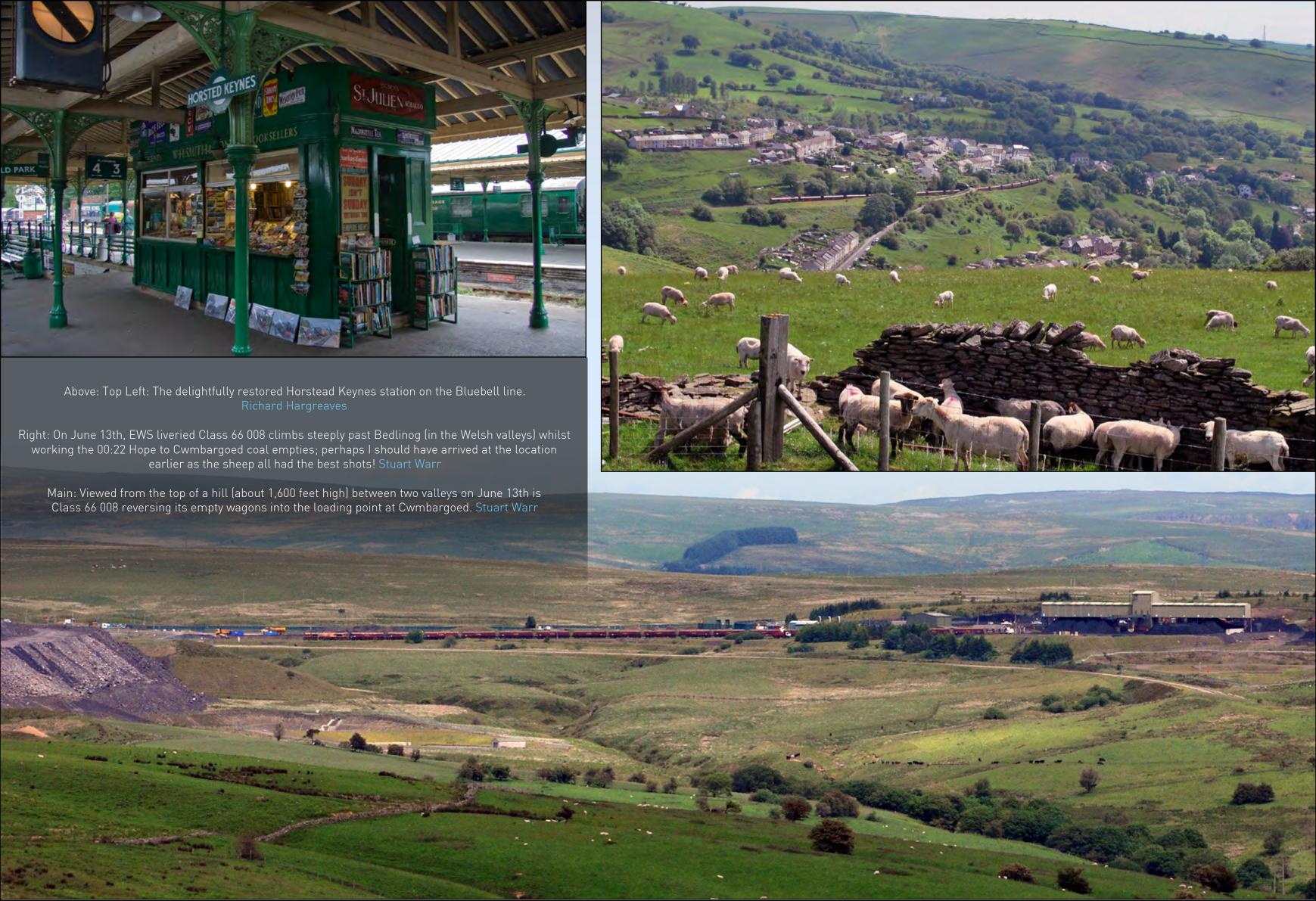
So if I am ever in Edinburgh and need a lunchtime curry, then this place will certainly receive another visit. And I would have no hesitation in recommending it to anyone.

