

Railtalk Magazine

Issue 15
December 2007

Railtalk Magazine is brought to you monthly, free of charge, by the Railtalk team.



Merry Christmas
to all our readers

ATW wins
Golden Spanner Award

Freightliner runs
passenger service

Front cover

Class 66 419 travels light engine from Balloch just after 12.00 travelling to Motherwell T.M.D on Monday 19th November. Full story at bottom of page.



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Site/Forum

For more information on our website or joining our forum, please contact the editor by email at

editor@railtalk.net

Submissions

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

entries@railtalk.net

Please give a brief description, your name and the date.

Railtalk editorial team

Andy Patten
Liam Yates, Class47
Robert K, James P

Thanks

As always, thanks to everyone who have contributed this month especially the following:
Richard Hargreaves, David Mead, David Dawson, Jonathan McGurk, Jonathan Lewis, Brian Battersby, Jim, Carl Grocott, Mike Byrne, Ian Furness

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From the Editor

Welcome to issue 15 of Railtalk Magazine, if there is anything you want to say or write for the next edition please let us know at the email address on the left.

Many thanks to all who have contributed this month. Remember any news, articles, etc can be sent to the address on this page.

You can send us your email address so that we can email you as soon as a new issue is out. Just go to the contact us section of the Railtalk website and send in the form. This means that you will never miss another issue ever again.

Remember we are always looking for a wide range of pictures. Your pictures do not have to be digital, if you want to send us slides, or scanned pictures, just contact us for details.

Also if you have any news or information please send this into us. If you want send information into us in a different way please email the editorial team for other ways of contacting us.

If you missed issue 14, just click on the picture to the right, and remember if you want any of the back issues or to subscribe, please go to our website where all this information can be found.



The month's review

It seems that winter is now upon us, the dark nights lead to more night time photography, but the lack of available light during the day can be a problem. We have quite a varied selection again this month, Brian Battersby continues his tour of the Germany/Belgium area and David Mead has some more excellent reminders of how the railway used to be.

It is pleasing to see that Freightliner has ordered something other than Class 66's, although they actually have ordered another batch of "Fred's" as well. This month we say goodbye to GNER and hope that their replacement, National Express, can at least maintain the standards that East Coast Passengers have been used to. One company that is certainly making a name for themselves recently is SECO, with their brightly liveried Class 47's and the hire in of Western D1015 on a couple of occasions, good on 'em we say.

Not so lucky are those who await, once again, Grand Central. We are told operations will be starting soon, but when?, not for the first time has the company had a false start, but we do wish them well and hope that those HST's will soon be roaring up and down the East Coast.

On a recent visit to London, an opportunity was taken to visit St. Pancras, and what a transformation, the interior positively shines and is a magnificent entry into Britain, we hope that the hotel will also retain the charm and elegance that has always existed with this magnificent building.

I know that when I write this it is only just the beginning of December, but from all of us at Railtalk, we would like to take this opportunity to wish you all a very Merry Christmas, and look forward a fantastic 2008.

Andy Patten, Editor

Special report and cover picture by Jonathan McGurk.

On the 19th November at about 6.am a tree blew onto the line at Dalreoch on the Balloch branch line snapping the Overhead wires causing major disruption to services on the line all day until 18.00.

The tree fell onto the line while the 05.52 5E52 Helensburgh Central - Dumbarton Central - Balloch E.C.S train was on the line travelling to Balloch to make the first train out. The train made it to Balloch and ran the first train out of the station up until just before Dalreoch Junction where the tree had fell. It was a 6 car 334 that was trapped (334 028 + 334 027).

The 6 car train was trapped for 6 hours before a rare appearance on the Balloch line appeared, DRS sent Class 66 419, running light Engine From Motherwell T.M.D. - Dalreoch to rescue the trapped train. 419 pushed the 6 car train down to Balloch until track engineers had fixed the overhead wires.

66419 was photographed as it was coming back from Balloch, light engine, travelling back to Motherwell T.M.D.

Charter Scene

This months round up of the British Charter scene

Welcome to the December issue of Charter Scene, as part of Railtalk Magazine. Charter Scene aims to document charter movements during the month, although we need your help. If you have any images or records you would like included please contact us via the usual address.



Above 67029 Worked the 1297 Shrewsbury - Carlisle Northern Belle seen here at Shrewsbury on the 10th November.
Carl Grocott



Above Class 50 workings out of London Kings Cross are fairly uncommon, even nowadays. So when we heard of this charter to York, we made sure that we were there. This is 50049 working the 1750 Kings X - York on the 24th November.

Dave36



Above 47245 arrives at London Kings Cross with the 5Z50 ecs on the 24th November. **Dave36**

Below Great Western 4965 pauses at Stafford whilst working the 1Z37 Chester - Tyseley return charter on the 24th November. **Richard Hargreaves**





Above How much longer for this livery? 47832 just arrived at Paddington with the 1253 Ludlow - London Paddington return charter.

Class47



Left Making a welcome return to the charter market is DRS, who have taken on Victa Westlink's charter 47802 waits at Paddington with the ECS off the 1253 Ludlow - London Paddington on the 24th November

Andy



November has been a busy month in the North West for charters.

Top Left 6201 on the 1Z16 Bristol Temple Meads - Preston On the 10th November **Carl Grocott**

Top Right 47826 Chester - Bristol approaching Salop, 10th Nov **Richard Hargreaves**



Left 60009 'Union of South Africa' coasts through Helsby, working a Cleethorpes - Chester excursion, 17th November **David Dawson**

Below 47813 and 47828 1Z15 Return charter to Bristol **Andy**





Above: We continue this month with a look at the RHTT services around the country, EWS have the contract for most of the services around North London, and this is 66129 approaching Stratford. [Class47](#)

Below: Class 67's work the RHTT trains in the North West of England, A dirty 67002 approaches Preston, where the train will stable for the weekend. [Andy](#)





Above: Whilst one of the regular Class 20's based at York was sent to Crewe for repairs, DRS sent newly reinstated 47790 as cover. [Andy](#)
 Below: 37194 and 37688 work the 3J96 Holyhead - Crewe RHTT passed Llanddulas on the 2nd November. [Carl Grocott](#)

