

Railtalk

Magazine

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Class 31s, still working hard for Network Rail

Welcome

Welcome to Issue 41 of Railtalk Magazine, I can't believe that we are in February already.

This month's magazine is jam packed full of photos in the snow, and we hope that you like them. Our cover shot reflects that the Class 31s are now entering another decade and prove to still be reliable performers, how much longer can they go on for, who knows? Complaint time now, and why do many preserved railways these days organise events to interest the enthusiast, but then let them down by the simplest of things like selling tickets. One such example this month was the Great Central Railway who put on an excellent gala, but a 20 minute wait to get a ticket is simply not acceptable. The GCR are not alone though and at several events that we attended last year people missed trains because of the slowness of ticket staff.

I would also like to mention on Class 67 018, looking great on the East Coast after its naming "Keith Heller" in recognition of the outgoing EWS/DBS chief, the new DB red really suits these locos. But such a shame that on the locos return from Scotland it failed and had to be assisted by another of its classmates. This month also brought the terrible accident at Carrbridge where Class 66 048 came off the track whilst on its maiden run for the Stobart Express, fortunately no one was seriously injured.

Thanks for reading, and thanks to everyone who bought a calendar, we hope that you liked them.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Josh Watkins, JulianG, Colin Irwin, Class25, Robert Beardwell, John Martin, Phil Martin, Alan Usher, Christopher Sutcliffe, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, James Bartlett, John Coleman and as always a big thanks to the RailUK team for assisting in proof reading.

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Front Cover: Class 31 602 leads coach DB999508 and 31 601, forming the 1Q12 Derby RTC - Tyseley test train as it passes through Furnace Coppice on Cannock Chase, Staffordshire on December 21st. [Gary S. Smith](#)

This Page: Class 66 083 stirs up the snow as it leaves York on January 9th with an engineers train. [Andy](#)



"The Winter Cumbrian Mountain Express" starred LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" and No. 44871 are seen here at Manchester Victoria on December 30th. [Colin Irwin](#)



Top Left: Another shot of “The Winter Cumbrian Mountain Express” from Manchester Victoria - Carlisle with LMS Stanier Class 5 4-6-0 No. 44871 and No. 45407, this time at Preston on the outward journey. This was No. 44871s inaugural passenger working.

Colin Irwin



Bottom Left: On December 23rd, after an extensive period out of traffic, the overhaul of LMS Black Five No. 44871 was completed after 2 years of continual effort by the staff of Riley and Son Locomotive Engineers. Turned out in British Rail Mixed Traffic Lined Black livery, here she is seen passing through Preston returning to Carnforth after performing a test run via Lostock Hall, with five coaches and a Class 37 to the rear. Note the lack of a shed plate, which was added later at Carnforth.

Christopher Sutcliffe



Another shot of LMS Stanier Class 5 4-6-0 No. 44871 on one of her test runs, seen here running through Preston. [Christopher Sutcliffe](#)



On January 12th, Southern Battle of Britain Class 4-6-2 No. 34067 "Tangmere" is seen departing Crewe's platform 12 on a Southall to Carnforth move. [Colin Irwin](#)



In preparation for her trip hauling the Royal Train, No. 60163 "Tornado" makes a test run on January 30th, after winter maintenance. [Andy](#)



Silver Skip Class 67 029 heads 1Z45 Euston to Carlisle via the S&C through a foggy Pleasington on January 23rd. [David Hollowood](#)



On January 30th, UK Railtours 1251/1252 "The Wellington Boot" from Woking to Donnington IRFT was hauled throughout by Class 67 006 and 67 026. Main: Royal Skip Class 67 006 is seen at Shifnal on the return working. Inset: Class 67 006 is seen at Wellington heading for Donnington. *Both: Phil Martin*



Another shot from UK Railtours "The Wellington Boot" from Woking to Donnington IRFT on January 30th.
This is the return 1252 working with Class 67 026 leading as the train passes Hadley. [Carl Grocott](#)



In connection with the retirement of EWS/DBS current chief, Keith Heller, Class 67 018 was repainted and named at the National Railway Museum in January. The loco then took the EWS/DBS management train out for a spin up to Edinburgh.

