

Railtalk Magazine

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"Its red Jim, but not as we know it"



Class 59 206 speeds back home, after its unveiling of the new DB Schenker livery at the NRM, York. *Andy*

From The Editor

Welcome to issue 29 of Railtalk Magazine, to start with I would like to thank everyone that has contributed in any way to this issue, and thank them for their support.

If you haven't noticed already then I'm sure you will do the more you read through the magazine, but there have been a few changes to the magazine the first is that magazine is now produced in a SWF format, as well as the regular PDF. Hopefully the new format will work well for everyone and that there will be no problems with text size or anything similar. But if there are any problems, the PDF version of the magazine is still available for download, and can be downloaded from the website. Also you should have noticed that each section now has a nice curve at the top of the page with the corresponding colour (example above).

Now you know that, to the main part of the editorial, my thoughts on what happened on the Railway Network this month. The two biggies were the new DB Schenker livery (pictured left), and the first running of Tornado. I will start with the latter, the A1 loco group, have pulled off something that many people thought would be impossible, but I've got to say that everyone's impression has changed, and that "Tornado" is the name of everyone's lips, even non-rail enthusiasts. So I would like to say well done to the A1 loco group.

Now to DB.... I've got to say if they can make a difference to our Rail network then it's excellent, and they should be handed the keys to the whole Rail Network. If only our Rail Network could be run how it is in the rest of Europe then maybe Rail travel in our country wouldn't be a 2nd or 3rd class thing. But I have to say good luck to DB, and BTW nice livery, just a bit brighter.

Once again many thanks this month to:

Richard Hargreaves, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Mike Byrne, Derek Elston, Peter Cheshire, David Mead, Brian Battersby, Steve Madden, Andrew Flusk, Steve Andrews, Gary S. Smith, John Coleman, David Hollowood, Yorkie, Julian Churchill, Jonathan Gill, JulianG, Craig Stretten, James Stoker, Steve Thompson, Paolo3, Tomas Kubovec, Conner Nolan, Petr Lux, Jan Kuzilek, Tomáš Beck, Láďa 854, Pavel Kopec, Scott Turner and a big thanks to the Rail UK team for assisting in proof reading.

Andy Patten

Contents

- Pg 2 - Welcome
- Pg 3 - Charter Scene
- Pg 10 - Readers Articles
- Pg 17 - Pictures
- Pg 37 - View from the Outside
- Pg 37 - The Nosh Report
- Pg 38 - Rail Operator News
- Pg 45 - Different View
- Pg 48 - Preserved Railways
- Pg 60 - International
- Pg 63 - From the Archives

Front Cover

The launch of DB Schenker livery at the National Railway Museum in January. *Andy*

Submissions

If you have ever wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email:

entries@railtalk.net

When do we publish ?

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More information can be found by visiting Railtalk forums.

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This month's round up of the British charter scene

Welcome to the January edition.

The aim of Charter Scene is to detail the monthly British charter scene, whether it be in the medium of pictures, reviews of railtours or of future notice of tours that are scheduled to take place. To contact us, please use the usual address to submit your railtour reviews, pictures and information of future tours. When submitting photos it would be appreciated if you could provide the location of the photos, the working and any relevant information regarding the charter in question.

charter.scene@railtalkmagazine.co.uk

Well after a very busy December, January has been a very quiet month for charters, but with most operators gearing up for a busy Spring and with some new faces on the charter scene set to appear, things are looking up.



45407 heads the Cotton Mill Express at Eastwood on 31st January. [Derek Elston](#)



Class 60 026 stops at Preston with the 1260 UK Railtour's "Winter Wonderland" tour, January 31st. *Dave Harris*



Class 60 026 passes Pleasington, dead on time with the tour, ex-Kings X on a bitterly cold 31st January. *David Hollowood*

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One tour this month that did prove popular with the photographers was this, Pathfinder's "Mersey Mancunian" on January 24th.

Left: With Class 66 007 at the helm, the tour approaches Manchester Piccadilly. *Class47*

Bottom Left: As the tour pulls away from Warrington towards Fiddlers Ferry power station Class 66 007 is leading.

Below: Freightliners Class 66 596 brings up the rear.

Both: Richard Hargreaves





Last one from the Pathfinder tour sees Freightliners Class 66 596 coming off the Walton Jct. line.

Dave Harris



Class 40 145 shortly after arrival at Manchester Victoria with 'The East Lancs Ambassador' on 3rd January.

Mike Byrne



Class 67 019 and 67 005 speed through a frosty Norton Fitzwarren with a Plymouth to Finsbury Park 'footex' charter on Saturday 3rd January. The train was carrying Plymouth Argyle supporters to the club's FA Cup 3rd Round tie against Arsenal. This train was given the unofficial title the 'Emirates Express' after Arsenal's ground.

Jonathan Gill



We must thank the photographer for braving the cold, this is 1Z63 from Doncaster to Durham approaching Colton Jct. about 12 mins late due to a late-running Cross-Country service and EMT 222 in front. Not the best of weather conditions but it had to be done, after all, it was the first trip hauling fare-paying passengers! [Steve Thompson](#)



Class 67 019 and 67 005 were also pictured earlier in the day, pausing at Exeter St. Davids on Saturday 3rd January.

[Steve Andrews](#)



On the 1st February, in terrible weather and just before a snow shower, 60163 "Tornado" passes Skelton, with one it's first main line passenger carrying outings, from Doncaster to Durham. [Class47](#)



On February 1st, 60163 and support coach arrives at Doncaster from York, running as 5Z62 it will turn on the triangle and attaching to the stock down at Carr Loco, in preparation for working a railtour to Durham. How this must have been a common sight years ago.

Steve Thompson

National Express East Coast in trouble: online discount abolished

Only last month, when I ordered my National Express East Coast (NEXC) tickets, they came with a leaflet that promoted the "10% off advance fares when booked online", so it came as quite a shock to discover that the 10% discount has been quietly discontinued. The 10% discount was introduced at a time when GNER increased their advance purchase fares by around 10%, in order to keep headline fares such as York to London for £19 return - it just became a requirement to book online to get that price.

I find the fact that they have suddenly abolished this quite worrying, as it is one of several signs that the company is struggling. As a semi-regular on the 20:30 out of King's Cross on Saturdays over recent years I found the recent low patronage shocking. No longer do passengers have to stand in the vestibules - you can now quite easily get a table to yourself!

It has been claimed that National Express may dump its rail franchises, and some commentators have said that it would be bad for the industry if this happens due to the lack of competition for new franchises. They may be right to some extent, but I can't help thinking that

there was too much competition for the East Coast franchise. While the deal was - in theory - great for the DfT due to the huge premiums involved, it's hardly a good deal for passengers.

Finally, on the NEXC theme, it has been rumoured that NEXC may introduce a £1 charge for reservations; they claim this will prevent people booking and failing to turn up. I find this hard to believe as their (relatively) new website doesn't book a reservation by default. The claim that it is difficult to find seats now is also quite surprising given that it is now easier than ever to find seats on board NEXC trains. Make no mistake, NEXC are in big trouble. Their £1 charges could cause confusion as FGW operate a scheme with completely different terms: a £5 charge, which is waived if a reservation is booked at the time of purchase, or for rover holders. If other operators follow suit, can we expect to see

Reservation Simplification in the future?!

Combining point-to-point seasons

A reader wanted to save money on a Warrington to Manchester journey and asked if it was possible to combine a Warrington to Glazebrook (the first stop in the Greater Manchester area) and a Greater Manchester PTE pass, this combination saving £46 a month, but on the face of it perhaps limiting him to

stopping trains and thus losing convenience.

However on inspecting the National Conditions of Carriage (NCoC) closely, condition 19 states that the train does not need to call if one ticket is a season or leisure pass and the other is not, but PTE passes do not count as seasons. Therefore, it appears to satisfy the conditions. Is it intended that passengers can use this loophole? Probably not, but that's irrelevant.

Anyone making use of this is advised to take a copy of the NCoC with them, and anyone who does experience problems is encouraged to contact us and let us know.

ATOC don't like split tickets

It's official - from the same organisation that brought us quotes such as passengers "should go to the theatre or buy CDs" instead of buying Savers (presumably travelling to the theatre or the shops by car...) - it is now claimed that "we won't go out of our way to encourage passengers to use [split tickets] in a way that was not intended when there are other good value-for-money fares available". Yes, really! That quote was made by Andy Wakeford, who appears to have taken over David Mapp in making comments designed to incite their customers.

It doesn't take a genius to figure out that customers generally do not want to split tickets for no reason, and only do so when, to use Mr Wakeford's own words, "good value-for-money fares" are not available!

Well, tough luck ATOC, because the general public now know that splitting a long journey into several chunks can save a lot of money, and we're not going to stop just because you don't like it.

Unfortunately the problem is going to get worse as train operators shed ticket office staff, introduce barriers, and try to make us queue for ages or be forced to buy from machines that do not offer split tickets. Such moves should be opposed and exposed as the backdoor fare rises that they are.

I'd like to know what the best value split fares are, but the best I can find that offers no decrease in flexibility is York to Derby departing at 0824 (direct) costs a whopping £72 for an Anytime return. But, providing you return the same day, York to Sheffield (Anytime Day) is £16.90 and Sheffield to Derby (Off Peak Day) is £8.20 - that's over 65% off! if anyone can beat that, with walk-on fares, on direct trains, I'd be interested to know!

If anyone would like to ask fares advice, please do so on the Fares, Tickets & Routeing section at :

The East Lancs Ambassador Tour Review

Leading up to the tour

The last CFPS (Class Forty Preservation Society) tour to run, was on Saturday 15th December 1984 when 40118 worked a Bolton – Bristol and return ‘Christmas Cracker 3’ which also featured 37177 on a mini tour around the Avonmouth Loop. At the time there were very few 40s left in service, and apart from D200 surviving until 1988, the others finished a month later. So, who would think that over 20s years later they would be running another one with two of their very own Class 40s.

With Edinburgh as the destination, the train was nearly fully booked by the day, mainly with ‘normals’ from the East Lancashire Railway. A week beforehand there were amendments in the arrangements in getting the train back onto the East Lancs connection at Castleton, which meant about an hour less in Edinburgh, but for the track bashers, both sides of the curve at Castleton! Thankfully DB Schenker kindly provided a second engine to assist with the movement. So all was looking good.