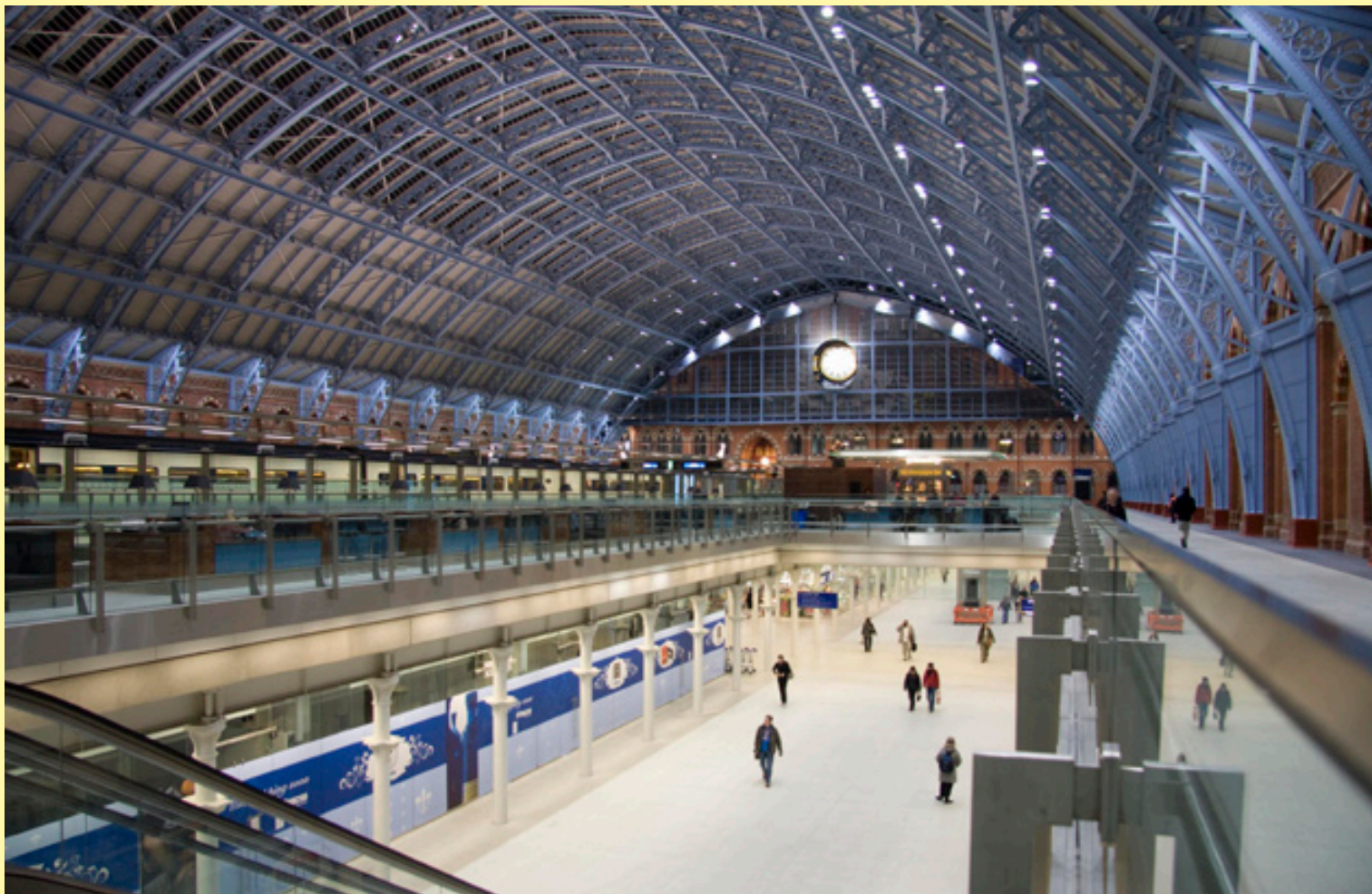




Above: With the GNER franchise about to end, the stock is slowly getting debranded. The stock is receiving lower white numbers and the 91's and DVT's have gained numbers on their ends. Class 91 102 is seen departing Glasgow Central High Level Station in excellent full sun working the 12.00 1E15 Glasgow Central - London Kings Cross service. DVT 82 217 was leading. [Jonathan McGurk](#)

Below: Virgin Trains has been utilising the Class 57's to capacity on weekends in November, with many diversions along the West Coast main line. 57310 pauses between turns at Crewe on the 10th November. [Ian Furness](#)





Above: The magnificent St. Pancras has been restored to its former glory and whilst the work continues on the hotel, the station is very much "open for business." Eurostars now dominate where once Peaks, HST's and all various other classes have once stood. [Class47](#)

Below: Loco namings are not too common nowadays, but 90012 has recently been named "Royal Anglian Regiment" at Liverpool St. Here is the loco just a few days later, at Stratford, still looking in exceptional condition. [Class47](#)





Above: In glorious sunshine Class 170 475 and Class 156 499 are seen inside Glasgow Queen Street High Level on the 7th November. [Jonathan McGurk](#)
 Below: Catching the late afternoon sun, 59201 leads 66170/227/117/080 past Norton Fitzwarren on 12 November whilst working light from Tavistock Jn to Westbury. The locos had been used on engineers trains in South Devon the previous weekend. [Jonathan Gill](#)





Above left: Interesting shot where the camera has been focused on the sign rather than the unit, A Class 321/9 approaches Doncaster. *Ian Furness*
 Top right: The future of Trans-Pennine! Class 185 114 is seen departing Glasgow Central on route learning duties running as 13.09 5N22 Glasgow Central High Level - Blackpool North. 15th November. *Jonathan McGurk*
 Middle right: Autumn sunshine catches 66531 working the 6K22 Penmanmawr - Crewe on the 2nd November. *Carl Grocott*
 Below: Making a welcome return to the mainline in November is 37422, which had been sidelined at Wigan for a while, seen here back on the North Wales Coast, where for so long of its life was spent. *Mike Byrne*





*Top: 47703 passes Norton Fitzwarren on the 9th November with the 5Z43 Laira - Neville Hill returning the MML HST set that FGW had on short-term hire during the refurbishment for their own fleet.
Jonathan Gill*



*Middle: Highlight of regular Class 57 workings during November has been the weekend West Coast drags between Crewe and either Preston or Liverpool, both diverted via Manchester. This is 57312 about to depart Crewe on the 10th November.
Andy*