In these photos, we see Class 67 029, which had brought the Train in to York, and Class 67 018 on the turntable at the NRM prior to the unveiling event.

All Photos: Stephen Marsh





Class 67 018 in the new red DB Schenker livery is seen rounding the curve at Prestonpans, heading west while working the 09.41 1205 York - Edinburgh Waverley DB Schenker Management Train. The now retired former DB Schenker boss, Keith Heller was on board this train and to commemorate his retirement the loco was newly named after the former boss. (Inset: DVT 82146 was leading the train, seen here at Drem) [Jonathan McGurk](#)

Scot-Rail with Jonathan McGurk



Top Right: In early January, Class 334 025 is seen as a very unusual visitor coming into stop at platform 1 at Mount Florida station while working the 13.00 2N07 Neilston - Glasgow Central High Level service. There were three Class 334 and this Electric Multiple Unit sets working services on the Neilston / Newton and Cathcart Circle lines as the usual fleet, the Class 314s, were failing because of the heavy snow fall and cold weather conditions.

Bottom Right: Class 318 254 is seen as a very unusual visitor approaching Mount Florida station in the snow while working the 12.50 2P03 Newton - Glasgow Central High Level service on January 8th.

Below: Class 158 736 in First ScotRail 'Barbie' livery is seen coming departing Edinburgh Waverley station during a snow storm while working the 13.18 2B05 Edinburgh Waverley - Bathgate service on December 31st.

All: Jonathan McGurk



Scot-Rail with Jonathan McGurk



Top Right: HELLO STRANGER! Class 158 702 named "BBC Scotland 75 years" was an unusual visitor while passing Coatbridge Central station on January 5th. The unit is seen in the snow approaching the station from the east while working the booked to run 12.04 5Y86 Eastfield Depot - Glasgow Central High Level via Coatbridge Central, Motherwell, Hamilton and Rutherglen ECS / ScotRail driver training working. With the ScotRail Class 158 fleet now being introduced on the Glasgow Central High Level - Edinburgh Waverley services (since the new ScotRail December Winter 2009 Timetable change on Monday 14th December), Motherwell train drivers will now be given traction knowledge on the units in order to work the fleet on the Glasgow Central High Level - Edinburgh Waverley services, services which some Motherwell train drivers are passed out on, though only to work with the ScotRail Class 156 DMU fleet which still work the Glasgow Central High Level - Edinburgh Waverley services also.



Bottom Right: On January 4th DRS Class 37 611 (with Class 37 610 at the rear) is seen leading coming into platform 7 at Glasgow Queen Street High Level station while working the 06.05 1Q10 Derby RTC - Derby RTC via Edinburgh and Glasgow Queen Street High Level Network NMT (New Measurement Train). Two Class 37 diesel locomotives are extremely rare on this working as it is normally worked by the Network Rail Class 43 HST.

Both: Jonathan McGurk



Scot-Rail with Jonathan McGurk



Right: Network Rail Class 950 001 sits in Glasgow Queen Street's platform 7 whilst working the 2Q08 0550 Craigentinny - Craigentinny

Below: Royal Skip Class 67 006, DVT 82146 and with newly painted in DBS livery Class 67 018 at the rear seen passing Prestonpans with the slightly late running 1Z05 1304 Edinburgh Waverley - London Kings Cross on January 17th.

Both: Steven Fraser



Scot-Rail with Jonathan McGurk



Top Right: Glasgow Central's former platform 12 is no more. Major progress has been made on the demolition, Balfour Beatty have removed the track and overhead wiring and related equipment from the platform and have nearly finished all the demolition work needed to then construct a brand new platform 12 and 13 at the station. The buffers from the now 'former' platform 12 (previously known as platform 11a) are seen still standing intact, though will soon be removed. The platform extension part of the Glasgow Central High Level - Paisley Improvements Project is scheduled for completion in May 2010.