The morning of the tour

An early start at 0425 meant that it was going to be another long day. We parked up at Bury Bolton Street, East Lancashire Railway, shortly before 0600, where there was already a lot of people waiting at the entrance. After chinging up £4.10 to park, which we later found out was free at weekends (there’s a tip for you there!) we walked onto the platform. It was a cold morning but at 0615, D335 & 40145 rolled in with the tour. We boarded and found our seats in Coach B, which was second from the front out of Bury. At 0625, bang on departure time, the pair left and guided us up the ‘ski slope’ over the Metrolink line.

At Heywood D335 was quickly detached, and we were soon on our way again. But not for long, we stopped about 2 or 3 times before getting onto the mainline.

We arrived at Rochdale 3 minutes late at 0714. After departure we turned right and headed onto the Oldham Loop line. This line will close in October and be handed over to Metrolink. The line is single track for a few miles to Shaw & Crompton, before doubling up again through to Manchester. Before long our train arrived into the delightfully named Oldham Mumps, departing 3 minutes late at 0735.

We passed by Newton Heath, which would have had the odd 40 or two stable on there in its day, but the most interesting thing there this morning was some ex First Great Western 180s, now belonging to Northern. We rolled down Miles Platting Bank and into Manchester Victoria, the last pick up before Edinburgh.

Departure was at 0752, 2 minutes late, taking the Chorley line to get to Preston. An uneventful run to Preston allowed us to pass through non-stop. The driver was playing to the crowds, with full power being applied as we passed under the roof. Unfortunately we didn’t get very far on full power as we were put into Barton & Broughton loop, as booked, at 0838. We left at 0849, 15 minutes early, but nothing had passed us.

We flew through Lancaster at 0904, again, 15 minutes early. Some Cargo-D MK2s were noticed at Carnforth as our train stormed by. After Oxenholme we were looped at Grayrigg, not booked, from 0929 to 0940 to let the 0720 Birmingham New Street – Glasgow Central (221 144) to pass. Which presumably it should have passed us at Barton & Broughton, but was running late, so passed us here instead. The line here dropped for a few miles before beginning the 1 in 75 climb up to Shap at Tebay. Our train was load 12 including a freshly re-painted generator van. So quite a challenge for 40145 then.

We started to notice how much frost there was around, especially as we climbed higher. Our train was losing speed, but 40145 managed to keep a steady and noisy pace right up to the top. It must have made a lovely sight and sound, with the frost covered hills in the background, for anybody

photting it.

We quickly picked up speed again and passed through Penrith at 1006, 3 minutes late. Arrival into Carlisle was on time for our first crew change, and after a brief stop we were away again at 1023, 1 minute late. There were a lot of spare engines sat on DRS Kingmoor as we passed by.

We crossed the border into Scotland at 1034, 1 minute late. Before attacking Beattock, we were looped at the bottom to let the 0605 London Euston – Glasgow Central (390004) to pass. We left at 1113, on time, and began the 1 in 75 10 mile slog to the summit. Whilst on the way up we passed a Pendolino coming south, which bowled out some photters by passing just as we did!

Once again, our trusty steed 40145 guided us to the top, noisily but on time. Before we could get going again, we had to stop at Beattock Summit loop, to let the 0820 Birmingham NS – Glasgow Central pass.

We quickly gained speed and were soon slowing down for Carstairs. The train slowly passed round the avoiding curve on time, and then onwards to Edinburgh. At Midcalder Junction, it was possible to see the Forth Rail Bridge in the distance. Before long we were slowing down for Edinburgh.

We passed through Haymarket tunnels, before arriving into Edinburgh. Our train pulled into platform 7, a platform notoriously hard for photos, at 1236, 4 minutes early.

The Lord Provost of Edinburgh greeted the train upon arrival, and received a model of 40145, presented by the CFPS chairman, John Stephens.

Continued on next page

The East Lancs Ambassador Tour Review continued..

Edinburgh

After trying to get some photos, we headed into town. We had a wander around Edinburgh before, once again, visiting the Baked Potato Shop for something to eat. After another wander around getting some food and drink for the return journey, we headed back to the station. 67002 & 90036 were sat in the bays on the east side of the station, so we got some photos, and then waited for the tour to arrive.

We tried to get some photos from the new platform 12 as the 40 arrived, but it was too dark to get any decent shots.

The return journey

At 1543, 1 minute late, our train departed from platform 11 and made its way through Haymarket Tunnels. As the sun set, we retraced our steps back to Carstairs. At Carstairs East Junction, outside the state hospital, we stopped and saw a Voyager heading south. After that had cleared we moved off again and onto the mainline.

We missed out the stop at Abingdon, and carried onto Beattock Summit before letting the 1611 Edinburgh - Manchester Airport (185101) pass.

This train carried a member of the trolley staff who missed the tour at Edinburgh, who would travel on that to Carlisle then join our train. After a quick descent of Beattock we passed the bottom at 1708, 6 minutes early. Up came our next stop at Lockerbie for half an hour, but instead we just flew through making us 38 minutes early, but would we keep it up?

We were now nearly 45 minutes early, when we were put into a loop outside Direct Rail Services Kingmoor from 1741 to 1811 to let the 1640 Glasgow Central – London Euston, and the 1652 Edinburgh – Birmingham NS to pass. We also had to wait for the forward driver from Carlisle, who was only due to arrive at Carlisle at just after 1800 on the late running 1330 from London Euston.

After being let into Carlisle, we then had to allow the 1707 Glasgow Central – Manchester Airport (185111) to pass before we could proceed. We left Carlisle at 1833, on time.

After a spirited run over Shap, we anticipated our next booked looping at Carnforth, but once again we just flew by. Our train stormed through Lancaster at 1938, 12 minutes early. We arrived into Preston at 1958, 12 minutes early, 67006 was quickly attached to the rear and we awaited our departure time of 2039.

There was a lot of police evident due to the Liverpool v Preston North End FA cup tie having just finished. But once again we were away early at 2017, and headed down to Euxton Junction. After diverging off the WCML there, we had another spirited run down through Chorley and Bolton to Manchester.

Arrival at Manchester Victoria was at 2101, 20 minutes early, would we get another early start? The train was now the equivalent of load 15, and with Miles Platting & Werneth Bank, this was where the noise began.

We found ourselves a window in the front carriage, and after a short wait we set off. A very noisy, but steady climb, lead us to the top before picking up speed and heading off onto the Oldham Loop line. At Failsworth we began the stiff climb from here to Oldham (which at one point reaches 1 in 44), known as Werneth Bank.

The noise coming from up front must have been heard for miles around, on this cold, still night. As we entered Werneth Tunnel the crescendo of noise racketed of the walls, hellfire!

Unfortunately it was over all too soon as we pulled into Oldham Mumps at 2126, 22 minutes early.

By now we had caught up the 2100 stopper from Manchester Victoria - Rochdale, so we were held until booked departure time of 2152 until it cleared the section at Shaw & Crompton. At Rochdale we returned to our seats before a reversal at Castleton South Junction.

After a quick reversal 67006 lead us for the 63 chains to Hopwood Ground Frame. At Hopwood, D335 was promptly attached and lead us into Heywood. We were now 20 minutes early as we dropped down to Bury. We alighted at Bury to find the station in darkness.

But light on the station was quickly restored just as the tour pulled out of the station for Rawtenstall. We arrived back at home at 0035, after a good, but long, day out.

Conclusion

A very good and well organised tour. Thanks go to the CFPS for taking the effort to run this tour, and for keeping the locos in fine fettle, they both preformed faultlessly all day.

Also thanks to Riviera Trains for providing the stock, DB Schenker for providing the crews and a loco at the last minute to assist with movements at Castleton, the Bury Valiant Group for kindly using 50015 for the morning ECS and the East Lancashire Railway for their help in running and advertising the tour.

I look forward to the next CFPS tour!

Letters to the Editor

Dear Editor

Well I was thinking about what to talk about in my letter to you guys and after much consideration a felt like that electrification seen as though there are so many current discussions about it lately.

I know hardly anything when it comes to politics or how to implement effective investment but I feel that the amount of wires does need to be increased and this is very noticeable in recent years when taking electric locomotives into consideration.

Not so long ago these machines roamed around the country on the major services on the west coast and could even be found on various semi-fast services and although the unit's that replaced them are far advanced it is quite strange how the industry has not made any effort to look into the various new models which offer the same speeds as the new unit's for example foreign traxx loco's or the new rail jet locomotives also.

Another major shift of electric traction has been that in the area of rail freight as only two freight operators use them and even then they seem to just make up the numbers rather than being used to any advantage.

The class 92 was a turning point in this country for electric locomotive production as for the first time a British company effectively produced a loco which had all the hallmarks of a well designed effective loco and it has took over ten years for DB-shenker to realise this as the amount of class 92 workings has increased yet until only a few months ago a number of the class had been gathering dust for a fairly lengthy amount of time.

Why is it in this country we have seemed to have gained some aversion to electric locomotives whilst the rest of Europe has embraced them and in some countries the diesel locos are being ousted by the electric locomotives do they know something the freight/passenger operators don't?

I feel that in the next few years as the amount of electrification is increased efforts should be made to make the most of this countries fleet of electrics as they are an asset that if we lose we will regret eventually.

Obviously I cannot make the powers that be think sparks but it's just a thought.

Scott Turner

Have YOU got something to say
or discuss?

If so email the editor or any of the
contacts on page 2 of this magazine.

Alternatively post your comments on our
forum

<http://www.railtalk.net/forums>

Letters to the Editor

Dear Editor

Title: Network Notwork

It often strikes me how much the Railways have been dealt a bad hand by successive Governments. Like them, love them or loathe them, Railways are integral to modern society.

Many years ago, being a "trainspotter" or indeed having anything to do with the railways was quite glamorous. Drivers and crew alike were upheld for their professionalism and the public adored travelling by train. Beeching's stint as Chairman of the British Railways Board was good for the network, as at the time it was starting to become a victim of its own extensive success. Beeching realised that success lay with intensive operation, and started a marvellous job of clinching that vision.

The rushed programme of electric and diesel roll-out will always be a sore point in the history of UK rail. Nonetheless, the mistakes made and money wasted allowed for, eventually, a crack suite of locomotives that ensured Britain's railways stayed leagues ahead of the rest of the world. Until sometime in the 80's, it all went horribly wrong.

The French got to grips with their railways. The state provider SNCF saw the benefit of huge programmes of updates and improvements to update the entire system at once.

The successful entry of the TGV soon followed as well.