*Bottom: Regular Class 90 operations in the "One" region are currently supplemented by EWS hire-in locos. 90018 works a service from Liverpool St. - Norwich on the 24th November, seen here at Stratford.
Class47*





Above: Working of the Year #1, 47727 and D1015 work the 6Y52 on the 22nd November seen here leaving Taunton whilst working from Westbury to Tavistock junction. The 47 & Western having worked from Eastleigh to Westbury earlier in the day. 'Western Champion' was enroute to Laira depot, Plymouth for tyre turning. *Jonathan Gill*

Below: Working of the Year #2, 37422 and 37417 on the 1S26 Northbound Sleeper, seen here at Preston on the 26th November. *Mike Byrne*





Above: Yeoman liveried Class 59, "Paul J Hammond" pauses at Acton Yard, whilst working a train of Hanson hoppers, on the 24th November. [Class47](#)
Below: If all the reports are true, then in 2008 all of these Class 180's will see work with a new operator, but who?. Two of the class stand at Paddington.





Two Views of Crewe, reliving the locos of yesteryear, that somehow don't go away.

*Above: 31105 leads a Network Rail infrastructure train into the little used platform 2. **Richard Hargreaves***

*Below: Complete with a rake of Regional Railways liveried Mk1's and Mk2's, 47575 awaits an uncertain future on the old Diesel Depot. **Andy***





Above: The various different types of tram still to be found at Blackpool, is well illustrated in this line up at Rigby Road depot. [Richard Hargreaves](#)

Bottom Left: It is often said that only on a night do the Trams really "Come Alive", the sight of an illuminated Tram is a treat. This is Tram 736, on an Illuminations Tour, starting from North Pier. [Richard Hargreaves](#)

Bottom Right: Several of the Trams in service are not originally from Blackpool, this is Bolton Corporation Transport No 66. [Class47](#)





Above: With the Blackpool Tramway shut completely for the winter month's, this was the scene on the last weekend of operation in 2007. What will the future hold for 2008 and beyond?. *Richard Hargreaves*



For this month's on location, we are looking at where you are likely to see Class 73's on a weekend.

Starting with Above: How's this for a line up?, GBRf at Eastleigh with at the back, 73136, 204, 205, and 209, and on the front row 66705, 709, 718. What is seen here usually depends on Weekend Engineering work.

Left. Another shot of 73136 at Eastleigh. This loco is in superb condition and can be seen all over the Southern region as well as making trips to both Wembley/Willesden and Peterborough.

Below left and right: Two shots from Woking, which used to be a hotspot for these locos, but now it is a rarity to see them here. 73235, the South West Trains Thunderbird, was probably here for emergency cover.



London Midland



First impressions last is what they say, only I'm not sure this is applicable to railway train operating companies.

London Midland have produced a very nice new timetable selection already, the design is very smart and to be honest, far more professional than that of Silverlink.

The disappointment came, when I looked inside and discovered that the lime green of Silverlink County was still far too much in existence than I would have hoped.

The branding of two class 350 units is welcomed, and personally I am very fond of the new livery, although others aren't so keen, perhaps it is the darker green cab surround that isn't particularly liked?

The class 170 livery has been accurately described as frighteningly similar to the Southern livery.

And apart from this, the obvious removal of most reference to Silverlink Trains is a fair sign that something is being done. Keep up the good work?

London Overground



Unlike most, if not all of the new franchises, LondonOverground started on a pretty bad point, most of the stations are in a terrible mess, and the trains are pretty much as in the picture above.

London Overground have instantly introduced Oyster Card's to all their stations which is a much welcomed move, and the promises they have made seem very decent, even if some are 5 years or more away.

London Overground's promised new fleet of trains should in theory boost their reputation and provide an excellent ambience for passengers and cause some excitement. It is therefore unsurprising with their resources from the start, that they are advertising these new trains in all possible places. The London Overground timetable makes an interesting piece of reading material, the information about future developments and current status is all present and clear, although once again even in the absence of Silverlink Trains, this time the blue, remains as a theme colour of the timetable. I remember reading somewhere, that the new station at Shepherd's Bush was a bit of a problem. I rarely use the Southern service, but when I last did, it was 'still' in Silverlink colours... even though it never opened during the Silverlink franchise! London Overground's eventual plan for an orbital service seems a fairly good idea, but it is understood that it requires a lot of development and... funding!



National Express East Anglia

Getting your cameras out now would be a generally good idea, the 'one' and c2c brands will shortly become one company called National Express East Anglia.

National Express have very carefully selected a name this time, and therefore are relieving the Eastern region of their laughter and mockery from the name "one".

A professional livery has been chosen, comprising mainly of grey and white which is believed to be for both the EX-GNER area and EX-ONE/c2c region.

National Express may have other reasons for this sudden change, one theory being the ability to casually swap units and use class 357 units on the Great Eastern lines, as 'one' are believed to have a liking for these units and a disliking for most of their class 321 fleet, they wouldn't be the only ones of course.

So National Express East Anglia, what is to become of this ever-changing region?



East Midlands Trains announces brand new low cost fares starting at just £1!

East Midlands Trains, part of the Stagecoach Group, has today announced plans to launch the revolutionary megatrain.com concept on a selected number of key routes in the New Year. Megatrain.com, the innovative budget rail service started by Stagecoach Group and already in successful operation at sister company, South West Trains, will offer seats along the East Midlands Trains Mainline route priced from just £1 (plus booking fee). Megatrain.com tickets will be available for travel to London, from Sheffield, Chesterfield, Derby, Nottingham, Loughborough and Leicester. Tickets will go on sale during December, and will be available for travel on East Midlands Trains services from Wednesday 2 January 2008. Megatrain.com is an easy to use, ticket-less product that can be purchased from the megatrain.com website or through the telephone booking centre.

GOLDEN SPANNER IN THE WORKS FOR ARRIVA TRAINS WALES

Arriva Trains Wales has won a National Golden Spanner Award for the most improved former diesel British Rail trains for its class 150 units.

The units are based at Canton depot just outside Cardiff.

The 142 and 143 Pacer trains that cover Cardiff local routes also got a special mention for reliability improvements at the awards.

The prestigious reliability awards are organised by Modern Railways magazine and the presentation was made to ATW at a ceremony in London.