Bottom Right: DB Schenker Class 92 012 is seen sitting inside platform 9 at Glasgow Central High Level station prior to working the 08.10 5S26 Glasgow Central High Level - Polmadie Car MD First ScotRail Caledonian Sleeper ECS working on January 9th.

Below: On January 1st Class 37 025 and 37 175 are seen in the snow outside Bo'ness shed. *All: Jonathan McGurk*





High Speed 1 – just a normal railway?

A lot of people have asked on RailUK's Fares, Ticketing & Routeing forum recently about fares on High Speed 1 (HS1).

Unfortunately the 'preview' services, which were introduced before the line appeared in the routeing guide, appear to have confused people, and the wording on Southeastern Trains (SET) website about supplements (for holders of "Not HS1" tickets) doesn't exactly clarify the situation.

This line is, perhaps contrary to what SET would have you believe, not

gold-plated, a red carpet isn't rolled out at stations, there is no trolley, and there isn't even First Class accommodation.

The seats do not have extra padding, and providing there are no delays the trains do not actually travel any faster than on the West or East Coast main lines (they are permitted to travel at 140mph but only timed at 125mph – the time saving over 10 miles is around 30 seconds). It's not a privately run railway like Heathrow Express, and the National Conditions of Carriage (NCoC) do apply.

What does this mean? Well, the NCoC states that you are entitled to take any route permitted in the Routeing Guide unless it is specified

that your ticket is restricted to certain routes, and any such prohibition will be printed on the ticket. This means that for tickets routed "Any Permitted", "London", "London not Und", etc, then providing HS1 appears as a valid route in the Routeing Guide, you may take it.

So yes, a Luton to Ashford Intl + Any Permitted CDR at £24.70 is indeed valid on HS1, despite the fact that from London the fare is 20p more. And yes, an £8 Advance ticket from say, Rugby to Dover Priory is indeed valid on HS1. It's no different to any other line, and don't let anyone have you believe otherwise!

Ticket advice for all

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

Never pay over the odds again, and ask us if you need help! See you there.

Photo: A Southeastern Train Class 395 waits at Dover in the snow on January 8th. [Josh Watkins](#)



The Railtalk 2010 calendar is available now for as little as £4.99

Railtalk Calendar 2010



Railtalk Calendar - 2010

Railtalk

JANUARY



FEBRUARY



MARCH



APRIL



MAY



JUNE



JULY



AUGUST



SEPTEMBER



OCTOBER



NOVEMBER



DECEMBER



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Railtalk Magazine
February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Railtalk Calendar - 2010

We are always looking for new challenges, and this year we thought that we would produce a calendar featuring some of the best photographs from the year.

As we move into our fourth year of publishing, we have a brand new website, and also a new look magazine, which we hope that you will all enjoy, but we are always listening to our readers and planning future improvements, so who can say what's next.

Please support the magazine by buying our limited edition calendar for only £4.99. The calendars are A4 landscape on high quality gloss paper, and are spiral bound with thumb hook for easy hanging. If you are interested please drop an email to: david@railtalkmagazine.co.uk. Please include your name and address, and also tell us your preferred payment option. (Cash, Cheque or PayPal)

Thank you and we wish you all a Happy New Year.

**Last Few
Remaining**



Class 31 106 and 31 602 cross the famous Barmouth Bridge, heading for Shrewsbury on January 5th with a Serco test train. [Phil Martin](#)



Top Left: Class 66 146 is seen arriving at Marks Tey with the self discharge train on January 17th. The ensemble will shortly move on to the engineering possession at Kelvedon.

Charlie Robbins

Bottom Left: First Heathrow Connect Class 360 202 arrives into London Paddington on December 30th.

Brian Battersby

Below: On January 2nd, Class 139 001 is seen departing Stourbridge Jct. heading for Stourbridge Town.