Meanwhile, Britain was stuck in the rut with a system that was rapidly becoming unable to cope. Privatisation was in a way designed to give the network a shot in the arm, and in a way it's sort of worked.

New rolling stock, improved infrastructure and a focus on customer service have all helped boost rail travel to new dizzying heights in this country. The increasing passenger figures are evidence of this.

The network today then is better than it has even been. Or is it? It's true the network is significantly better than it has been, but when the surface is peeled back, any thoughtful person is able to detect cracks in the current system that in the very least mean long-term meltdown.

What is being done today on the railways is myopic. Politicians and civil servants alike are ensuring that the railway thinks only short-term. Rolling stock is being ordered in small batches to suit individual franchises; stations are being given licks of paint instead of expanding facilities to cope with increased numbers of passengers, and the infrastructure is being upgraded to the standards experienced that very day, with little thought being given to future developments and change.

It is often argued that to make something more efficient, it is best to place it in private hands. And I think this could be true of the railways as well. Creating eight large licenses that cover areas of the country, and auctioning them off to private firms would improve passenger experience greatly. Firms would think long-term instead of until the end of their franchise.
private firm

Infrastructure however represents a huge problem. Whilst I personally advocate the closedown of the entire UK network for a year to relay track, electrify the entire network with OLE, increase existing capacity and introduce high-speed lines alongside conventional lines I realise this is highly unlikely. A government issued tender could be given to a private firm however, and as soon as the programme is complete the firm may run the infrastructure as they wish.

Obviously this largely fragmented approach does not incorporate the benefits brought about by mass-rollout of national programmes to provide a fully integrated approach. But alas, I am not a politician, nor do I have the capability to influence the future of UK rail.

But I fear the future of UK rail. Fear it because it will prove to be costly, inefficient and at times even less popular than now. They are integral to society; offering vast transport and communication routes, ferrying commuters and day-trippers alike and taking an increasingly large burden of the UK road network. But this current path that DfT and the Rail Regulators are meandering down seem to be unsustainable. A brick wall is approaching at increasing speeds, certainly faster than my local service on the WCML that London Midland have just cancelled due to their lack of foresight to hire more staff for the timetable change, and when the wall hits, it's going to hit very hard.

Maks Taylor

Changes at Glasgow Central



A side view of Class 334 017 which is coupled to Class 334 023 while sitting inside platform 12 (ex platform 11a) at Glasgow Central High Level station. Platforms 11 - 13 got renumbered over the festive break as part of the G.A.R.L. (Glasgow Airport Rail Link) Project to numbers 11 - 15. Platform 12 is the ex platform 11a and is due to be extended right through the station next year. Platform 13 will be built inside the station. The platform 12 extension (includes removing the Network Rail offices where the current platform ends) and new platform 13 will replace the station car park which is due to be closed down next year so work can be begin on the two platforms being fully constructed. Down below in Glasgow Central Low Level station ex platforms 14 and 15 have been renumbered platforms 16 and 17. Platform 16 is the eastbound platform and platform 17 is the westbound platforms. All the platform have new signs to let the public know what platform they are on.



A view of platforms 14 and 15 which were formally known as platforms 12 and 13. The platforms have been renumbered because two new platforms, platforms 12 and 13 are going to be built next year as part of the G.A.R.L. (Glasgow Airport Rail Link) Project. Platform 12 has replaced platform 11a which a platform extension from the top of the Network Rail offices down into the station where the station car park currently exists (which the platform extension will replace next year).



A view of the new modern L.E.D. signals at Glasgow Central High Level station. Some of these signals were installed last year in 2007 during Christmas and New Year and the rest were installed over the festive period this year as part of the G.A.R.L. (Glasgow Airport Rail Link) Project. If you look closely you will see that the numbers on the signal I.D. plates are all 4 numbers instead of the usual 3 and all have the letters 'GG'. The signalling upgrade work and also track improvement work between Glasgow Central High Level and Paisley Gilmour Street meant that no train services were allowed in and out of the station for three days which meant a lot of bus replacement services were used. Part of the work being carried out between Friday 26th - Monday 29th December 2008 was renumbering platforms 11 - 13 (including 11a) and numbers 14 and 15 (down in Glasgow Central Low Level station) to platforms 11 - 15 and 16 and 17 which is also part of the G.A.R.L. (Glasgow Airport Rail Link).



A general view of the Glasgow Central High Level station carpark at night. The station car park will be making a complete 'EXIT' (like the sign at the bottom of the photograph) as it will be closing down next year and replaced with the platform 12 (ex platform 11a) extension and a new platform 13 as part of the G.A.R.L. (Glasgow Airport Rail Link) Project..



Capturing The Moment : Two keen and enthusiastic cyclists are seen cycling on the cycle path in the Gorbals area of Glasgow City Centre heading towards Partick as a Class 156 DMU Sprinter and Class 314 EMU are seen passing one another on the Glasgow Central High Level River Clyde Railway Bridge during a good spell of afternoon sunshine with old and modern buildings dominating this photograph in the background.



Class 318 253 + 257 are seen sitting inside platform 2 at Paisley Gilmour Street station while waiting to work the 12.50 2G59 Paisley Gilmour Street - Gourock service. A 6 car service to Gourock is extremely rare and even more A Class 318 to be working as a 6 car set to Gourock.



Left: Class 158 740 and 158 716 are seen sitting stabled inside Platform 14 at Edinburgh Waverley station having just arrived with the 17.37 5G21 Cowdenbeath - Edinburgh Waverley - Haymarket Depot ECS on the 8th January.



Left: A General View Of Charing Cross Station Looking Towards Glasgow Queen St. Low Level.

Pictures



What a start to the month with this massive working. National Express East Coast hired in a Crosscountry HST set to work between Newcastle and London during a weekend engineering possession. 43301 and 43295 are seen here passing Hornsey. [Class47](#)



On the 5th January, Class 37 259 leads 37 605 passed Lightmoor whilst working 1218 Derby - Machynlleth Network Rail train, (Inset: Class 37 259 and 37 605 on the same train passing a snowy Madeley Jct.). [Carl Grocott](#)



On its way back up the branch from Ironbridge to Madeley Junction, DRS Class 37 605 hauls the 1Z18 Derby RTC - Machynlleth test train across the viaduct at Coalbrookdale on Monday 5th January 2009. Sister loco 37259 was now at the rear. [Gary S. Smith](#)



Class 60 040 seems to have been in the North West a lot during January.

Left: At the start of the month, 2nd January, it was working out of Warrington on the Fiddlers Ferry MGR circuit.

Brian Battersby

Right: Later in the month the loco is pictured on the 7F82 Liverpool Bulk Terminal - Fiddlers Ferry MGR coming off the Vulcan Village branch.

Dave Harris



Right: Network Rail's new toys have been out and about this month.

Refurbished for use on the Cambrian line, Class 97 303 and 97 304 were working 0Z97 Barrow Hill - Shrewsbury on 19th Jan, when they were pictured passing Oaken.

Carl Grocott





Veteran locos that keep us interested in the UK rail scene.

Top Left: Class 37 294 has reappeared at Crewe Diesel Depot, having been stored inside, it was brought out to make room for some Class 60s.

Class47

Top Right: Still at Warrington in January, and looking in this shot as if it was still in traffic, is Class 56 018.

Class47

Right: Class 31 233 with DBSO 9701 Working 1Q12 Derby RTC to Selhurst passes Kettering on the 26th January. This train was running 180 minutes late due to problems with the booked loco 31 289.

John Coleman





Top Left: Class 37 069 works 6W91 Crewe - Tywyn passed Newtown on the 18th January. This loco was on hire to DB Schenker as a replacement for a non available Class 37/4. [Carl Grocott](#)

Left: Class 66 004 is seen passing down the Down Goods Line at Coatbridge Central while working the 13.36 4J07 Longannet Power Station - Hunterston empty coal train on 26th January. [Jonathan McGurk](#)

Above: Looking towards Class 90 029 at Glasgow Central station which will work the 23.41 1M11 Glasgow Central High Level - London Euston First ScotRail Caledonian Sleeper service. [Jonathan McGurk](#)



Above: Class 86 614 and 86 628 are seen on the up line at Coatbridge Central working the 13.00 4M74 Coatbridge F.L.T. (Freightliner Terminal) - Crewe Basford Hall Freightliner. [Jonathan McGurk](#)



Top Right: Class 156 494 at Glasgow Central on the 29th January. The unit is the first of the Class 156 fleet to be painted into the new Transport Scotland blue and white Saltire livery. The unit is missing the vinyls on the exterior, though they should be applied at Shields TMD shortly. [Jonathan McGurk](#)



Right: Class 47 727 passes through Crewe on the 26th January. [Richard Hargreaves](#)



Left: On the cold morning of 10th January, Class 57 316 passes Bayston Hill, south of Shrewsbury, with the 1V53 Holyhead - Cardiff formed of the ATW stock used for the Welsh Assembly Government's Holyhead - Cardiff service, in place of the normal DMU so that the buffet car could be taken to Cardiff Canton for the repair of a fault. [Carl Grocott](#)

Bottom Left: Class 66 230 approaches Bedford with the Toton to Forders engineers train on the 6th January. You can just see the remnants of the little bit of snow that we got. [Steve Madden](#)

Below: On the 26th January, a very late running 1Q12 Derby RTC to Selhurst is seen at Bromham with Class 31 233 and DBSO 9701. [Steve Madden](#)





Class 442's have been doing test runs in January, prior to re-entering service. Southern's Class 442 419 approaches a busy Clapham Junction. (Inset: Southern Class 442 419 approaching Hazeldean Grove). [Julian G](#)



Above: GBRf on the West Coast main line as Class 66 708 heads north from Warrington on the 6th January. *Dave Harris*

Below: Class 37 605 and 37 259 pass Kettering with a Serco test train, 1Q14 Derby RTC - Selhurst, on 19th January. *John Coleman*

Right: Class 67 013 passes Preston, east of Shrewsbury on a frosty 10th January 2009 hauling the 1P03 Wrexham - Marylebone. *Gary S. Smith*







Above: Class 66 162 with 66 183 just visible in the background during track renewal work at Kettering Station on 25th January. [Steve Madden](#)

Top Right: On hire to EWS/ DB Schenker, DRS Class 37 259 passes the delightful location of Abermule with a ballast train on the 25th January. [Pete Cheshire](#)

Right: Class 31285 pauses at Crowborough, Sussex, with 1Q12 Selhurst - Selhurst via East Grinstead, Sanderstead, Uckfield (twice), Redhill and Three Bridges on 27th January. [Craig Stretten](#)



Top Left: On 17th January, Class 423 4 VEP unit 3417 stands at East Grinstead, while on delivery to the Bluebell Railway, who are currently extending there line northwards to East Grinstead.