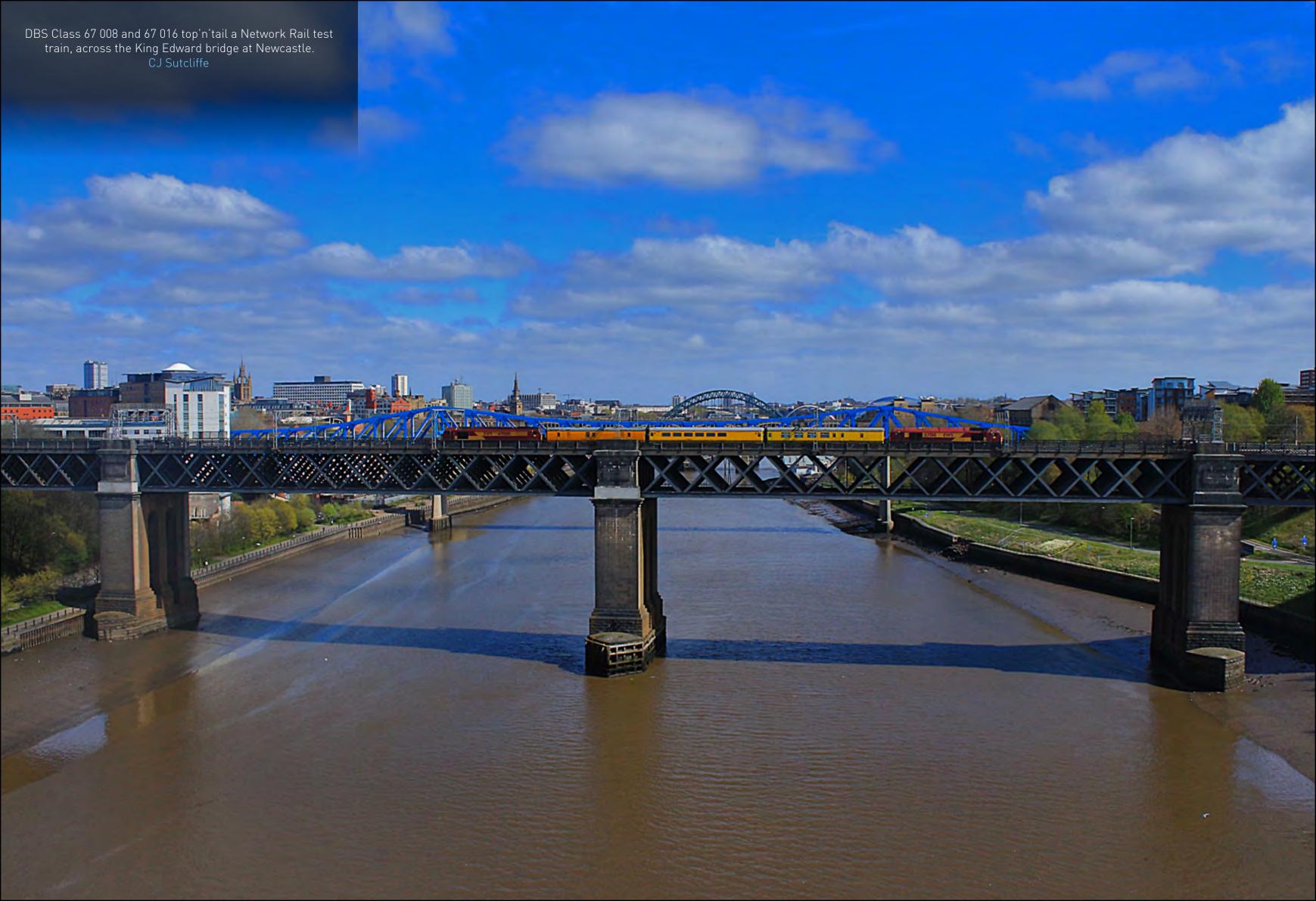
If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