"Achieving this accolade is a result of the hard work from all our people and we are rightly proud of what we have achieved," said Jon Veitch, fleet director, ATW. Reliability of its fleet is one of the key drivers in Arriva Trains Wales performance figures which are currently among the highest in the industry for a regional train operator.

'ONE' RAILWAY NAMES LOCOMOTIVE 'ROYAL ANGLIAN REGIMENT'

National Express Group's 'one' railway, the train operator for London and the East of England has named a Class 90 electric locomotive "Royal Anglian Regiment" in a ceremony taking place at London Liverpool Street station, on Thursday 22nd November.

The naming is being held in recognition of the homecoming of the 1st Battalion Royal Anglian Regiment from their recent tour-of-duty in Afghanistan. A serving soldier of the Battalion unveiled the nameplates in a ceremony at the station at 10.00am attended by families and soldiers of the Royal Anglian Regiment. The Under Secretary of State for Defence, Derek Twigg MP was a guest of the Regiment and 'one' railway at the event.

Families and soldiers from the 1st Battalion Royal Anglian Regiment were the first to travel on the newly named "Royal Anglian Regiment" locomotive when they travelled to the Battalion's Homecoming Parade held in Norwich later that day.

The 'Royal Anglian Regiment' nameplates have been restored by 'one' railway and will again be a prominent feature on the Norwich to London mainline service. They were originally fitted to a locomotive on the route in 1985.

As part of 'one' railway's support for the Regiment, the train operator is providing complimentary train travel for over 100 soldiers and family members to travel by train to the Homecoming Parade in Norwich on 22nd November, and a further 100 to travel to the second homecoming event being held in Bury St. Edmunds the following day. The homecoming was held in Norwich at 14.00, where the Battalion exercised its Freedom of Norwich in the presence of the Lord Mayor and their Colonel in Chief, HRH the Duke of Gloucester, prior to marching to Norwich Cathedral for a service of remembrance and thanksgiving.

Andrew Chivers, Managing Director for 'one' railway said: "We are delighted to restore the 'Royal Anglian Regiment' nameplates to their rightful place on the Norwich to London mainline service, whilst paying tribute to the dedication and commitment of the 1st Battalion of the Royal Anglian Regiment in their recent work in Afghanistan. 'one' railway is proud to play our part in the Regiment's homecoming through the naming of this locomotive."

STEAMING CUPPA IS JUST THE TICKET AT BARGOED RAILWAY STATION



Rail users in the Rhymney Valley can now choose from an APEX to Paddington or a Cappuccino from Milan following the re-opening of Bargoed station ticket office.

Aberbargoed resident Suzanne Roberts has taken over the running of the recently closed ticket office, which she hopes will bring new life to the station

and offer a valuable service to passengers. A mother of three teenage children, Suzanne heard of the opportunity to run the ticket office from husband Simon who works at the Arriva Trains Wales maintenance depot in Cardiff.

Speaking at the station, Suzanne said: "I recovered from a major operation early in 2007 and wanted a new challenge, a new career. My previous job was a home carer.

I enjoy working with people and with my local knowledge; I have plenty of ideas that will hopefully improve the level of service available at the station."

She continued: "I intend to open six days a week between Monday and Saturday, from 0630am until 2.00pm. If there's an event at the Millennium Stadium, then I hope to open all day."

In addition to selling rail tickets, Suzanne intends to offer hot and cold drinks, light refreshments, newspapers and magazines.

CROSS COUNTRY? an introduction

CrossCountry is the brand and identity of the new company, which is part of leading European transport operator Arriva. From Aberdeen to Penzance and from Stansted to Cardiff, it will provide medium and long distance train services over around 1,500 route miles, calling at over 100 stations.

Andy Cooper, managing director of CrossCountry, said: "The CrossCountry name has a long and proud history for rail travellers and the staff who operate the trains. We are reviving that name to emphasise the important service we provide to our customers, trains running across the length and breadth of Great Britain. "CrossCountry connects people and communities across the UK, providing journeys to most places either directly or with just one change of train.

Over time we will make radical improvements to the service we provide to customers, making travelling by train and changing trains easier and simpler. Importantly, we will be providing what CrossCountry passengers most want – more seats at busy times.

"CrossCountry, like any other train company, is all about its people. We welcome our new employees from Virgin and Central Trains and value the experience and knowledge they will all contribute to the delivery of our exciting plans.

From day one our focus and priority will be effective delivery and good performance on our services."

South West Trains shuffles stock

From 9th December there needs to be a higher availability of Class 444's than at present and the rolling stock leasing company have formally advised SWT that they can not meet that requirement.

SWT are looking at train lengthy reductions outside the peaks to ensure that peak hour trains can be formed of 10 and 12 car trains.

There are around 6 class 444's are stopped long term due to damage to the body work or the bogies, in addition there are at least 2 class 444's in operation with damage to the body work that does not prevent their safe operation, but the damage is such that ideally SWT would not wish to run these units. When the class 444's were constructed Siemens sub-contracted their construction to a subsidiary in Austria, who had capacity between other work. On completion of the work it appears that they were informed that the jigs were no longer required and they were destroyed. As a result it is no longer possible, without considerable expense and a massive lead time to construct spare body sections or bogies for the class 444's. Even better is the fact that each coach within a five car set is a unique vehicle, so moving vehicles around to make up a small number of good units is difficult. Angel trains have therefore offered SWT 4 Wessex units to cover for the missing class 444's. The units will be based at Bournemouth, and refresher training is to start shortly.

Bringing a number of the class 350's Deniro's down from Silverlink County and converting them to 3rd rail was considered but the DfT refused to allow this. Apparently the senior management team in SWT are not happy about the situation, given all the bad publicity they received when they took the Wessex units out, and the big play they made about how much more reliable the Desires would be, but believe they are now caught between a rock and a very expensive hard place."

EWS ACQUIRES GRANGEMOUTH INTERNATIONAL TERMINAL

English Welsh & Scottish Railway Holdings Limited (EWS) has announced that it will acquire the intermodal rail freight terminal at Grangemouth, Scotland from TDG Plc, the European logistics firm, and unveiled the biggest revolution in Scottish rail freight connections with Europe since the Channel Tunnel was opened.

The acquisition and new intermodal rail freight services from Scotland will improve the nation's connectivity with Europe, as well as lowering CO2 emissions and reducing road congestion as customers choose a more robust, reliable and sustainable means of distribution.