Craig Stretten

Left: London Overground 'Capitalstar' Class 378 001 is passed by SouthEastern 'Electrostar' 375 709 at Chart Leacon, Ashford (Kent). The 378 was working a Chart Leacon depot - Redhill - Chart Leacon depot test run on the 20th January.

Craig Stretten

Above: XC 43301 leads 43303 on 1V19 Leeds - Paignton, which was diverted due to engineering between Totnes and Plymouth, in a brief glimmer of sunshine past Hollocombe, Paignton on 19th January.

Liam



Above: Stagecoach liveried pair, Class 450 039 and 5714 stand at London's Waterloo, waiting their next duties on 10th January.

Richard Hargreaves



Top Right: This is a great looking livery on these units, First Capital Connect liveried Class 365 509 arrives into London Kings Cross with a service from Peterborough on the 3rd January.

Andy



Right: Arriva Class 158 826 is seen at a very wet Wrexham General station on the 10th January.

Paul Godding



Above: The original Arriva Trains Wales liveried Class 175 110 is seen at Crewe on the 24th January, working a Manchester - Cardiff service.

Richard Hargreaves

Top Right: Class 321 352, still wearing the Great Eastern branding on the front is seen at Stratford on the 4th January working a service to London Liverpool St.

Andy

Right: Class 58 046 keeps 58 045 and 56 037 company at Old Oak Common on 3rd January.

John Coleman





Top: Advenza Class 57 006 is seen stabled at Cardiff Central Station on 24th January. [John Coleman](#)

Above: Arriva Class 175 104 pauses at Newport station whilst working a Manchester Piccadilly to Cardiff Central service. [John Coleman](#)



Farewell to the VEP

On the 17th January Class 423 417 "Vep" passed into preservation.

Above: Here we see South West Trains Class 73109 "Battle of Britain 50th Anniversary" and 423 417 "Gordon Pettit" gliding across Riddlesdown Viaduct heading to East Grinstead

Right: The lovely old days, proper seat heaters, "proper" first class compartments, the sound of the doors being slammed, no beeps, no announcers. Scenes like this have been an everyday event from the 1960s till 2005.

Both: Julian G





Matching loco and stock, it doesn't happen that often on the ScotRail sleeper. Class 90 024 in First ScotRail 'Barbie' livery is seen at Glasgow Central station waiting to work the 23.41 1M11 Glasgow Central High Level - London Euston Caledonian Sleeper service on 23rd January. [Jonathan McGurk](#)



Above: First Great Western have retained some of the Class 142s mentioned in last month's issue. Class 142 026 is seen on an Exeter St Davids to Barnstable Service on the 25th January.

John Coleman

Top Right: Looking a little rough on the front end, was it that long since it was ex works??, Class 158 798 is seen at Exeter St Davids having arrived from Cardiff Central on the 25th January.

John Coleman

Right: Not often photographed is the Heathrow Connect service, Class 360 202 departs West Ealing for Paddington on 3rd January.

Derek Elston





Top Left: Still in Silverlink livery, but now with London Overground branding, Class 313 119 is seen at Highbury and Islington on a Stratford to Richmond service on 7th January.

John Coleman

Above: First Great Western's Class 165 106 passes Hanwell on a service to London Paddington on 3rd January.

Derek Elston

Left: Rainbow liveried, (what else can you call it!) Class 319 364 is pictured at Moorgate on the 7th January with a service to St. Albans.

Moorgate station is due to close in March 2009.

John Coleman

The Nosh Report with Steve Roberts

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

This month I took some of the Railtalk team to sample probably the finest on train catering that is about at the moment.

The Wrexham & Shropshire Railway.

From the moment you step on board, you are treated to luxurious service, go to the buffet and can't carry everything back, not a problem, they will help you back to your seat.

At seat dining, although not sampled, looked excellent with generous plate fulls.

We sampled the Bacon and Sausage baps, which were very filling, freshly prepared and excellent value for money.



Being freshly prepared means that it is not always a quick visit to the buffet, but whilst you are there, have a look at the menu, not everything is on display, like our next course, which was the yummy cream tea. We didn't see this one on display, but when asked it about it, a feast was produced. Individual pots of Jam and Fresh Cream together with a fresh scone on a plate with a knife.

All the items on the menu were excellently priced and with friendly helpful staff, if word gets out then they will be very

busy indeed. Our only thought on the entire setup was that menu's should be positioned on every table, so that more people were aware of what is being offered.



Thats all from me this month, look forward to hearing from some more of you soon.

Remember you can email me at :

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

View from the Outside by Megan Thomason

When you're in a rush for a train, what's one of the most annoying things that could happen? For me it's them stupid people that can't read a sign that says stick to the left, and they wonder why they're getting the evils thrown at them everywhere they turn! Another thing, pee on the seats at train stations, I mean do people do that for a living or something?

I'm in a hurry for a train, so stop peeing on the seat so I have to actually use up valuable time wiping your bodily substance from the seat. As for that sign that says that the toilets are cleaned every so often I don't think the cleaner's pay attention to it at all....why on earth is there loo roll all over the place?

Why is there no soap? Or if there is soap someone's decided to

squirt it all over the surface area next the sinks.

Don't even get me started on the floor that's soaking wet.

Last time there I went into a disabled toilet, and the lock didn't work, where are the disabled people supposed to go to the toilet if the lock doesn't even work? Nice. Taps at the station, why do you have to press down really hard on them? I don't get it, when you come to a train station it's a tiny bit obvious you're catching a train, so why can't they make taps so that you don't have to spend ages trying to work them. Hand dryers., now here's another major issue I have.

At college it's bad enough, it takes forever to dry my hands and constantly turns itself on and off throughout the process, but the station one, well that's one of those hand dryers that likes to trick you into thinking that it's out of order and then decides it wants to work just as you are walking away, and then someone else nabs it before you can retract.

Last Summer I had to get lots of trains to get to the Lake District, I loved it, except for the fact that the toilet on one of the trains stank of wee, the toilet was clogged up with toilet roll....and other excretion type products, but worst of all.....there was wee on the floor and I stood in it! I was wearing my favourite boots at the time....so thank you to the person that missed the bowl. Another seriously annoying event on my journey to the Lakes was the fact that I was sat on the loo on one of the many trains I had to catch, and the door opened! Damn those electrical doors, and the boy who pressed the open button. The word embarrassing didn't quite cover it. So, in this months issue you chaps have learnt about how Andy's girlfriend hates train toilets, I hope you are all happy about this discovery, however don't let me put you off using the same type of toilet I used, I mean what's the chance of the electric lock letting you down like it did me and revealing you sat on the loo to the entire train, ey?

PUBLIC ASKED: HELP US STOP THIEVES DISRUPTING YORKSHIRE TRAIN SERVICES

Since April 2008 thieves have targeted vital railway equipment in north and west Yorkshire almost five times a week. South Yorkshire has been targeted a similar number of times. The shocking figures were released by Network Rail as it joined forces with train operators, British Transport Police and the charity Crimestoppers to ask for help from the public to prevent more delays.

David Pape, route director for Network Rail, explained: "Despite the falling price of scrap metal and additional security measures in place, the theft of cables used in signalling systems on the railway remains a major source of delay to passengers and cost to the industry. We are determined to do all we can to stop these thieves - including building a new depot to help us respond more quickly when a theft does occur.

"However this is a battle we cannot win on our own and today we have announced a new partnership with the charity Crimestoppers which will allow us to offer up to £1,000 reward to anyone who helps bring about the conviction of these selfish thieves who are bringing misery to many hundreds of rail travellers in the north east."

Crimestoppers can be contacted on 0800 555 111.

Detective Inspector Brian Buddo leads the British Transport Police (BTP) dedicated team of officers charged with tackling metal theft in Yorkshire and the North East. He said: "In 2008 BTP made almost 600 arrests across the country in relation to metal theft and we are continuing to use a wide range of tactics to prevent, deter and detect this type of crime.

"We are dedicated to doing all we can to tackle metal theft but we can't do it alone. The public has an important part to play. If you have information about metal thieves who are stealing from the railway network then call Crimestoppers anonymously and tell us - we're not interested in your name, only theirs."

Steve Butcher, Area Director, Northern Rail said: "Cable theft had a big impact on our services in 2008, frustrating customers who were affected by the resulting delays. We would urge anyone with any information to contact Crimestoppers

RAILWAY CABLE THIEVES ARE IN FOR A SHOCK!

Now there are more...

- Trackside security patrols 24 hours a day
- High-tech security and monitoring devices
- Dedicated police teams in the area

UP TO £1000 CASH REWARD
For information leading to a conviction
CALL CRIMESTOPPERS 0800 555 111
Call anonymously with information about crime

BRITISH TRANSPORT POLICE **CRIMESTOPPERS 0800 555 111** **Network Rail**

NETWORK RAIL BUYS BRITISH DESIGNED AND MADE SAFETY COMMUNICATION SYSTEM

Direct, secure and even safer communication between train drivers and signallers have come closer recently with the announcement that Network Rail is investing £24m to fit state-of-the-art in-cab radios in the majority of the British train fleet over the next three years.

Network Rail is installing the new Railway Communications System (RCS) across the whole British rail network. This will see the current analogue systems replaced by a high-specification, digital system.

Passengers will benefit from increased safety and reliability. The Railway Communications System will allow the driver to contact a signaller within seconds, which could prove vital in emergencies. Better communications will also enable train operators to recover from delays more quickly while keeping passengers better informed. Consistent on-time performance benefits have been demonstrated during extensive testing near Strathclyde. This testing has been running since October 2007, with over 200 cabs fitted as part of a trial which will run until Autumn 2009. This has progressed well with strong support from First ScotRail.

The first batch of these new radios – designed and manufactured in the UK – will be delivered to Network Rail in July this year with DB Schenker, First Great Western, London Midland and Virgin Trains being some of the first train operating companies to benefit from the new technology.

Network Rail, the Association of Train Operating Companies and Siemens have worked together for the last three years developing this equipment to meet the demands of the train operators and passengers.

Jon Wiseman, Network Rail's programme director (RCS), said:

"This deal is good news for the railway and the economy. It is a sign of commitment and a major step forward by the industry in delivering the Railway Communications System. This new system will be up and running within five years and will make our railway even safer. Extensive testing is also beginning to show real performance benefits that will improve trains services for passengers and freight users."