Send your emails to:
nosh.report@railtalkmagazine.co.uk



















# ROYAL NAVY HELICOPTER OBSERVER KILLED IN ACCIDENT HONOURED WITH FLYPAST FOR HERITAGE LOCOMOTIVE NAMING

A dedicated Royal Navy helicopter observer and railway enthusiast from Dorset who died in a training accident has been honoured with a flypast over Swanage station – during the official naming of a newly main line overhauled 1960s heritage diesel locomotive in her honour. One of the Fleet Air Arm's first female Lynx helicopter aircrew, Jenny Lewis from Sherborne was a long-time fan of the classic 1960s-built British Railways Class 33 diesel-electric locomotives, of which the 71A Locomotive Group's No. D6515 is an example.

With the locomotive restored to as near original mid-1960s condition as possible, the overhaul of No. D6515 at Eastleigh Works in Hampshire has taken the volunteers of the 71A Locomotive Group four years, £96,000 and at least 10,600 hours of work.

With Jenny's proud father Chris Lewis – and the Royal Naval Air Station Yeovilton commanding officer in attendance – the gleaming 73-ton diesel locomotive, which hauled London trains to Corfe Castle and Swanage in 1966, was named 'Lt Jenny Lewis RN' during a poignant ceremony at Swanage station.

In Jenny's honour, a flypast by a Lynx helicopter from Yeovilton in Somerset over Swanage station and No. D6515 took place – just after proud father Chris Lewis unveiled one of the two new nameplates; 12 years to the day since his 25-year-old daughter died; the first United Kingdom naval servicewoman to lose her life while on operational duty.

After the unveiling, Chris said: "Today is great with so many friends and a great turn out from the Navy. It's brilliant day that celebrates and commemorates Jenny's short life in such a way that she would have truly been gob-smacked!"

Carrying its newly unveiled 'Lt Jenny Lewis RN' nameplates, No. D6515 hauled a special train to Harman's Cross, Corfe Castle and Norden Park & Ride carrying Chris Lewis, Royal Navy Fleet Air Arm guests – including some of Jenny's former colleagues – and 71A Locomotive Group supporters.

Afterwards, Chris said: "The cab ride in D6515 was great and the locomotive looked terrific. It was very nice to be in such a clean and tidy environment and the D6515 rode much more smoothly than I expected."

The official naming ceremony at Swanage station was organised and hosted by Brian Denton, chairman of the 71A Locomotive Group with speeches being given by RNAS Yeovilton commanding officer Commodore Jock Alexander and Jenny's trainer and former colleague Captain Kevin Fleming.

Tragically, Jenny was killed in June, 2002, during a training flight in a Lynx when the helicopter developed double engine failure and crashed into the sea during a joint British and American military exercise off the coast of Virginia on the east coast of the United States.

Brian Denton, 71A Locomotive Group chairman, said: "It was clear that we should do something to mark Jenny's enthusiasm, achievements and loss. The committee members were as one with the proposal and we regarded it as an honour and privilege to do so.

"Now as good as any ex-works British Rail example, D6515 is able to work on the main line railway network. Nearly two years of work was undertaken by our skilled engineering team, led by James Cox, our engineering director and one of the acknowledged foremost experts on Class 33s.

"All the work was undertaken at Eastleigh Locomotive Works, now under the ownership of Arlington Fleet Group Ltd, and I would like to thank its managing director Barry Stephens for being very supportive of the project," he added.

The naming ceremony took place on Thursday, 12 June, 2014.

Anyone wishing to donate to the 71A Locomotive Group – or buy shares – should contact treasurer David Blandford via www.71a.co.uk.























## Gloucestershire Warwickshire Railway's Heritage Diesel Weekend: Friday 25th to Sunday 27th July, 2014

The GWR Diesel Department is pleased to confirm its Summer Diesel Gala dates and plans for 2014. The event, which will be held over the 25th to 27th July (inclusive), is following in the footsteps of our successful event held last summer and which received excellent reviews. The event, which will see an all-diesel timetable operate features a 40-minute frequency of trains running between Cheltenham Racecourse station and the northern extension at Laverton running via Winchcombe and our main base at Toddington.