Scotland lost its rail freight services to Europe during the Channel Tunnel asylum seeker crisis. There then followed a period of price and service instability that was resolved by the Eurotunnel announcement in October 2007 of a new "open access" regime for Channel Tunnel rail freight. Having worked closely with Eurotunnel on the new regime, EWS is now able, through its Euro Cargo Rail freight subsidiary company, to launch a network of integrated intermodal services connecting Scotland to Europe via the Channel Tunnel.

Business booming for GBRf

First GBRf are running more trains than ever, a record number of 854 freight train journeys were made in the four-week period 16 September to 13 October, shown in the latest performance figures released by First GBRf.

The new figures show a 53% increase in the amount of freight journeys being undertaken by the organisation, compared to 557 journeys for the same period in 2006-2007 and reflect an ongoing monthly rise in freight rail services.

Commenting on the report, Jonathan Moser, First GBRf's Business Development Director said: "It's extremely pleasing to see more First GBRf trains carrying more freight on the network every day and at the same time to be able to report that our profitability continues to rise as volume grows in line with our business plan.

Oyster Pay as you Go now valid on London Midland

London Midland is pleased to confirm that Oyster Pay As You Go (PAYG) can be used on its services between Watford Junction and London Euston and all intermediate stations from Sunday November 18th.

An agreement reached with Transport for London (TfL) means that the 'smartcards' will now be accepted between Watford Junction and Euston and stations in between those destinations from that date.

London Midland Commercial Director Alex Hynes said:

"I'm pleased to announce that within our first week as a new rail company we have reached an agreement that means that passengers can take full advantage of the user-friendly and convenient Oyster card on some of our most popular commuter services."

First in bid for Scottish Transport Supremo

Following the news that Glasgow is to host the 2014 Commonwealth Games, the world's leading transport company FirstGroup revealed today that it hopes to be the Games' official transport partner in 2014.

As a Major Supporter of Glasgow's bid, Scotland-based First has been a key player in the 2014 bid. Many of its buses throughout the country feature Scottish athletes – as do several First ScotRail trains, helping to raise awareness and support for the bid.

First also supplied coaches to transport the VIPs and delegates who visited Glasgow as part of their assessment. In addition, First is supporting many young athletes in their quest to reach the 2014 Games.

News in brief

Passengers face train fare rises

Passengers are to be hit by above-inflation rate fare increases. Season tickets and saver and standard day returns will rise by 4.8% on average, says the Association of Train Operating Companies (Atoc). Others, such as cheap day returns and long-distance open and advance fares will go up by 5.4%. The increases will come into effect in the New Year.

Riviera's 47's to see extra work

EWS are making class 47s a regularly "available traction option" from 2008 for anyone using the Riviera option, owing to an upsurge in class 67 contracts making those a more finitely available engine.

Freightliner Poland runs its first passenger train

On November 11 2007, Freightliner Group Ltd ran their first ever passenger train in Poland. This service, operated by Freightliner PL, was designed to promote the newest subsidiary of Freightliner Group.

The operation was advertised among Polish rail enthusiasts, and despite the very cold weather, 12 passengers were aboard. Running between Szczecin Główny and Świnoujście stations, the service allowed FPL to validate a passenger operation license, and is now a legal passenger train operator in Poland.

ARRIVA TRAINS WALES EXPANDS ITS NETWORK INTO CHELTENHAM

Arriva Trains Wales is extending its Gloucester services into Cheltenham Spa from 9 December when the new timetable comes into operation.

The Office of Rail Regulation has approved ATW's plans, which means that passengers from Severn Tunnel Junction, Caldicot, Chepstow and Lydney will now be able to travel direct to Cheltenham without having to change trains at Gloucester with 67 direct services per week.

Awards double for First ScotRail

First ScotRail was a double award winner at the inaugural HR Network Scotland Awards last night for its human resources and training programmes. Fiona Irvine was named HR Director of the Year and Julie McComasky received the Training Manager of the Year award.

TRANSPORT MUSEUM REOPENS AFTER FACELIFT

FROM buses and trams to a Tube simulator, London Transport Museum will have something for everyone when it reopens today following a £22million major facelift.

Among the changes, new galleries have been created to enable more of the Museum's important collections to be seen by the public. These include some of its unrivalled transport poster artwork, which was previously stored at the Museum's depot in Acton.

There will also be the chance to explore the design heritage of London's transport system, and the impact it had during the war years. Visitors can also find out about the expansion of the capital through the development of the Underground. As well as exploring the past, the Museum's World City gallery looks at future developments and how transport has shaped five other world cities - Delhi, New York, Paris, Shanghai and Tokyo.

The CBS Outdoor gallery will feature a series of special exhibitions throughout the year and the 120-seat Cubic Theatre provides a state-of-the-art educational facility for life-long learning.



With debranding now taking place, most GNER stock are getting white numbers and white stripes replacing the bodyside red bands.

WAVERLEY PLATFORM WORKS MAKE A TIMELY FINISH

Network Rail's GBP 150million upgrade of Waverley Station's tracks and platforms has been completed on schedule and within budget, in time to welcome the new train operators, National Express East Coast, First TransPennine Express and CrossCountry.

Following almost one million man-hours of work over the last 23 months, Waverley can now provide capacity for the increased number of services set to use the station in the next few years, including the Airdrie-Bathgate Rail Link Project.

Completion of the Transport Scotland funded project also enables a full capacity service to run for festive shoppers and revellers from 9 December until Christmas Day.

The end of the platform works does not, however, mark the end of all construction works at the station.

The Mound Tunnel will be subject to major engineering works during the holiday period (25 Dec to 4 Jan), while redecoration of the station is likely to continue into early 2008.

TRACTOR ABANDONED ON TRACKS NEAR HATTERSLEY, MANCHESTER

Officers from British Transport Police (BTP) are appealing for witnesses and information after a tractor was driven on to train lines and abandoned between Hattersley and Godley stations on Saturday, 17 November, 2007.

At approximately 16.00hrs offenders broke into the tractor, which had been used for felling trees and bushes near to the line, and drove on to the tracks. The vehicle then came into contact with live overhead power lines and was abandoned by the offender(s).

Police were alerted after a local resident heard the tractor being revved erratically. She went to investigate further and heard a loud bang as the tractor damaged the overhead power lines.

She alerted police when she saw the tractor straddling the track.