Michael Roberts, chief executive of ATOC, said:

"We welcome the large order for GSM-R train radios to a specification developed in close consultation with train operators. ATOC looks forward to further work with Network Rail on a range of key GSM-R issues, but today's announcement is a vital step towards timely deployment of the project for the benefit of all users."

The in-cab technology will be rolled out across the whole of the British railway. The entire network will be operational by 2013 with the system working in London and the South East and the South West by 2012.

NETWORK RAIL TENDERS FOR PARTNER ON CROSSRAIL

With £3bn being invested by Network Rail in Crossrail and Reading over the next 10 years, passengers will see huge improvements in the railway as delays are reduced, capacity for more trains is provided and it becomes possible to cross London from west to east for the first time by rail.

Network Rail is assembling the best possible team to work on these improvements, which will include a delivery partner to help deliver both schemes. Robbie Burns, Network Rail's major programme director, Crossrail, said: "This tender is an important first step towards delivering Crossrail and the improvements at Reading. We are looking for an organisation that has the key skills to complement our experienced in-house team effectively."

Network Rail is responsible for the design, development and delivery of Crossrail works outside the central tunnel, including:

- Electrifying the western part of the route, including substantial re-signalling along the whole of the route
- Major rebuilding at Paddington station including a reworking of platform and interchange between the new Crossrail station and mainline platforms
- Station rebuilds including Abbey Wood, Ilford, Romford and Ealing Broadway
- Junction remodelling, including airport junction flyover to Heathrow
- Bridge rebuilds, many of historic Brunel bridges and other heritage assets
- Platform extensions at over 20 stations along the route
- Managing approximately 2 million m³ of tunnel spoil-age
- Timetable remodelling.

At Reading, Network Rail conducted a successful public consultation in 2008 and is now progressing with plans for a new viaduct junction to the west of Reading and more platforms at the station, which will deliver:

- More trains through increased rail capacity
- Significantly improved reliability of the service along the western line
- Fewer delays
- A better station with less overcrowding

LORD PENDRY OPENS NEW STATION BUFFET BAR EXTENSION

Lord Pendry has opened the new conservatory that forms part of the famous buffet bar on Stalybridge station and replaces the original 123-year-old structure.

With the support of Lord Pendry and the Railway Heritage Trust, Network Rail has replaced the old structure with a like-for-like facility incorporating many of the original features, particularly stained glass windows. Unveiling a plaque to mark the completion of the £50,000 project, Lord Pendry said: "This buffet bar has a special place in my heart as one who helped resurrect it in 1994 when it was condemned to be demolished by British Rail/Railtrack at that time. I led a delegation to British Rail at Manchester Piccadilly and successfully gained a reprieve.

"In view of the state of the conservatory however, it would not have stood the test of time without the involvement of Network Rail and the Railway Heritage Trust for they, after listening to those of us who cared for this part of Stalybridge's heritage, helped restore the conservatory to its present form. We would not have witnessed the restoration of this building otherwise."

The buffet bar is famous throughout the north west and even further afield, and regularly has 50 people a night sampling the wide



range of real ales available from the eight hand pumps in the bar. It was voted the best bar in Tameside in the 2008 Tameside Food & Drink Festival and got a special recognition award 2008 from the Campaign for Real Ale (CAMRA) for having 20 separate entries in the CAMRA Good Beer Guide.

Over 6,800 guest ales have been sold since 1997 under the watchful eye of landlords John Hesketh and Sylvia Wood.

Patrick Cawley, Network Rail's territory buildings engineer commented: "This is a perfect example of what can be achieved when hearts and minds come together to achieve a single goal. Network Rail has received financial and moral support from both Lord Pendry and the Railway Heritage Trust, and we worked closely with John and Sylvia to minimise disruption to their regular customers. The end result is a facility that could well last another 123 years."

The original station opened in 1845 and was replaced by the existing building 40 years later – because of complaints about overcrowding and poor facilities.

At one time, the buffet consisted of just the conservatory, bar and a kitchen but it was later extended and what was the first class ladies waiting room is now the main part of the buffet bar.

The conservatory lasted 123 years but eventually had to be replaced because it was quite simply beyond repair. However, care was taken to replicate the original but using modern materials, including stained glass windows which were specially restored and incorporated in the new building.

Jim Cornell, executive director of the Railway Heritage Trust, stated that he was delighted that the Trust had been able to support the careful restoration of this historic building which not too long ago had been a building at risk. Through becoming involved in a partnership approach the Trust had also fulfilled one of its key objectives in helping to conserve the nation's built heritage.

First lady on the West Highland Line

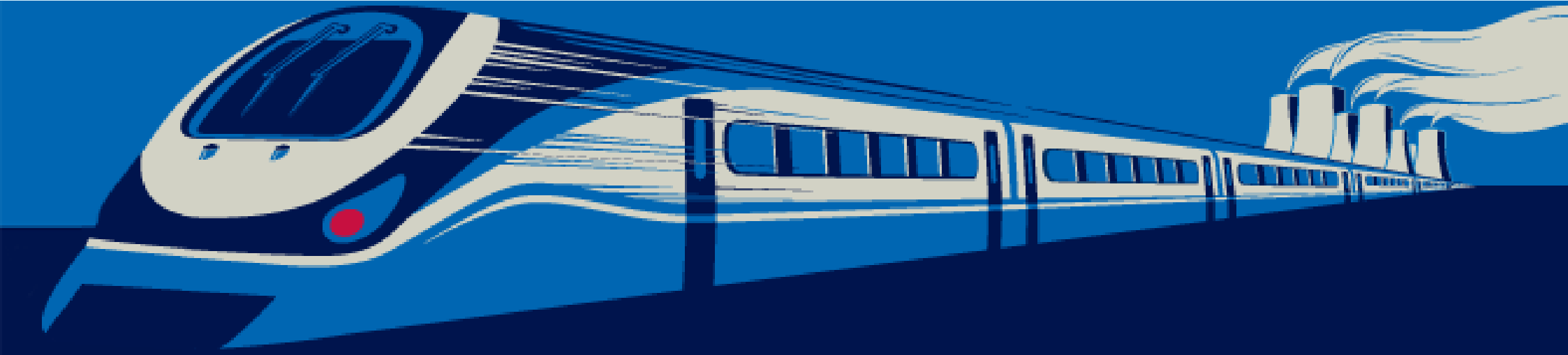
Diane MacDonald has made history. She's become the first ever female train driver on the West Highland Line and, at the age of 24, is the youngest qualified driver working for First ScotRail.

Diane, who lives in Arisaig, is driving trains on the Oban – Fort William and Mallaig routes, one of the most scenic routes in Britain. She said: "I'm excited and proud to have qualified as a train driver. The training was intense but definitely worth it. The West Highland Line is one of the best routes to work because of the amazing scenery, although my eyes will be fixed firmly on the track ahead!"

Jacqui Dey, First ScotRail's head of operations and safety, said, "Diane's success is not only testament to her ambition, hard work and ability but also supports First ScotRail's drive to develop staff to their full potential.

"I am delighted with Diane's achievement and hope that her success will encourage more people to look at the career opportunities open to them." Diane has worked for First ScotRail for five years. She began her career as a temp in the booking office at Fort William Station before becoming a permanent member of staff. She went on to take up a conductor role based at Mallaig before applying to be a train driver a year ago.

EAST MIDLANDS' GREENEST STATION OPENS



East Midlands' newest and greenest rail station, East Midlands Parkway was opened on Monday 26 January, by the Rt Hon Geoff Hoon MP, Secretary of State for Transport. The multi million pound station, owned by Network Rail and managed by East Midlands Trains, will give hundreds of thousands of people across the East Midlands easier and better access to train services. The station aims to get people off the M1, out of their cars, and on to trains.

Network Rail's new station is one of the greenest ever built, and will be served by over 100 East Midlands Trains services per day, with trains to and from London every 15-20 minutes at peak times. The journey time to London will be around 1 hour and 30 minutes. It will serve as a park and ride station for Leicester, Derby and Nottingham, reducing car use into the major cities and taking traffic off the M1.

Dyan Crowther, Network Rail route director said: "East Midlands Parkway signifies our commitment to improving the rail network and providing high quality accessible stations.

"It is a great facility which provides new choices for passengers and will tempt motorists from the nearby M1 to use a greener form of travel and aims to reduce congestion in nearby city centres."

East Midlands Parkway is one of the greenest stations ever, using new technology to minimise its impact on the local environment. It uses a ground-heat heating system as well as locally sourced and recycled materials.

East Midlands Parkway is situated just off the A453 at Ratcliffe-on-Soar, 1 mile from the M1. It comprises of four platforms, step free access, a station building with ticket office and other facilities, and will be staffed and managed by East Midlands Trains as well as having 850 car parking spaces.

East Midlands Trains Managing Director, Tim Shoveller said: "We are very excited at the opening of the first new station in our region for many years. I am sure we'll attract more passengers to rail from



the surrounding roads. Perhaps more importantly in the current economic climate, the station will offer businesses in the region an invaluable link to attract new business to the region from London. With journey times to London of around 90 minutes and prices to London starting at just £8 we expect it to be a very busy station for us."

East Midlands Development Agency (emda) is one of the funders of East Midlands Parkway. Commenting on the new station, Steve Brown, emda's Deputy Chairman, said: "Good transport connectivity is important to create a successful economy and flourishing region, which is why emda has invested in East Midlands Parkway. The new station is an excellent example of what can be achieved through sustainable design and high environmental standards and will help support regional growth."



DISUSED GWUAN-CAE-GURWEN BRANCH LINE GETS READY FOR FREIGHT

The scheme to bring the disused Gwuan-Cae-Gurwen (GCG) railway line back into use as a working freight line has



entered a vital stage with the line coming into operation, starting with test trains running.

Although the line has never formally closed, Network Rail is concerned that local residents and dog walkers have got used to not having trains on the line after several years, so it is warning them to stay safe and keep away from the railway.

Network Rail has also started an awareness campaign by visiting schools and writing to local residents, reminding them to obey level crossings signs and urging them not to trespass on the railway line. As well as putting themselves in danger, it is also an offence to trespass on the railway and is punishable by a fine of up to £1,000.

The operation of the line begins from 12 January, starting with drivers receiving their training on the route and the operation of the infrastructure being tested.