As well as an intensive service of diesel hauled trains and a DMU service, the gala will once again include an Open Day at the Toddington Diesel Shed with an under cover model railway exhibition, a number of 'behind the scenes' and 'how it works' displays relating to diesel locomotives, sales stands, and an opportunity to get an 'up close' view of two long term overhaul projects on Class 47 105 and Class 37 No. D6948 including cab visits. LMS diesel shunter No. 7069 will also be on display in the shed, this being a result of feedback received last year.

A number of family-friendly attractions are also planned at Toddington and Winchcombe (including a carriage and wagon workshop open day) which are also aimed at appealing to the family and general interest visitor. A real ale tent will be at Toddington throughout the weekend, we are appealing for anyone with a Classic Car to turn up and get a free ticket, as well as sales stands, a wide range of catering and other interesting attractions, making for a weekend full of interest for all – young and old. Added to this, for those people wishing to come to the event by public transport, we will operate a FREE shuttle bus service from Cheltenham Spa (mainline station) to Cheltenham Racecourse (GWR station) to connect out into the first departures to Toddington.

For the first time on one of our diesel galas, the owner of Gotherington station has kindly offered to open his private station platform and museum for visitors to look at, including the demonstration line which features a pump trolley and diesel railcar – a must for any die-hard diesel enthusiast!

The home fleet of locos will all be in action (subject to availability). These include Class 20 No. D8137, Class 24 No. 5081, Class 26 043, Class 37 215, Class 45 149 – which will appear resplendent in its fresh coat of BR Blue and a sight not to be missed, Class 47 376 and Class 73 No. E6036. At least one of the resident DMUs will also be in action over the weekend which will also feature a DMU-drag!

Joining the home fleet will be visiting locomotive, Class 35 'Hymek' diesel hydraulic No. D7017 from the West Somerset Railway. Thanks to the support of the Diesel and Electric Preservation Group and the WSR in releasing the loco for the weekend, this is a very appropriate loco for the ex-WR main line at the GWR, as this will re-unite a Hymek locomotive with Cheltenham Racecourse for the first time since the locos were used on Paddington race specials in the late 1960s and early 1970s. Although D7017 has visited the line once before 20 years ago, the GWR was a much smaller railway back then and the loco will now be able to stretch its legs along the full length of the 12 mile line we now have. Tickets and prices: We are offering multi-day rover tickets for this gala. These, as well as single day rover tickets, are available in advance via our online booking system. Book early for a reduced rate!

	Advance purchase online			Pay on the day
	1 day	2 days	3 days	1 day
Adult	£19.00	£29.00	£39.00	£22.00
Child	£9.00	£15.00	£20.00	£11.00
Concession	£17.00	£27.00	£37.00	£19.00
Family	£40.00	£60.00	£80.00	£45.00

Further details on the Heritage Diesel Weekend are now available on our website: www.gwsr.com and a timetable with loco roster will be available shortly.



#### DRIVING WHEELS ORDERED FOR NEW STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

#### Eight 6ft 2in driving wheels for new Gresley class P2 ordered from William Cook Cast Products of Sheffield

The driving wheels for new Gresley class P2 No. 2007 Prince of Wales have been ordered from William Cook Cast Products (WCCP) of Sheffield and are expected to be delivered before the end of the year. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