The Manchester Piccadilly to Glossop/Hadfield line was active at the time with trains running regularly through the area.



BRITISH TRANSPORT POLICE PCSO SHORTLISTED – “PCSO OF THE YEAR AWARD”

A British Transport Police Community Support Officer's work to reduce anti-social behaviour has been shortlisted for Community Support Officer of the Year Award, as part of a prestigious national policing awards to be held in London.

PCSO Dan Luczak, 22, is part of the West Midlands Neighbourhood Policing Team covering the Lichfield Cross City line.

The nomination recognizes Dan's energy, enthusiasm and proactivity in tackling anti social behaviour and disorder. The ceremony on is organised by Jane's Police Review and pits Dan head to head with PCSOs from police forces from all over the country.

Birmingham based PCSO Dan Luczak said: "I'm thrilled to have been short listed and to have gone this far. "I really enjoy my job. Everyday is a challenge and knowing that we are making a difference, and having an impact with the community we serve, makes it all worthwhile." Area Commander Chief Superintendent Peter McHugh, said: "Dan is a model PCSO. He is committed to the role, friendly and approachable.

We are extremely proud of him and wish him all the best."



NETWORK RAIL INFRASTRUCTURE LIMITED - INTERIM RESULTS FOR THE SIX MONTHS TO 30 SEPTEMBER 2007

Network Rail today publishes its interim results for the half year to 30 September 2007.

The results show the best train punctuality for a decade, averaging 91% for the period, strong and stable finances allowing continued high levels of investment, and a pre-tax profit of £780m.

Chairman Ian McAllister said: "The company's performance over the past six months demonstrates the increasing strength and stability of the national railway network. We will maintain a daily focus on the delivery of a safe, reliable and efficient railway, while also looking to the future - growing the capacity of the network and creating an even greener railway for customers.

"We have outlined plans of how we'd like to expand and develop the network over the next five years and beyond. This will deliver more trains, more seats, more frequently. With passenger numbers at a 60-year high and freight use up more than 50% in the last 10 years, the need to boost capacity on the network is clear. Network Rail will play its part in making this happen."

Trains offer business people the solution to growing airport delays on Central Scotland/London routes

Worsening delays at Gatwick and Heathrow airports are helping trains to compete successfully with planes between central Scotland and London, according to a new report. Rail has beaten air on routes between London and Manchester and Liverpool and can now go on to win over even longer distances than previously thought, the study by the sustainable transport alliance TRANSform Scotland has found.

The Railways Mean Business explodes myths about train travel, including the belief among some business people that it is cheaper to fly. The study into switching business travel from air to rail on Edinburgh and Glasgow to London routes shows that being kinder to the environment is not the only advantage of taking the train. explodes myths about train travel, including the belief among some business people that it is cheaper to fly. The study into switching business travel from air to rail on Edinburgh and Glasgow to London routes shows that being kinder to the environment is not the only advantage of taking the train.

People who go by rail to and from London:

- arrive on time more often;
- get better value from the journey by working or relaxing;

Station transformation well under way

Work is well under way at Southport station as Network Rail cracks on with the job of renewing the roof over the platforms and concourse area. The £3.5 million project will be complemented by further investment in new lighting, floor tiles, glazed screens and toilets.

As well as the Network Rail work, Merseyrail is about to unveil its latest M to Go unit and British Transport Police has plans for a new police station to accommodate its Northern Line neighbourhood policing team and Southport based officers. The police station will be located in the old station café, which will be refurbished.

Patrick Cawley, Network Rail's Territory Buildings Engineer said: "Southport is one of the key stations for commuters in the North West, with direct services to Liverpool, Wigan and Manchester. As well as regular travellers, we anticipate there will be thousands more using the station when the Open Championship comes to Royal Birkdale golf club in July 2008.

"What they will see is a station that befits the gateway to one of the world's most famous seaside resorts." Bart Schmeink, Merseyrail's new Managing Director, said: "All the improvements that Network Rail and Merseyrail are funding will change Southport station beyond recognition. It will make a huge difference and bring the station up to the standards that our customers have a right to expect from a modern public transport network."



IMPROVEMENTS TO HULL DOCKS - WORK BEGINS

Work to boost capacity on the Hull Docks freight line from ten to 22 trains in each direction daily started on 3 November.

The £14.5m investment is being jointly funded Network Rail, The Northern Way and Yorkshire Forward. It is the first stage of a package of improvements designed to improve rail freight access to Associated British Ports' (ABP) facilities at Hull and Immingham; bringing substantial economic and environmental benefits to the region.

The work involves:

- installing a brand new signalling system to replace the current token operated one, allowing for faster and freer traffic movement
- doubling one mile of track to smooth the flow of traffic into the port
- strengthening 15 bridges
- removing one bridge entirely at Ella Street (involving closing a railway access road)
- strengthening one mile of embankment
- major track and other works on the Hull river bridge
- smoothing and realigning the whole six miles of track
- installing a new double junction at Hessle Road where the freight line joins the passenger route to Hull



Freightliner Group Ltd places an order for 30 brand new locomotives

Freightliner Group Ltd has placed an order for 30 freight locomotives of a new design giving even greater hauling capacity and a significant improvement in fuel economy than currently seen on the UK network. Project Genesis, which is being developed in partnership with General Electric (GE), will bring new technology to the UK rail freight market, enabling Freightliner to move longer and heavier trains whilst reducing CO2 emissions per tonne moved. This development comes at a time when the Government is making large investments in the rail network and Freightliner must continue to mirror this to meet the rising demand for delivery of products throughout the UK. The tonnages moved have been increasing each year. The diesel locomotives will have an array of new features, including AC traction technology and dynamic brake which helps to generate 10% fuel efficiency when compared to previous diesel locos. In addition the cabs will bring new standards of comfort to freight train drivers, with air-conditioning as standard.