Richard Hargreaves





Above: Over the Christmas period, Royal Mail and First GBRF have been operating additional mail runs with their fleet of Class 325 EMUs. However many of the extra services have been formed of 3 Class 325s being hauled by electric locomotives. Here in Preston on December 30th, Electric Traction Ltd Class 86 702 "Cassiopeia" heads up a mail service from Sheildmuir RMT to Warrington RMT.

Christopher Sutcliffe

Left: Class 87 002 with Class 325 006, 325 014 and 325 004 in tow is seen passing through Harrow and Wealdstone heading for Wembley PRDC in January.

James Bartlett



Throughout January most of the Royal Mail postal services have been loco hauled and on January 9th this was no exception as Class 87 002 is seen working 1294 Shieldmuir - Willesden through Acton Bridge. [Carl Grocott](#)



Above: Class 60 073 passes through Kidderminster on October 8th with an empty steel train from Round Oak heading for Margam. [Phil Martin](#)

Top Right: London Midland Class 350 261 is seen at Crewe on January 16th working a Birmingham - Liverpool Lime St. service. [Richard Hargreaves](#)

Bottom Right: Class 158 837 is seen near Caerhowel with 1G35, 11:30 Aberystwyth to Birmingham International, on January 7th. [Pete Cheshire](#)



Above: In the low winter sun, Class 60 040 ambles through Doncaster on her way into storage. However it wasn't to be for more than a few days rest, by the end of January it was back out and working hard again.

Colin Irwin

Top Right: In the North East, when everyone thought that all the snow had gone, it re-appeared for the last days of January. Class 91 112 is seen at Doncaster on January 30th covered in snow heading for London. *Class47*

Bottom Right: Class 460 002 is seen at Clapham Junction on a Gatwick Airport to London service, January 2nd.

Pete Cheshire





Above: On January 23rd, Class 97 303 heads around Penarth curve, just to the west of Abermule, with 1Z12 11:57 Sutton Bridge Junction to Machynlleth Serco radio survey train.

97 304 "John Tiley" was pushing on the back.

Pete Cheshire

Left: Network Rail Class 97 303 and 97 304 are seen at Shrewsbury on the evening of January 25th with the Radio Test Train.

Phil Martin



Top Left: Ex Advenza Class 57 005 is still located at Cardiff Central station seen here on January 21st. Whoever owns it now obviously isn't too bothered about the frost and snow we have had this winter. [John Coleman](#)

Top Right: Brand new Class 377 523 stands at Bedford Station in January. This unit along with 377 503 were the final ones delivered for First Capital Connect. [John Coleman](#)

Left: On January 7th, Class 66 015 is seen arriving into Scunthorpe Goods Yard. [Steve Thompson](#)



Freightliner's Class 66 513 heads through Winwick Jct. with the 4S41 Rugeley Power Station - Hunterston on January 6th. [Dave Harris](#)



Class 375 825 passes beneath the impressive Canterbury West signal box approaching the station on January 2nd. [Derek Elston](#)



Freightliner's new GE-built locomotives were used on a new service via Kidderminster (instead of via The Welsh Marshes) from mid-December 2009. The 6Z70 was scheduled to run overnight to Rugeley but as the British weather changed to very cold in the second week of the train, each of the Class 70s developed a fault. On the morning of December 23rd, Class 70 002 passes Slitting Mill as it approaches Rugeley, Staffordshire, with the rather late 6Z70 Avonmouth - Rugeley Power Station laden coal hoppers train. This train should have arrived at Rugeley when it was still dark. [Gary S. Smith](#)



Above: Class 57 301 is seen towing 90 018 and the 16 coaches of 1M16, the sleeper service to London Euston, which had failed earlier in the morning of January 9th. *Pete Cheshire*

Top Right: On January 6th, having deposited its train in the Knuckle Yard loco 09 returns to the Corus site.
Derek Elston

Bottom Right: Class 153 330 is seen working 2R00 Cleethorpes - Sheffield, through Brigg on January 9th.
Steve Thompson





On January 4th, Class 66 048 & 2 wagons rolled down an embankment near Carrbridge (between Aviemore & Inverness) whilst working 4N47 Mossend to Inverness, which was to have been the first DB Schenker Stobart Intermodal. Fortunately there were no serious injuries but the loco is certainly going to take some digging out of this difficult location. [Richard Jones](#)



Three more from the scene at Carrbridge.