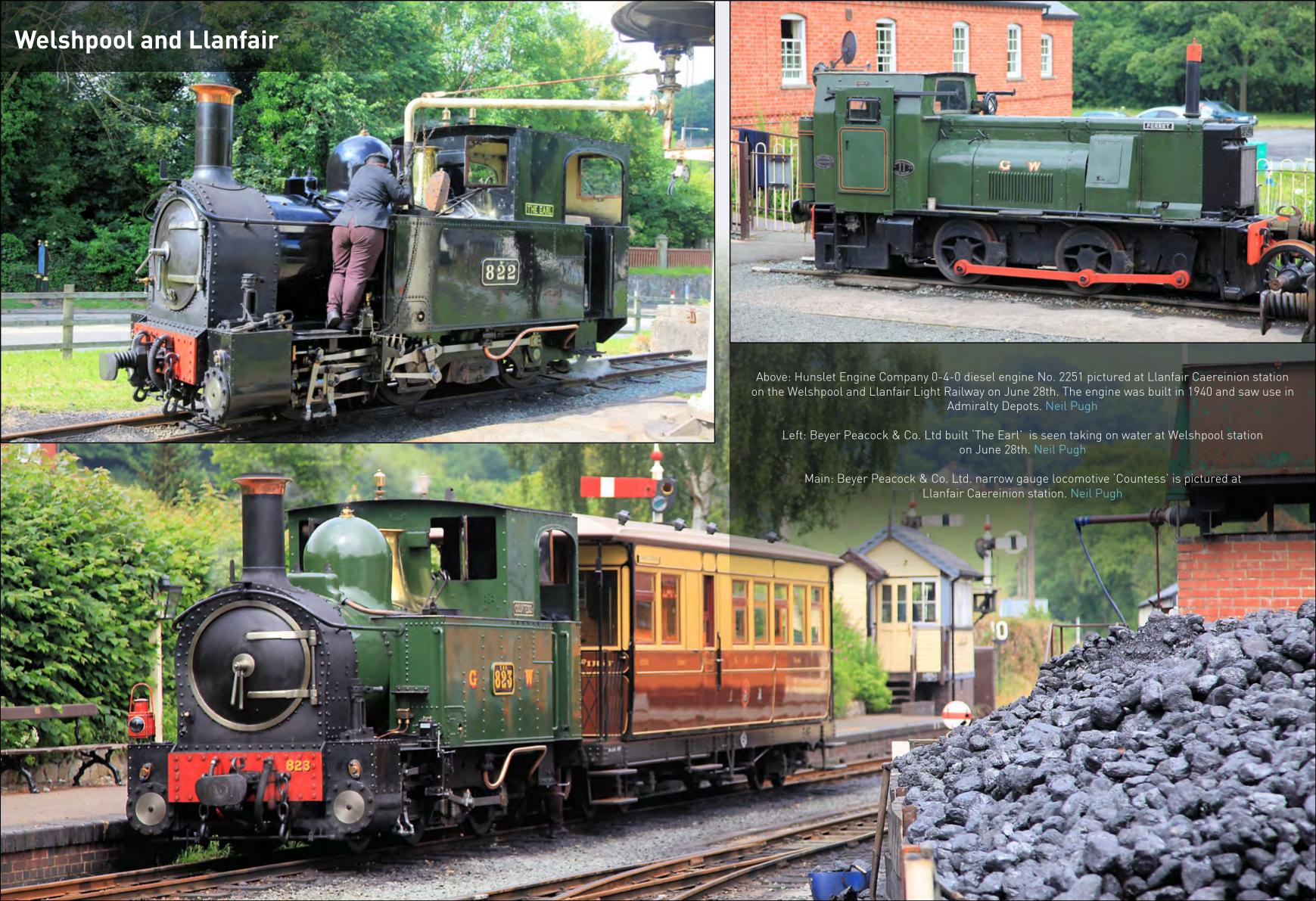
William Cook Cast Products Ltd, whose plants specialise in the design and manufacture of steel castings for all industrial purposes, will make the pattern equipment, cast and machine the new steam locomotive's eight 6ft 2in diameter driving wheels on very advantageous terms. WCCP is the principle sponsor of No. 60163 Tornado which was completed in 2008 by The A1 Steam Locomotive Trust and was the first new steam locomotive to be built in Britain for almost 50 years. The company provided all of the steel castings for Tornado and leases her tender to the Trust. In return, The A1 Steam Locomotive Trust will continue to provide William Cook Cast Products with appropriate publicity and access as accords a major sponsor of No. 2007 Prince of Wales. The commercial price for the eight driving wheels is in excess of £100,000.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "William Cook Cast Products played a vital role in the construction of No. 60163 Tornado as our Principle Sponsor and we are delighted to have them on board working with us on the construction of No. 2007 Prince of Wales, Britain's most powerful steam locomotive. "Thanks to the help that such a world leading and technologically advanced company as William Cook Cast Products is giving us in producing the driving wheels for No. 2007, we are hopeful that we will have completed the rolling chassis for the new Gresley class P2 towards the end of early next year and that we are on-track for completing the locomotive in 2021."