Mark Langman, area general manager for Network Rail said: "This scheme has huge economical and environmental value to the community. Freight trains will take away the need for at least 40 lorry loads of coal using local roads in each direction from the coal mine. In addition, freight trains also emit four times less CO2 emissions than road haulage."

"No trains have run on this route for several years and local residents may think the line is still out of use. My concern is that

they may well carry on as before, not realising that they could have a train carrying up to 1,300 tonnes of coal bearing down on them. So we need to get the message across for them to stay away as well as obey level crossings signs and warnings." Adrian Helmore, business development manager of Celtic Energy said "East Pit Surface Coal Mine returned to full production capacity in September last year, since when Celtic Energy has worked closely with Network Rail and DB Schenker to re-open the rail link. The transport of coal by rail is widely recognised as the most environmentally sustainable option as it replaces what would be a significant number of lorry movements, to the benefit of the communities in and around Gwaun Cae Gurwen."

"As the line has been out of use for several years we would echo the message that members of the public should observe the safety rules at level crossings and cross safely at all times."

Funded and delivered by Network Rail, the £1.2m enhancement will enable Celtic Energy to transport 50% of its coal production via freight trains. Approximately, more than 300,000 tonnes of coal are transported out of East Pit coal mine per year. The use of rail freight will significantly reduce road traffic movements and disruption in the area.

DB Schenker is initially planning to run two trains a day – one in each direction, and they will not exceed 20mph.

MINISTER LAUNCHES NEW CAMBRIAN RAILWAY POSTER

Jane Davidson, Welsh Assembly Government Environment, Sustainability and Housing Minister, launched the newest addition to the popular Cambrian Railways Poster collection on a recent visit to Machynlleth Railway Station.

The initial four posters launched in August 2008 have to date raised more than £1,200 for the Save the Machynlleth Clock Appeal and the Wales Air Ambulance.

The attractive new design is a montage of features and views that can be seen from the train journey on the Cambrian Coast Line.

The A2 posters are available for a minimum donation of £5 each from Machynlleth and Aberystwyth Railway Stations and at the Tourist Information Centre located on Barmouth Station.

Commenting on the initiative Ms Davidson said: "I would strongly encourage people to use this wonderful railway rather than the car to see the Cambrian Coast and bring down their carbon footprint. I hope initiatives like this will help fill the trains, not only cutting carbon emissions but providing a welcome boost to the tourism industry in Wales."

"I am also pleased that this initiative is raising funds for local charities."

For further information on the Cambrian Lines visit: www.thecambrianline.co.uk

RAIL RELIEF FOR TAUNTON SERVICES

A £750K scheme funded by Network Rail to improve train service performance in the Taunton area is now complete. The enhancement of the relief line between Norton Fitzwarren Junction and Taunton station will improve train movements and reduce delays in the Taunton area.

Renewing the track and increasing its linespeed to 40mph (from 15mph) significantly improves the track's reliability and capability. The higher speed will now mean that the relief line can be used by passenger services to and from the South West if the main line is congested or has failed.

The relief line is regularly used by freight services, Network Rail's High Output track renewal trains, which are stabled at Fairwater yard adjacent to the relief line, and also by special train services to and from the West Somerset Railway.

Dave Ward, Network Rail's route director said: "It may not be apparent to passengers but basic schemes like this are critical to improving service performance as the daily operation of the railway becomes more robust.

The upgrade means we can now optimise the use of the infrastructure, so that the timetable for all services will be more reliable. This is part of a wider effort to improve performance across the Western route and recent records of train punctuality demonstrate that we are on the right track."



QUALITY, CHOICE AND VALUE ON NEW EAST COAST TRAIN MENU

Customer feedback is at the heart of new catering offer

TRAIN operator National Express East Coast is launching a brand new on-train catering service from Monday 5 January – offering more quality, enhanced choice and better value.

For the first time a range of freshly prepared hot food will be served in First Class to customers in the comfort of their seats on selected services seven days a week. Fine dining in traditional restaurant cars will be retained on peak time services to and from London, and many more trains at other times will switch to a new food menu served at seat in First Class – bringing the best of the restaurant direct to the customer, whilst creating more space by freeing up extra First Class seats.

The new catering launch follows an extensive four-month customer feedback exercise, to find out what people travelling with National Express East Coast wanted from their catering service.



The new menus have been created by the culinary driving forces behind the successful Tontine restaurant in North Yorkshire, Eugene McCoy, and the Bay Horse gastropub near Darlington, Marcus Bennett. Both have extensive experience as restaurateurs and have won wide acclaim for the quality and variety of their menus.

National Express East Coast customer service director Helen Thornton said: “Our customers travelling in First Class told us that while they valued the quality of our on-train food, they wanted a wider choice, including lighter options, and better value. Similarly, customers in Standard accommodation also wanted good choice and value.



“We conducted four months of trials on various trains to gauge customer demand for a more substantial hot and cold catering selection, including at weekends. The feedback we received was clearly in favour of expanded choice seven days a week and improved value for money. We’re confident that our new offer will give more people the catering service they

want to see”.

One of the most significant innovations in the new catering service will be the expansion of at-seat dining – which offers delicious, chef-prepared hot food served direct to the customer in their First Class seat.

The selection of tasty options on offer from the new at-seat dining menu includes:

- Italian Breakfast – toasted ciabatta bread, roasted vine tomatoes, hash brown, mushrooms and eggs (£10.50)
- Premium Signature Burger – made from pure Aberdeen Angus beef, topped with cheese, served in a ciabatta roll with real ale chutney and mixed leaves (£10.50)
- Chicken Caesar Salad – classic salad with Cos lettuce, shaved parmesan and a creamy Caesar dressing, topped with chicken breast and sprinkled with basil croutons (£9.99)
- East Coast Fish Pie – white fish and prawns in a creamy seafood sauce, topped with creamed potato and seafood crumble topping (£12.99)
- Crayfish and Chorizo Risotto – with crayfish and spicy chorizo sausage, served with warm crusty bread (£11.50)
- Pasta Bar – freshly cooked pasta served with a rich Bolognese or Arrabiata sauce. Served with warm crusty bread (£8.99).

Dedicated restaurant cars, offering a range of mouthwatering menu options, will continue to operate on peak weekday services to and from London. Restaurant menu highlights include:

- Rump steak with Café de Paris butter – a succulent rump steak, cooked to your liking, and served with a rich Café de Paris butter (£19.50)
- Roast Chicken Breast with Apricot and Stuffing – a tender roast chicken breast set upon apricot and meat stuffing, finished with rich savoury gravy (£18.50)
- Pan-Fried Whiting with Crushed Potatoes and Tartar Hollandaise - a pan-fried fillet of freshly caught whiting set on a bed of crushed

potatoes and accompanied by a tartar hollandaise (£18.50)

• Confit of Onion, Olive, Tomatoes and Pine Nut Tart – a light pastry tart filled with a confit of onion, olives, tomatoes and pine nuts, finished with a creamy sage sauce and garnished with Italian mixed salad leaves.

All of the above dishes are served with vegetables of the day, and accompanied with warm crusty bread.



Services offering at-seat dining in First Class will be able to offer increased seating capacity, by making use of all available First Class seating for travel.

In Standard Class, an enhanced hot food offer will be available from the on-train Café-Bar on those trains with at-seat dining in First Class. The offer will include Chicken Caesar Salad, Pasta Bolognese, Pasta Arrabiata, Premium Signature Burger with potato wedges, Sausage and Mash, and a Great British Breakfast.

A full training programme to ensure on-train staff have all the necessary customer service skills to deliver the new catering service for customers is nearing completion.

ORR announces its proposed decision on East Coast Main Line track access applications

The Office of Rail Regulation (ORR) has announced its proposed decision on applications for track access rights for passenger services on the East Coast Main Line. ORR has considered a number of applications for track access rights on the ECML – either to extend the period for which existing rights are in place, or for rights to run additional services. The regulator is minded to approve the following:

- conversion of the twelve (six each way) National Express East Coast contingent rights between Leeds and London King's Cross to firm rights until December 2011;
- continuation of the current access rights, but all as firm rights, for seven weekday and five weekend Hull Trains services each way between Hull and London King's Cross until December 2014;
- firm rights for a fourth Grand Central service each way between Sunderland and London King's Cross until May 2012; and
- firm rights for three new daily Grand Northern services each way between Bradford Interchange and London King's Cross until December 2014.

Additionally, ORR received applications from Platinum Trains which requested rights to introduce a new service between Aberdeen and London King's Cross; and Hull Trains asked ORR to consider the introduction of a new service between Harrogate and King's Cross. These applications were assessed against published criteria that flow from its statutory duties. On the basis of present evidence ORR is proposing to reject both applications.

ORR has stated support for another application, by National Express East Coast, to operate an enhanced service on the route, including services from London to Lincoln and Harrogate. However, this cannot be formally approved without changes to some other franchised services – and the operator will need to raise this issue with the Department for Transport.

Michael Lee, ORR's director of access, planning and performance, said: "We received a number of strong cases to operate additional services on the East Coast Main Line, and considered them all carefully. Some of the open access applications do not demonstrate sufficient benefits to offset the impact on existing operators, but we are minded to approve a further increase in open access activity on the route providing more choice for passengers and greater competition.

"We are also hopeful that ways can be found to step up National Express East Coast franchised services with a regular timetable pattern, although some detailed work remains to be done on this. This would make maximum use of the current capacity on the route, until projects for which Network Rail has just been funded deliver further increases in around five years' time." ORR is aiming to announce its final decision before the end of February 2009, and is seeking representations from the industry on today's proposed decision by 13 February.

NETWORK RAIL'S LIVERPOOL STREET STATION TAKES CENTRE STAGE IN NEW TV COMMERCIAL FOR T-MOBILE

Passengers using Network Rail's London Liverpool Street station on Thursday, 15 January 2009, were taken by surprise when 350 people standing on the concourse suddenly began to dance in time to a specially choreographed routine.

The exciting dance routine, which combined elements of disco, ballroom and hip-hop, is the basis for T-Mobile's new television commercial 'Dance'. Created by advertising agency Saatchi & Saatchi, the commercial premiered on Friday, 16 January 2009, taking over an entire commercial break in Celebrity Big Brother on Channel 4.

Filmed in a 'guerrilla-style', with hidden cameras around the station to capture the spontaneous reactions of London commuters as the dance troupe busted their moves, the commercial was edited in just 36 hours. Hundreds of hours of careful planning went into making this unique commercial, particularly by Network Rail's commercial filming team, who were the central point of contact.