Above: A huge crane was erected to lift the containers clear of the track. As can be seen the train has appeared to derail in the vicinity of the station.

Top Left: On standby during the recovery operation was Class 66 043, the depth of snow on the track clearly visible.

Bottom Left: Some of the containers lay covered in snow.

All: Richard Jones



On December 9th, on hire to GBRf, ATW liveried Class 57 315 passes Norton Fitzwarren whilst working from Laira to Eastleigh with 6 off-lease FGW HST buffet cars 40717, 40228, 40731, 40209, 40208, and 40747 for storage. [Jonathan Gill](#)



The Saturdays Pendolino drag from Crewe to Holyhead and return has recently been used to exchange the Arriva Class 57s that work the "WAG Express." On January 16th Class 57 314 brought the service into Holyhead from Crewe and Class 57 313 will return to Crewe. [Richard Hargreaves](#)



Above: FGW's 43028, 43147 and 43196 line up at Paddington on December 30th.
Brian Battersby

Right: Only days before being cut up, Class 31 556 awaits collection from the East Lancashire Railway at Bury.
Class47



Top Right: Not often photographed are the Class 332s working between London Paddington and Heathrow. This is Class 332 001 at Paddington waiting to depart on December 30th. *Brian Battersby*

Bottom Right: On January 22nd, Class 66 180 is seen getting loaded with scrap at Alphington Road Marsh, Barton, Exeter. This is the first train for many years on this line. *Steve Andrews*

Below: In connection with driver training, Class 73 201 rounds past Dover Harbour with several ex Virgin Mk 2s in tow on January 6th. *Josh Watkins*





Two Class 377s, 519 and 514 are seen stabled at Cauldwell Depot during a heavy snow shower on January 6th. [Class25](#)

Top Right: Colas Rail's latest acquisition, Class 66 843, passes Tonbridge working 4Z91 Dollands Moor - Hams Hall Intermodal on January 28th.

Craig Stretten

Bottom Right: A two car Class 319 432 stands outside Cauldwell Depot on January 6th. The motor coach was inside the shed having its traction motors repaired.

Class25

Below: Class 37 610 leads 73 107 and 37 611 into St Leonards Depot, near Hastings, forming a light engine movement from Selhurst T&RSM on January 14th.

Craig Stretten





As the month ended one of the Wrexham and Shropshire sets included three ex Virgin liveried Mk3s. This combined with the Chiltern liveried DVT and one refurbished coach, makes a colourful sight seen passing Admaston on January 30th. [Carl Grocott](#)



Top Left: The Riviera Class 47 fleet had been quite busy in late 2009 with many on hire to Colas Rail. However as 2010 dawns, Colas now have a fleet of Class 66s and most of the Riviera fleet have returned to their base at Crewe. Class 47 815 "Great Western" is seen stabled on Crewe diesel depot on January 12th. [Colin Irwin](#)

Top Right: Virgin Trains Class 57 309 with 57 316 on the rear, pause at Taunton on a dull January 21st. [John Coleman](#)

Left: Virgin Trains Class 221 101 stands at Wolverhampton on a misty January 16th with a working to Birmingham New St. [Richard Hargreaves](#)

Right: Merseyrail got a good covering of snow in January, and here we see Class 508 104 departing Capenhurst on January 10th, with a service for Chester.

Brian Battersby

Bottom: On January 3rd, 9708 leads 1Q06 Derby - Old Oak Common structure gauging train, propelled by Class 31 285 past Isham.