Andrew Cook CBE, Chairman, William Cook Cast Products Ltd added: "William Cook Cast Products was proud to be associated with the successful project to build brand new main line steam locomotive No. 60163 Tornado and is delighted to be continuing that association with the building of No. 2007 'Prince of Wales', Britain's most powerful steam locomotive. Our agreement to provide the complete driving wheels on advantageous terms is one that is of great benefit to both parties. As with Tornado, the finished locomotive will be a tribute both to the dedication and vision of The A1 Steam Locomotive Trust and the quality of the products of William Cook Cast Products. This is a sponsorship arrangement that will enable us to demonstrate again the variety of uses to which our castings can be put and one that demonstrates that the UK still leads the world in this branch of steel technology. We look forward to working with the Trust on this and other aspects of the locomotive's construction."

Mark Allatt concluded: "With the ordering of the driving wheels from William Cook Cast Products and the profiling of No. 2007's frames in May, no-one can now doubt that we really mean business. 2014 will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those who want to be a part of this exciting project to become covenantors, sponsors and volunteers to help us maintain this momentum."

Public interest in seeing a new Gresley class P2 steam locomotive become a reality sooner rather than later is high, with well over 300 members of The Founders Club each having given £1,000 and 425 people already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month) covenant scheme since its launch three months ago. This means that the project has already received pledges of £850,000 of the £5m needed over the next seven years.















#### Great Central Railway's massive one million pound appeal to kick start the creation of an 18 mile railway reaches half way

The money is being raised to pay for a new 36 metre bridge which will carry the tracks of the Great Central, across the Midland Main Line. The two halves of the award winning heritage line are working with Network Rail to deliver the new bridge in 2015 as the Midland line is electrified. The new bridge is a key element of fulfilling a long held vision; reuniting two halves of the GCR - north and south of Loughborough. The bridge decks which will be used were recovered from another part of the national network and are already being refurbished.

Alan Kemp, from Great Central Railway (Nottingham) who run trains on the northern section of the line said, "We're a year into the appeal with about a year to go until the bridge is in place. What better way to celebrate than to reach the half-way point of our appeal campaign? On behalf of everyone at the GCR, north and south, thank you to everyone for donating to this really exciting project. Let's roll up our sleeves, raise the rest and get the job done."

Bill Ford from the GCR plc which operates on the southern section said, "With the strong commitment of Network Rail and so much support from the community around the railway we can look forward to the day the new bridge will be in place. After that we need to crack on with the remainder of the reunification works before we can open the railway and start delivering economic benefit along the whole route of the line."

It is estimated 5 to 6 million pounds will be required to complete the rest of the work which involves refurbishing existing bridges and building a new embankment. Trains could be running on the 18 mile railway within five years. Photo: An artists impression of the finished bridge in place over the Midland mainline.









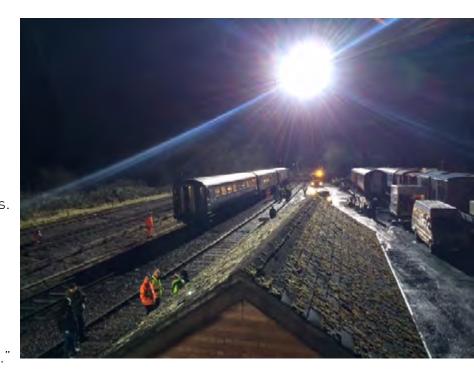
### GREAT CENTRAL RAILWAY HITS THE SMALL SCREEN

STAND BY FOR SPECTACULAR SCENES IN BBC's CASUALTY

The Great Central Railway has recently had a starring role on television. Producers of BBC TVs long running hospital drama Casualty turned to the GCR for its realistic Main Line looks when it needed to stage a dramatic rail crash.