Virgin Trains 'flies the flag' for Liverpool '08

Virgin Trains has reinforced its position as a sponsor of Liverpool's European Capital of Culture Year with a commemorative graphic on its 'City of Liverpool' Pendolino train. The specially commissioned image, which features the Virgin Trains and Liverpool '08 logos against an iconic Liverpool skyline, was unveiled at the City's Lime Street station today by television producer and Liverpool '08 Deputy Chairman Phil Redmond. Virgin Trains Managing Director, Chris Gibb said: "Everyone at Virgin Trains, and especially our staff based at Liverpool and Runcorn, is extremely proud of our support for Liverpool's European Capital of Culture Year. Not only will our 'City of Liverpool' Pendolino be a regular visitor to the City's Lime Street station, it will also promote the Liverpool '08 message to London, the West Midlands, North Wales, Manchester, Cumbria and Scotland." Following the train unveiling Phil Redmond issued special Liverpool '08 namebadges to Virgin Trains staff. He said: "It is fantastic to have Virgin Trains as our latest sponsor, especially as this will mean both regular and permanent reminders for everyone travelling the West Coast lines that they are always within easy reach of not just the European Capital of Culture, but also the long-recognised centre of the cultural universe."



£18 million INVESTMENT TO REBUILD DERBY STATION

Passengers using Derby station will witness a transformation unfold over the next 18 months as Network Rail embarks on a major project to dismantle, then completely rebuild the platform canopies. The project will include new lifts between the platforms and footbridge to improve accessibility for less mobile passengers.

Preliminary work will take place over the Christmas period and the work starts in earnest in February when the first phase of the project gets underway.

Network Rail Route Director Dyan Crowther said: "This major investment will transform Derby into a bright modern station fit for the thousands of passengers who use it every day. This is a big job and to minimise disruption we will be completing the project in phases to keep the station open for passengers and train services throughout."

Work to dismantle and rebuild the station will take place in 4 phases between February 2008 and June 2009. While the station will remain open certain platforms will have to be closed at different points throughout the project and there will be some changes to timetabled train services, particularly at weekends.

EWS Proposes Revolution in Channel Tunnel Rail Freight

English Welsh & Scottish Railway Holdings Limited (EWS) today announces one of the biggest revolutions in cross-border rail freight which will facilitate a period of sustainable long-term growth in Channel Tunnel rail freight volumes.

A new network of European intermodal rail freight services, operated by Euro Cargo Rail, will be launched from January 2008 connecting key European hubs with Britain.

The new intermodal services take advantage of the Channel Tunnel "open access" regime announced in October. For the first time Euro Cargo Rail will take full accountability for reliable, integrated rail services with improved transit times and a reduction in operating complexity.

During 2008, services will be rolled out to connect Belgium, Germany, Italy, France, Spain and Switzerland with the key UK economic regions of the Midlands, North West England and Scotland.

44% reduction in anti-social behaviour on First Capital Connect

A range of security initiatives put in place by First Capital Connect has helped to reduce anti-social behaviour by 44%. One of the first initiatives launched by the train operator was to fund British Transport Police (BTP) officers on its network. Two Police sergeants, three constables and 24 PCSOs exclusively patrol First Capital Connect trains and stations, representing an annual investment of £905,000. Now, a year on since the project was launched, BTP data shows that anti-social behaviour on First Capital Connect trains and stations has gone down by 44% and overall crime has reduced by 15%. Head of Revenue Protection and Security at First Capital Connect, Martin Grier, is delighted with the results. He said: "Since taking over the franchise we have put the security and safety of our customers and staff at the centre of everything we do."



'ONE' CYCLE WATCH, PREVENT YOUR BIKE FROM BEING AN EASY TARGET

National Express Group's 'one' railway, the train operator for London and the East of England – has continued with its major initiative to reduce cycle theft with an event held recently at Billericay station. The 'one' Cycle Watch initiative is a bid to raise awareness of what cyclists can do to protect their bicycles. The Billericay event followed on from successful events held recently at Chelmsford, Wickford and Rayleigh stations.

'one' railway has been working closely with the British Transport Police, local authorities and Home Office Police Forces to reduce cycle theft at their stations. The Cycle Watch initiative is aimed at highlighting simple, but effective methods by which cyclists can protect their property.

At the event 'one' railway were giving away free transponders on a 'first come first served' basis to ticket holders. Fitting a bicycle with a transponder means it is easily identifiable, thereby acting as a deterrent to would-be thieves. The electronic tags are hidden in the frame of the bicycle and have a unique code number. The code number, the bicycle and owner details are registered on a 24 hour database. The code can be read with a scanner carried by the police, who can then check the database to enable the lawful ownership of the bicycle to be confirmed. In addition 'one' railway will also be handing out 'cycle passports' on which customers can record key information about their bicycles.

Chief Inspector Nicki Watson, British Transport Police (BTP) said: "Tackling cycle crime is a key priority for BTP. Cycle theft is a significant issue and has become more prominent as the volume of rail passengers that cycle to and from railway stations increases. We have a number of crime prevention methods in place to assist cycle owners protect themselves from theft. In addition, we regularly conduct high visibility patrols and work in partnership with 'one' railway to constantly explore ways in which stations can be made even safer than they already are. To this end we welcome this investment from 'one' railway." Andy Sanders 'one' railway's Head of Safety commented: "'one' railway has been working closely with the British Transport Police and the Essex Police regarding how best we can reduce cycle theft at our stations. The 'Cycle Watch' events have evolved out of this consultation and form part of our commitment to reducing cycle theft at our stations. We have had really positive feedback from the public about the events held at Chelmsford, Wickford, Rayleigh and Billericay stations, with more planned for the future. Security is a priority for 'one' railway."



Left to Right: Lynda Stone Group Station Manager for 'one' railway, commuter Michael Bloomfield and Keith Jackson from the BTP.

All change at York, well nearly!

Over the past month nearly every train operator has changed at York, and if you go back 5 years then Virgin Trains are the only TOC that survived till this year. Last month we saw Midland Mainline and Virgin Cross Country disappear from York, and with the imminent takeover of GNER, differences will be seen. New operators to York include Cross Country, East Midland Trains and Nat Express East Coast.

Going back a few years, the only operators were Virgin Cross Country, Arriva worked the local and the current TPX service including the Selby and Hull services, and Harrogate and Knaresborough. GNER were the company that operated the East Coast Mainline. From then on, change started to happen at the busy East Coast mainline station. Arriva lost the local services out of York, and First acquired the TPX side of Arriva. Then Northern started at York operating the local services, the Selby and Hull services.

Now we say good bye to the long serving cross country operator Virgin Trains, and Midland Mainline who operated odd services to Scarborough and York on Weekends. But not forgetting GNER, who have served York station for a number of years, they have brought us Eurostars, but found it hard to find a day where all there services were on time. With all the highs and lows of GNER we will miss them at York, but a company who seems to have full trains, what went wrong with the money.