Derek Elston





East Midlands Trains Class 222 013 is seen departing a snowy Bedford with the 10:19 to St Pancras on January 6th. [Class25](#)



Class 158 909 heads for Blea Moor in blizzard conditions with a Leeds - Carlisle service on December 30th. [David Hollowood](#)

Right: Arriva Class 158 828
and 158 836 are seen on January
24th working a Birmingham Int. -
Aberystwyth service.

Phil Martin

Below: First Capital Connect
Class 319 458 heads into
London Bridge station
on December 30th.

Brian Battersby



The Nosh Report with Steve Roberts



Welcome to 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.

Well I have to say that we start the year with a real belter of a report from Christopher Sutcliffe. Well done to him for almost putting me out of a job.! This report is so indepth that my mouth was watering right from the first paragraph. And I have to say sorry to Megan for squeezing her “bit” on this page this month. Anyway here is Christophers report.

The Maltings, Tanner’s Moat
York, YO1 6HU. Telephone: 01904 655 387

The Maltings is a public house not 3 minutes from York station. It’s not all that noticeable, however to the trained eye it is the place to go for a great pub meal. With it’s small size comes various benefits, benefits which can be seen, tasted, and experienced, all for cracking value for money.

Once you step inside, the place feels warm and homely, unlike other pubs which have a strangely cold feeling to them. This is maybe because of it’s size, it is a tiny place, and at lunch hour it does get considerably busy. The attitude towards the patron is quite exceptional however, with staff asking if you require food and drinks, and then when you have your food and drinks, asking if everything is ok for you. Which is something most commercial pubs do not do I find.



There are soft drinks available, but the real star is the alcohol. The Maltings is a member of the small but mighty Campaign for Real Ale (CAMRA), which means that in this establishment there is not one commercial lager to be found. Instead a range of local brewed beers, bitters and ales are offered throughout the day, a definat hit for me is the light and refreshing “Nuts In May”, which when consumed has a crisp taste and a gingery kick to it, something I have failed to find elsewhere. Or if one feels more adventurous, there are a selection of ciders and scrumpy ciders on offer as well, including a special reserve boasting 13% volume.

With every good pub there has to be good food, and I’m happy to report the Maltings menu, marketed as the Dragons Pantry, is a real mindblower. In terms of good food, I have never found larger portions of better quality than I found in the Maltings. The Boozy Beef Pie has what we believe to be half a cow and a pint of ale in, along with a huge chunk of homemade pastry and homemade chips. The beef burgers are also an instant satisfaction, chunky and succulent, with plenty of veg on the side, served with coleslaw and homemade chips again. You may also have cheese if you wish and the burger itself is so large it cannot be held, and has to be eaten with the aid of a knife and fork.

As for the sausage chips and beans, does exactly what it says on the menu, a large succulent sausage served with vat-fulls of baked beans and homemade chips, the chips being the real gem as they are proper chips made from sliced potato and baked to retain that sweet potato taste.

So to conclude, it’s hard to get any better, good ales and beers on offer round the clock, as well as good pub food served at lunchtimes, with friendly staff and a great atmosphere. A true hidden gem of York. Full marks.

Wow, I’ll have to try this one, and thanks once again to Christopher and to everyone who sends in a “Nosh Reoprt”

Remember you can email me at:

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

View from the Outside by Megan Thomason



This month I have done zilch in the train department, but as an outsider I can tell you that Andy has also done nothing, ha. No...actually...he went to Holyhead. What did he do there you may ask...errr...in andy’s words...”Took pictures of Arriva Class 57s”.... You will know what he’s on about....

But I would like to tell you all that Andy’s birthday is coming up this month...and not only that but his 18th! So lets all get emailing the editor, Mr Andy Patten, at the address on page 2 to wish him a happy birthday. Andy who was running his own magazine at just 15 years old...and now three years later, he is turning an adult (yeah right)... and

maybe on his 21st he will be running his own branch line.

If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk



EIGHT OUT OF TEN TRAINS ARRIVE ON TIME DESPITE EXTREME WEATHER

Despite the severe weather over the past month, eight out of 10 trains still ran to time and almost 92%, or 19,000 each weekday, of scheduled services ran.