The production was filmed over several nights in February this year. Modern carriages were hired in and placed on their sides across the tracks at Swithland Sidings, where the GCR has four running lines.

Paul Pearson, the Casualty Location Manager, on behalf of the BBC said, dated 19th Feb 2014, "Thank you to everyone at GCR for a completely brilliant experience. I am so glad we chose to come to Swithland: it looks great on the screen. There is still a lot of work to go into the final product, of course, but everyone here is very excited about what we've done."



Richard Patching, General Manager of the Great Central Railway said, "We were delighted to host Casualty at the GCR. It was a tough assignment with lots of planning needed to get everything in place for the filming. Cranes had to be hired and track lifted to put the 'crash scene' in place and all this while we were running passenger trains at the weekends! Our teams had to work through the night but we're sure the end result on screen will be worth it."

The GCR has featured in an episode of Casualty before and is a regular destination for movie makers. Shadowlands, The Hours and Cemetery Junction are just three productions to take to the award winning line's Leicestershire tracks.

Richard added, "Filming isn't just good business for us, it brings real economic benefit to the local service sector with the crew staying in hotels etc. Afterwards, we'll even get people coming to visit because they want to see where films and programmes were made so even counting the hard work it's a win-win situation."











## Canadian Pacific engineering a future from the past

The Watercress Line has received initial support\* from the Heritage Lottery Fund (HLF) for its project "Canadian Pacific - engineering a future from the past" it was announced recently. The project will be carried out mainly in the railway's workshops at Ropley, Hampshire and its offices at Alresford, with some of the work carried out at the Eastleigh Railway Works where the locomotive was originally built in 1941. It will see the return to operation of one steam engine and two wooden framed carriages and provide valuable training in engineering skills.

The project to overhaul the railway's flagship steam engine Merchant Navy class No. 35005 'Canadian Pacific' and restore two wooden framed carriages will provide employment for 11 new members of staff, including 8 technical people; 6 of whom will be apprentices with a two year period of training. The scheme also provides work experience opportunities for local unemployed youngsters and engineering students at Eastleigh, plus a range of other community outreach activities, education and information benefits for the Watercress Line's thousands of visitors.

Much of the work will be done by the railway's many volunteers and it is hoped that the project will encourage more people to join the team. Development funding of £44,700 has also been awarded as part of HLF's initial support to help Mid Hants Railway Ltd and the supporting charity Mid Hants Railway Preservation Society Ltd, the companies behind the Watercress Line, progress their plans to apply for a full grant later this year. If the second round application is successful then work should commence early in 2015 and be complete by the end of 2017.

'Canadian Pacific', designed by Oliver Bulleid, was purchased by the railway in 2002 under a strategy to own its own steam engines, but was withdrawn in 2008 in need of an expensive overhaul. It was taken to Eastleigh in 2011 to be stored under cover, and work to strip it in order to evaluate the scope and cost of the work started there early last year. The two wooden framed carriages are ex Southern Railway vehicles also designed by Oliver Bulleid, which were built just after the war. They are the oldest carriages on the Watercress Line and will be run with a 3rd similar carriage now nearing the end of an extensive overhaul in the workshops at Ropley.

Mrs Steve Crowther, chair of Mid Hants Railway Preservation Society Ltd, said: "We are absolutely delighted that the Heritage Lottery Fund has given this huge vote of confidence in the record of the Watercress Line's staff and volunteers to complete projects on time and on budget. We now have to work hard to submit a successful second round application and that will eventually lead to some major new attractions on the Watercress Line.

"We have run a number of projects part funded by HLF over recent years. The principal ones have been the development of the new workshops at Ropley between 2010 and 2012, plus the training of 16 apprentices between 2009 and the present time. The railway is very appreciative of the help given by HLF without which so many excellent developments would not have been possible."

Stuart McLeod, Head of the Heritage Lottery Fund South East, said: "This project provides an excellent opportunity to secure the long-term future of Hampshire's railway heritage. Our initial support for plans to restore the 'Canadian Pacific' and Bulleid coaches to their former glory will help conserve this important heritage for generations to come, and through the enhanced visitor experience and extensive volunteering and training opportunities, more people will be able to learn about the social, political and economic significance of our historic railways."