Rachel Whitburn, Network Rail Commercial Filming Manager, comments: "This was a really tough, but thoroughly enjoyable project to be part of.

"When the advertising agency and Film London first approached us with the idea of making such a unique commercial at London Liverpool Street station whilst it was open we thought they were kidding. However, when we sat down with the both of them and spent considerable time going through their plans until we were happy that the operation of the station and our number one consideration, passengers, wouldn't be impacted. "The end result is absolutely fantastic and true testament to the teamwork of all parties involved particularly our station management, operational property, retail and national businesses, and operational and customer services teams.

"This commercial provides a great opportunity to promote London and furthermore showcase one of Network Rail's most widely used and popular filming locations."

Revamped depot ready for new fleet of trains

Train operator First Capital Connect has finished extending a depot ready to stable and maintain a new fleet of air-conditioned trains that will boost capacity and introduce new levels of comfort to the Bedford to Brighton Thameslink route. The first Class 377 Electrostar trains are due to enter service early this year. By the time all 92 carriages arrive later in 2009 all but six rush hour trains will be the maximum eight-carriages long. Today, shortage of stock means that 25 peak hour services have only four carriages.

MD Elaine Holt said at the official opening of the £2.2 million extension at the depot in Cauldwell Walk, Bedford: "FCC and its contractors Fitzpatrick have completed this to time and budget in just eight months even though they had to work in a very constricted site with staff and trains working around them day in, day out." "And in a welcome boost to the local economy, we've employed an extra 27 engineers to man the improved depot, many from Bedford, Milton Keynes and surrounding towns."

The depot now has a fifth enclosed section of track with inspection pits and elevated platforms from which the new trains – as well as the old – can be maintained.

"It's absolutely essential," said depot manager Jason Long. "When this depot was built, in 2004, it had to maintain only 172 carriages. We'll have 436 by the time the last new train arrives!"

The new carriages are also an essential part of the Thameslink Programme that will radically transform capacity on the route. They are needed to operate a new timetable that will allow Network Rail to begin work transforming Blackfriars Railway station so it can take 50% longer, 12-carriage trains.

NEW PLATFORM OFFICIALLY OPENED

The recently completed third platform at Manchester Airport's railway station has been officially opened by the Rt Hon Geoff Hoon MP, Secretary of State for Transport.

Before he unveiled a plaque (on 8 January) to mark the opening, Mr Hoon was shown a time-lapse DVD of the bridge slide, one of the major elements in the project.

The new £15m third platform at the airport station is crucial to the success of the new west coast timetable as it relieves congestion on the approaches to Piccadilly. It was completed nearly two weeks ahead of schedule.

Peter Strachan, Network Rail's route director said: "Mr Hoon came to look at the work while it was still in progress so it is a pleasure to welcome him again to see and officially open the finished platform.

"With over two million passengers a year using the station, and with all the extra services using the west coast route, this platform was absolutely essential. It is a testament to real partnership working that everyone pulled together in the way that they did to achieve an early completion."

Neville Chamberlain, Chairman of The Northern Way said: "Manchester Airport is the North's premier airport and we are delighted that the third platform at the Airport's station is now in operation. Previous analysis indicates that this increase in the capacity of the Airport's station will result in employment and productivity benefits worth around £20 million. Improved international connectivity is essential to a successful northern economy and better, reliable rail access to Manchester Airport is a key component of that."

Andrew Cornish, Managing Director of Manchester Airport, said: "Although it is an individual's choice as to how to reach the Airport, we have a lot of influence over that choice. During the last

15 years, and alongside our partners, we have continued to invest over £100 million in the public transport facilities that service our airport. The siting of the station in the middle of the airport has enabled us to put rail at the core of our public transport network making us one of the few airports outside the South East with direct services to an on site station. The airport is in a favourable position compared to those regional airports that still rely solely on road access and the opening of the new platform continues to strengthen the modes offered."

Councillor Keith Whitmore, Vice Chair of Greater Manchester Passenger Transport Authority, said: "This project has been an unqualified success and shows just what can be achieved by working in partnership. It was delivered early and under budget and serves as another example of our ability to deliver landmark facilities."

Work started just over a year ago and the final critical element was the running of a test train on the new line. This was successfully carried out without a hitch, which meant the last little pieces of the jigsaw, such as re-numbering the existing platforms and changing the wording on the station information screens, could be fitted into place to bring the platform into use nearly two weeks early.



First Great Western, is offering people aged 55 or over the chance to travel miles for less with return fares to any destination for just £25.

Club 55 is a new scheme, which allows people to travel between any two destinations across the First Great Western network, available from February 1, to give mature people an added incentive to hop on board. With no need to book in advance, you can take advantage of the offer as many times as you like on off-peak journeys until April 7.

Keen to do their bit for the environment First Great Western hopes to fill as many seats as possible on off-peak trains to help reduce the number of cars on the road, in turn, making trains the greenest way to travel. Tickets can be used for up to one month from the outward travel date, which means people can take extended breaks without being restricted to return by a certain date. Passengers must be able to produce a proof of age on request, with Senior Rail Card holders also entitled to an extra £5 discount. Seat reservations can be made and tickets bought from onboard staff. For full terms and conditions, visit www.firstgreatwestern.co.uk/club55

Direct Rail Services launch new rail hub in Inverness with a new rail freight service

Direct Rail Services Limited (DRS) has announced the successful launch of a new rail service linking Grangemouth with Inverness.

This service is working in partnership with Stobart Rail and provides a six days a week service on behalf of Tesco PLC removing as many as 13,000 lorry journeys a year, equivalent to 1.67 million lorry miles. This will significantly reduce pressure on the busy A9 route to Inverness as well as an environmental saving of 827,000 litres of fuel per year.

This service is supported by a new intermodal rail terminal in



Needlefield Depot in Inverness which DRS operates in partnership with John G Russell, the Scottish road haulier.

Stewart Stevenson, Scottish Government Transport Minister has officially opened the new Scottish rail service and the terminal with the smashing of a bottle of champagne on the new dedicated DRS Class 66414.

Neil McNicholas, Managing Director for DRS added: 'Rail, with its strong environmental credentials is an ideal sustainable mode of transport and working in partnership with road transport hauliers allows us to maximise its benefits which supports the Government's green agenda, environmental policies and targets.'

The service which is supported by the Scottish Executive forms part of DRS' growth strategy for Scotland which will see further services to both Inverness and our existing intermodal terminal in Aberdeen.

Pictures with a different view





Above: Fantastic night shot of Shrewsbury station and Signal box. A London Midland Class 170 is seen on the right. [Richard Hargreaves](#)



Top Right: An unusual train is seen travelling along Princess Street Gardens, Edinburgh. [George McFarlane](#)



Bottom Right: This used to be the North London Line to North Woolwich. Another line to bite the dust?, or will it see further use. [Class47](#)



A long exposure photograph of Class 318 258 which is seen departing platform 11 at Glasgow Central High Level station and also passing under the new LED signals while working the 21.45 1T37 Glasgow Central High Level - Largs service on 26th January. [Jonathan McGurk](#)

Preserved Railways



Class 37 025 is seen sitting in the platform at Bo'ness station under crisp and bright blue sky weather conditions while waiting to work the 11.40 1R05 Bo'ness - Birkhill express service with Class 37 611 on the rear. [Jonathan McGurk](#)



Left: Recent arrival, Class 37 403 is seen outside, in the yard at the Bo'ness and Kinneil Railway. [Jonathan McGurk](#)

Right: Visiting loco Class 37 611 pauses in the sidings at Bo'ness on the 3rd January. [Carl Grocott](#)

Right: Led by DRS Class 37 611
with 37 025 at the rear,
the pair pass Kinneil
whilst working
2R09 Bo'ness - Birkhill
on the 3rd January.

Carl Grocott



Left: On the 3rd January, Class 37 413
is seen sitting stabled
outside in the yard at the
Bo'ness and Kinneil Railway
for enthusiasts to see
during the Class 37 Diesel Gala
event. This Class 37 along with
Class 37 403 are going to be worked
on by the voluntary
railway enthusiasts
who work here and hope
to get both locomotives
back in working traffic.

Carl Grocott

Some shots from the Great Central's January Diesel Gala, and we start with (Right) the similarity of these classes is apparent in this shot of a pair of BRCW's finest Sulzers.

Richard Hargreaves

Bottom Right: As with most diesel galas these days, a steam loco is obliged to appear somewhere, and this shot of 78019 on Loughborough shed is no exception on January 10th.

Class47

Below: It looks like the Great Central's Class 33 is in need of a bit of straightening out work.

Class47





Left: Awaiting restoration in Swithland sidings on the 10th January was ex Southern Region Class 07 shunter, 07 005.
Richard Hargreaves



Right: An excellent night time shot of the Class 27 D5401, at Leicester North on the 10th January. It has to be said that conditions both on and off the trains was freezing.

The ex Irish rail steam heating van can be seen just behind the loco and on the day was as much use as a pack of damp firelighters. No wonder Ireland got rid of them.

Andy



First main line passenger train for new £3m steam locomotive

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, hauled her first passenger train on the Network Rail main line from York to Newcastle-upon-Tyne and return on Saturday 31st January 2009. This train, The Peppercorn Pioneer, was for the supporters of The A1 Steam Locomotive Trust who raised the funds to build the new Peppercorn class A1 steam locomotive over the past 19 years.

The train is a repeat of the one hauled by the last Peppercorn class A1, 60145 Saint Mungo, on 31st December 1965 shortly before she was scrapped, and consisted of 13 carriages, equating to about 500 tons, and ran at up to 75mph. The new £3 million Peppercorn class A1 60163 Tornado was wearing her glorious apple green livery with 'British Railways' on the tender as carried by the first 30 of the original 49 Peppercorn class A1s when built.