We would like to wish all the new TOC companies well with their new role, and hope that they can help improve the British Rail network. Although not forgetting all the operators that have lost there routes and we hope that they can do well with their other ventures.

Good luck to all!

'One' goes for steam power

'One' railway, the train operator for London and the East of England has invested in a new steam cleaner in order to maintain the upholstery on its trains in tip-top condition. This significant investment follows on from the success of an initial steam cleaner bought last year. Over 400 trains have already benefited from the attentions of the original cleaner. Now, double the amount of trains can benefit from this intensive treatment, as the steam cleaners can clean upholstery deeper and more thoroughly than was possible before.

ONE RAILWAY AND THE NORFOLK AND NORWICH FESTIVAL WIN SUSTAINABILITY AWARD AT THE 2007 ARTS AND BUSINESS EAST AWARDS

The long-established partnership between National Express Group's 'one' railway and the Norfolk and Norwich Festival last night won the Sustainability Award at the first Arts and Business East Awards. The awards recognise collaborations between commerce and culture across the region, celebrating the best examples of where organisations come together, not just for mutual benefit, but to the advantage of the communities they serve. They took place at the newly restored Theatre Royal in Bury St. Edmunds, with speeches by Lord Stevenson of Coddenham (Chairman of HBOS and Aldeburgh Music and Colin Tweedy (national Chief Executive of Arts and Business)

The Sustainability Award marks the partnership which best demonstrates how good planning and a long term commitment have achieved a positive impact for both partners and, just as importantly, the audiences, stakeholders and region involved.

'one' railway has been the principal sponsor of the Festival since the start of its franchise in 2004 - directly maintaining and enhancing a link between this major cultural event and the railways in East Anglia which now stretches back over 17 years through the Anglia Railways era back to British Rail's Intercity Anglia division. From a train naming in 1990 to principal sponsorship in 1995 and wider educational and cultural initiatives during the 'one' era, this evolving and sustained partnership has helped bring a wide variety of popular and high quality artists and musicians to perform in the city and wider county. It has underpinned a broadening of the range and appeal of the Festival, in its programming, its educational links and its geographic coverage across Norfolk.

From the train operator's perspective there have been promotional offers, stakeholders and employees hosted at events, train namings, special liveries for trains, some unique artistic performances at Norwich station (usually as a curtain raiser to the Festival) and an ongoing commitment to promote and support the Festival – along with the wider cultural life, local economy and sustainability of the region.





Above: Commuters alight at Glasgow Central from Class 156 507 which brought in the 16.05 2A89 Barrhead - Glasgow Central service.
 Below: A long exposure shot of Class 314 216 going through into Glasgow Central High Level Station working the 16.00 2O18 Glasgow Central High Level - Glasgow Central High Level via Queens Park Service on the 2nd November. Both Jonathan McGurk





Above and Below: In early November the North Yorks Moors Railway held a gala to raise funds for the Severn Valley Railway's Flood Appeal. The NRM's Class 37, D6700 was one of the attractions, as was 60007 Sir Nigel Gresley, both seen here near Goathland. [Class47](#)





Above: 45112 hauls one of the gala services out of Goathland on the 4th November. [Class47](#)

Below: A Class 25 at the SDR's Gronk Aid gala, approaches Buckfastleigh on the 3rd November. [Jim](#)





Above: At the beginning of November the SDR held a "Gronk Aid" gala. This is resident Class 31108 at Buckfastleigh. *Jim*

Below: Obviously, some very cold English Electric engines here, Class 20's 20110 and 20118 at the SDR on the 3rd November. *Jim*





Brian Battersby continues his journey in Europe this month with some more examples of how diverse the trains seen can be, no uniform liveries over there!.

Above: A group of Belgium Railways Class 2300's can be seen here at Zeebrugge. Brian Battersby

Below: Is it still a shed?, le Shed?, or something else. With Euro Cargo Rail now receiving their order of 60 and the existing ones that EWSi have sent into Europe, there will be no getting away from them. This is DLC PB18 also at Zeebrugge. Brian Battersby





*Above: The DB livery has changed very little over the years most German trains are red and grey, but the variety is increasing, 218 216 at Trier.
Below: One of the fairly new operators, Rail4Chem 185 572 passes through Neuwiedh. Both: Brian Battersby*





Continuing this month with some more excellent shots from years gone by, all taken by David Mead. We hope that you are continuing to enjoy these photographs and please bear in mind that they are quite a few years old and are now showing signs of age. Once again we would like to thank David for allowing us to share his pictures.

Above: 8 July 1977, Fort William with 27 033 at the head of the 08.58 to Glasgow Queen St. [David Mead](#)

Below: 16 Sep 1971, Hymek D7000 and Warship 805 Benbow double-heading into Salisbury on 10.15 Exeter SD - Waterloo. [David Mead](#)





Above: 30 Aug 1971 and D7668 and D7657 work the 17.50 Barmouth - Loughborough return special, approaching Morfa Mawddach. David Mead
Below: 27th July 1968 Bo-Bo E26032 at Manchester Piccadilly with a Sheffield Victoria train.. David Mead





*Above: Class 50 power. For a short period I was fortunate to work in the General Offices at Waterloo Station and often took the camera to work. I was able to go to places in my lunch break - although trips to Raynes Park from Waterloo often required more than the official 50 minutes allowed!!! The Class 50's were great for haulage - as they were very noisy machines! Nevertheless, they were prone to overheating problems and failures, especially on the stopping trains, as the locos were not designed for stop-start journeys. But they were powerful and very useful for the gradients on the Salisbury-Exeter line. Here, on the 18 Sep 1981 we see 50 013 Agincourt on 13.10 Waterloo - Exeter SD passing Raynes Park. **David Mead***

*Below: On 18 Feb 1984, I was on the road bridge at Eastleigh with my camera and I was fortunate enough to witness a double headed "37" arrive on a cement train from Westbury, 37 123 and 37 187 seen arriving coming off the Romsey line. In 1984, the line from Romsey was freight only and was used to avoid having to take freight trains through the very congested Southampton Central. **David Mead***



Riviera Trains blue liveried 47805 'Talisman' passes Norton Fitzwarren running from Plymouth Laira to Old Oak Common with 2 blue HST barrier vehicles on the 9th November. Jonathan Gill