### SWANAGE RAILWAY VOLUNTEERS CELEBRATE 35th ANNIVERSARY OF THEIR FIRST PASSENGER TRAINS

Swanage Railway volunteers are celebrating the 35th anniversary of their first passenger trains – an industrial diesel shunter and half-painted coach running on a few hundred yards of hand-laid track back in 1979 – with a special weekend starring the remarkable steam locomotive 'Tornado'.

A commemorative 'Swanage 35' gala is being held on Saturday and Sunday, 12 and 13 July, 2014, to mark the birth of a train service that now carries more than 210,000 passengers a year on the five and a half mile line from Swanage to Herston Halt, Harman's Cross, Corfe Castle and Norden Park & Ride.

The public will have their first chance to travel on service trains behind No. 60163 'Tornado', a Peppercorn class A1 Pacific steam locomotive built from scratch thanks to an ambitious and against all odds 18-year project.

A chance for people to celebrate 35 years of preserved heritage trains on the Swanage Railway – which has been rebuilt from nothing since 1976 – the special two-day event will see the Purbeck line's home fleet of steam and diesel locomotives in operation, together with a diesel multiple unit.

The 'Swanage 35' gala weekend will also be the last chance to ride behind mid-1940s rebuilt West Country Class Bulleid Pacific No. 34028 'Eddystone' before its ten-year boiler ticket expires.

The celebration of 35 years of passenger trains running on the rebuilt Swanage Railway will also see the public have the chance to take to the controls of 'Tornado' with driver experience opportunities during July.

And a special 'Twilight Tornado' dining train – planned to be hauled by 'Tornado' – is running on Saturday, 19 July, offering excellent value for money as standard 'Wessex Belle' fares apply.

Swanage Railway Company Chairman Peter Sills said: "We're absolutely delighted that the iconic steam locomotive 'Tornado' is joining us to celebrate the 35th anniversary of the first passenger trains running on a few hundred yards of hand-laid track at a fledgling Swanage station during August, 1979.

"It is absolutely amazing what has been achieved by the Swanage Railway since a band of small volunteers first gained access to a boarded up and trackless Swanage station back in February, 1976. The disused station building, goods shed and engine shed had come close to being demolished.

"Having built a successful railway operation over the last 35 years, our thoughts are naturally turning to heading onwards towards Wareham and re-establishing the link with the national railway network and operating passenger trains into Wareham station," added Mr Sills.

Swanage Railway Trust Chairman Gavin Johns explained:"Those first trains at Swanage during the summer of 1979 – made up of an industrial diesel shunter and a half-painted 1940s Bulleid coach – sum up the determined and pioneering spirit of everyone involved with the Swanage Railway.

"Back in the 1970s and 1980s, most people thought a rebuilt Swanage Railway to Corfe Castle and beyond to connect with the national railway system was a mad pipe dream that was unrealistic and unattainable.

"It's also important to remember what the fledgling Swanage Railway was like in the early days and the two generations of very determined people who have worked tirelessly to achieve the Swanage Railway that we all see and enjoy today," explained Mr Johns.

The first passenger trains at Swanage since the last British Rail passenger train on the evening of Saturday, 1 January, 1972, were composed of 1947-built Bulleid semi-open brake third coach No. 4365 hauled by McLaren-engined four-wheel Fowler diesel shunter No. 4210132 'May' from a temporary scaffolding platform set up under the Northbrook road bridge.

'Swanage 35' 'Tornado' driver experiences take place on 11, 18 and 19 July are only £595 for bookings made during July. Details from 'www.swanagerailway.co.uk', by calling 01929 425800 or emailing 'info@swanagerailway.co.uk'.



Photo: Service train at Swanage in August 1979. © MICK STONE via ANDREW PM WRIGHT COLLECTION



Photo: Swanage station track laying in 1977. © JOHN KELLAWAY courtesy SWANAGE RAILWAY TRUST