Speaking about Tornado's first passenger train on the Network Rail main line, Mark Allatt, chairman of The A1 Steam Locomotive Trust said:

"Tornado's first main line passenger train is the end of another chapter in the story of a project that many said could never be completed. In 1990 a group was formed with a vision and the determination to make it succeed – to build and operate a Peppercorn class A1 Pacific steam locomotive for main line and preserved railway use. 18 years later, and thanks to that shared vision and determination, Tornado turned her wheels in anger for the first time on 1st August 2008 in front of the world's press. It is thanks to our more than 2,000 regular monthly and other donors, our sponsors led by William Cook Cast Products Limited and the hard work of our volunteers and contractors that the project has achieved so much. The Trust is now looking to the great British public to help us keep Tornado on the main line by making a donation, sponsoring a component, taking part in our covenant scheme and/or our £500,000 bond issue."

cfps
class 40 preservation society

The CFPS's Class 40 145 will be having various repairs carried out by HNRC at Barrow Hill in the coming weeks, including repair of some small bogie fractures (nothing to worry about and all well within the criteria for running on the mainline - a case of nipping them in the bud), repairs & resealing of various roof sections, resealing cab windscreens, overhaul of fuel injectors, overhaul of fuel filler valves, thorough bogie / underframe cleaning, bogie repaint following repairs, replacement of coupling shackles & several other minor jobs.

Much of the above has been planned for a while now and we have been awaiting a slot at HNRC for the work to be carried out.

The work is expected to be completed in 4 to 6 weeks

C58LG

CLASS 58
LOCOMOTIVE
GROUP

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

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



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



Didcot Railway Centre

Alan Usher recently visited the centre and over the next couple of pages, shares some of the images he took there.

Top Left: GWR Pannier 3738 stands inside the steam shed.

Bottom Left: The rebuild of "King" 6023 continues in the main workshop.

Above: Great Western Railway 2-6-2T No 4144 is seen in the yard.

Below: Another Great Western Railway 2-6-2T, this time 5572 was seen inside.

All: Alan Usher







No. 4 The Bug and diesel No. 12 John Southland pass Half Mile Curve, near New Romney, with the last train of the day to Dungeness, Romney, Hythe & Dymchurch Railway on 11th January. [Craig Stretten](#)



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

THE TANKS STRIKE BACK

Great Central Railway plans Easter Tank Engine Extravaganza

After “The Year of Express Engines” the Great Central Railway is planning a very different event for Easter this year. The railway is hiring ‘N7’ class 0-6-2T No. 69621 from the North Norfolk Railway. The engine will be at the heart of a line up of three engine, ‘tank’ gala.

There are exciting plans to steam the N7 alongside the N2 No.69523. The N2 is approaching the end of a ten year overhaul. The boiler has been repaired at Tyseley and subject to passing the necessary tests will return to Loughborough in the next few days.

The final addition to the line up is Fairburn 2-6-4T No. 42085. The Fairburn is visiting the GCR from the Lakeside and Haverthwaite Railway as part of a repair and running agreement. New side tanks have been fitted to the engine in the past few months and it is close to steaming again.

Bill Ford, president of the Great Central Railway said, “This is a very different line up for us and we’re certainly excited about it. We’ll be running a 45 minute departure timetable with the tank engines passing on the double track. The N7 is only visiting for a short while and it’s very unlikely we’ll be able to repeat this line up - so catch the tank engine gala while we can!”

This will be the N7’s first visit to the GCR. It’s thought the N7 and the N2 have not appeared in steam together before. The Great Central is also offering a family event over Easter. A selection of ‘treasure hunt’ walks in between stations are being organised.



On the 31st January, the Great Central held a “1968” steam gala, superb weather for this time of year and an excellent line up meant that most trains, and the lineside, were well crowded. Here 70013 “Oliver Cromwell” passes Quorn with “The Irish Mail”. [Richard Hargreaves](#)



Above: One of the highlights of the Great Central's "1968" January gala was visiting Q6 63395, seen here on the lines rake on mineral wagons. [Richard Hargreaves](#)

Below: Standing in the sunshine at Switherland sidings on the Great Central and looking great in Southern Green, is preserved EMU 7059. [Richard Hargreaves](#)

Right: Lovely blue skies for most of the day on 31st January, as "Sir Lamiel" 30777 blasts through Quorn. [Class47](#)





Bombardier and Deutsche Bahn AG Sign Framework Agreement Worth up to 1.5 Billion Euros

Mehdorn: Large Investments in Coaches Will Bolster DB's Ability to Compete for Local Transportation Tenders As Well As Sending an Economic Message

New Vehicles First to be Equipped with Driven Cab Cars

Bombardier Transportation and Deutsche Bahn (DB) have signed a framework agreement for 800 double-deck coaches with a total volume of up to 1.5 billion euros (\$2.1 billion US). With the new generation of vehicles, Deutsche Bahn will actively compete for tenders in the local rail transport market in 2009.

"In particular in these difficult economic times, we have decided to invest in the future. This decision is also intended to communicate an economic message. It will enable us to make outstanding transport bids in the regional transportation market and offer convincing quality. Economical and powerful transportation demands a modern fleet of energy-saving vehicles that can be used in flexible combination with one another," says DB CEO Hartmut Mehndorn.

André Navarri, President of Bombardier Transportation, explains: "The new generation of double-deck coaches is an outstanding example of our continuous product innovation here at Bombardier Transportation. It is now possible to combine double-deck coaches with multiple-unit technology. This is the largest framework agreement for vehicles that DB has ever awarded to a single supplier. We are very pleased by this trust."

The Chairman of the Management Board of DB Regio, Ulrich Homburg, underscores the importance of flexible vehicles for economical operations. "For the first time ever, we will have powered double-deck coaches in our fleet. Individual coaches, driving trailers or trailer coaches can be added as well, depending on what the trains are being used for in the respective local transportation networks. In addition, the vehicles are compatible with other generations and will thus create cost benefits in operation," says Homburg. "The added quality and comfort for customers will furthermore improve our position in future local transportation tenders and help to safeguard jobs in the DB Group."

Since the Rail Reform in 1994, the year of the German railway reform in which Deutsche Bahn AG was founded, DB has purchased over 1,600 double-deck coaches. DB Regio currently has more than 2,000 double-deck coaches in its fleet. With a 98% reliability rating in operation, the vehicles enjoy great popularity with customers and orderers. Their interior can be outfitted to include a wide variety of comfort features. Standard equipment includes power outlets at the seats, first- and second-class seating areas, ergonomic seats, customer information systems and much more.

Photo Right: Next generation double-deck coaches

Alstom receives an €62 million order for 14 double-decker TER trainsets

SNCF and Chemins de Fer Luxembourgeois have placed a supplementary order with the consortium, made up of Alstom Transport and Bombardier Transport, worth €82 million for 14 new-generation double-decker TER trains (TER 2N NG).

The share of the value of this contract attributable to Alstom is €62 million. In placing the order, the two companies are exercising an option written into a contract signed in 2000 and financed by the French regions. The 14 trains are destined for the Loire region (3 trains ordered in August 2008), the Upper Normandy region (1 train) and Chemins de Fer Luxembourgeois (10 trains). The first of the new trains are due to be delivered from June 2010.

With this highly-flexible new generation of self-propelled coaches from the Coradia Duplex range, the same basic rolling stock can be used to form trainsets of two to five coaches with distributed power, while offering high levels of on-board comfort and a high passenger capacity. These trainsets are capable of carrying up to 339 passengers and can travel at a maximum speed of 160 km/h.

There are currently 168 of these trainsets in service in the French regions (Centre, Upper Normandy, Lorraine, Nord-Pas-de-Calais, Pays de la Loire, Picardy, Provence-Alpes-Côte d'Azur and Rhône-Alpes) and 12 have been supplied to Chemins de Fer Luxembourgeois.

Alstom's sites at Valenciennes, Tarbes, Villeurbanne, le Creusot and Ornans in France, and its Charleroi site in Belgium will be involved in fulfilling the contract. Bombardier, in collaboration with Alstom, is also handling part of the production at its Crespin site.



Right: A beautiful winters day as steam loco 99.731 passes Zittauer Schmalspurbahn on the 6th January.
Tomáš Beck



Left: Another photo from snowy mainland Europe as Class 742.185-2 works a service from Vlečka OKD doprava - Dvůr passed Králové n.L. on 9th January.
Láďa 854



Right: Class 754.012-3 pauses at Brno hlavní nádraží on 6th November.
Pavel Kopec





Right: Hull Dairycoates Motive Power Depot on 30th July 1968, saw a line of three Paxman diesel hydraulic locos - D9529, D9552 and D9543.

Fifty six Type 1 (Class 14) diesel hydraulic locomotives were built in 1964/65 by British Railways at Swindon Works as part of the Western Region's diesel hydraulic modernisation programme. Numbered D9500 to D9555, they were used for short freight trips but gradually members of the class were distributed around England, some going to the ironstone and steel industries of the East Midlands. Out of the three seen here, D9529 was preserved by the KESR and the other two scrapped.

David Mead



Left: The Manchester and South Junction and Altrincham Railway was known locally as the MSJAR, the line being electrified to 1500 Volts DC Overhead in 1931 and was the first route to run on the now standard overhead power collection system.

The trains were built by Metro-Cammell in three car sets - Motor Brake Second, Trailer Composite and Driving Trailer Second. The trains were noted for very "rough" riding and commuters had various unkind nicknames for the units. However, they ran until 1971 when the line was converted to 25kv AC so it was compatible with the West Coast Main Line via Crewe to Manchester. On 27th July 1968, I had the pleasure of travelling in the units and my train is seen here waiting at Altrincham for the 8 mile journey to Oxford Road. The leading vehicle is Motor Brake Second - M28578M.

David Mead



Left: Weymouth Quay Station.

Taken on 28th July 1985, the unique line which ran from the main line just north of Weymouth Station was one mile in length and was used for Channel Island traffic. The line was opened by the Great Western Railway in 1865 and was very important for both freight and passenger. However, with the increasing use of air-freight, containerisation and a fall off on crop imports, freight came to an end in 1972. Passenger trains connecting with the ferries continued until 1987 when there after high speed "Condor" craft took over and along with competition with budget airlines and passengers travelling much further for holidays, the line was "mothballed". On the day of the photo, it being a Summer Saturday, two "boat trains" were run from London Waterloo, Class 33 102 and train awaits its return to Waterloo whilst on the left can be seen the rear of a TC unit - 409 which had just arrived. Interestingly, the line has never officially "closed" and today the "tramway" remains largely intact. .

David Mead



Left: Cross-Country.

One of the main criticisms of today's Arrival run cross-country service are the short 4-car train lengths, which invariably mean over-crowding and standing. However, as recent as 2002, we were enjoying locomotive hauled services, as can be seen here when the 09.05 Poole - Glasgow Central was hauled by Class 47 843 and approaches Ashurst (New Forest)

on 14th April 2002.

David Mead

Right: Class 58 047 arrives into Toton Yard on 15th September 1998.

Pete Cheshire