These figures have been released in Network Rail's regular monthly report on train performance that, during the four weeks from 13th December to 9th January, 80% of services arrived on time. This compares to 89.8% in period 10 last year.

Train punctuality was affected by the severe weather with a reasonable service being provided on almost all routes. Punctuality did drop during the extreme cold snap but underlying performance remains at historically high levels with, on average over the past 12 months, 91.2% of services arriving on-time.

Robin Gisby, director of operations and customer service, said: "It's been a difficult month and we have not delivered the railway passengers have come to expect. Working closely with the operators, and despite the extreme weather, we have kept the railways open and most services ran with eight out of 10 services running to time. We will work to restore services to their punctual norm in the weeks ahead."

Only two of the 19 operators - London Midland and East Midlands Trains - saw their performance improve compared to the same period last year. London Midland saw the biggest improvement in performance this month compared to the same period last year. Sixteen operators saw significant movement in their performance (over three percentage points):

Operator	P10 2009	P10 2008	% point change
Southeastern	70.0%	91.7%	-21.7%
East Coast	67.2%	88.4%	-21.2%
First Capital Connect	72.8%	93.0%	-20.2%
First Scotrail	72.9%	88.9%	-16.0%
First Transpennine Express	75.7%	90.5%	-14.8%
National Express East Anglia	78.5%	92.0%	-13.5%
South West Trains	82.2%	93.8%	-11.6%
Southern	77.8%	88.9%	-11.1%
Crosscountry	77.0%	87.5%	-10.5%
Virgin Trains	65.7%	75.7%	-10.0%
Chiltern	89.4%	95.8%	-6.4%
First Great Western	85.9%	91.9%	-6.0%
London Midland	83.4%	78.9%	+4.5%
London Overground	88.9%	92.8%	-3.9%
Northern Rail	82.1%	85.5%	-3.4%
Arriva Trains Wales	90.4%	93.5%	-3.1%

Photo: Snow near Aviemore © Network Rail

ICE PHOTOS SHOW BIG FREEZE COULD NOT STOP RAILWAY

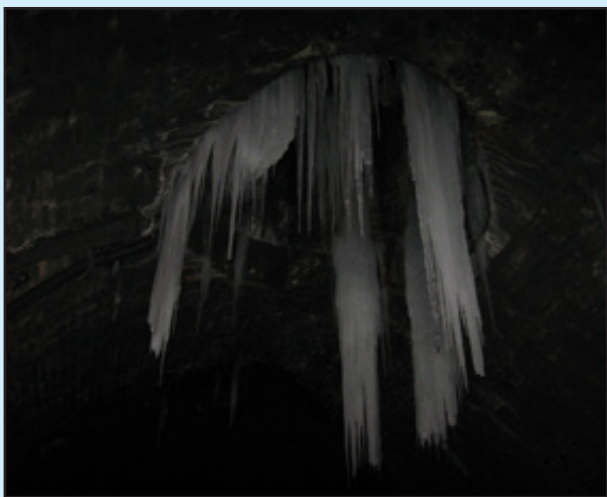
Dramatic pictures issued by Network Rail show that even massive icicles weighing several tonnes could not stop trains running on the Settle-Carlisle line in the recent bad weather.

The photo show icicles that formed in and around ventilation shafts deep inside the tunnels as a result of the natural seepage of water through the ground. Even when temperatures rise above freezing in the open air, they are always several degrees colder inside the tunnels.

A 20mph temporary speed restriction was imposed through both Rise Hill and Blea Moor tunnels, which were the worst affected, although several others had smaller icicles.

As well as icicles, there is also a build up of ice at track level in the tunnels, giving the effect of stalactites and stalagmites in caves. Fortunately, the fact that trains run 24 hours a day keeps the ice off the tracks themselves.

Elsewhere on the line, even when the railway tracks were barely visible, the trains kept running, prompting the Friends of the Settle – Carlisle Line to issue a news release to that effect.



TRANSPORT SECRETARY ANNOUNCES START OF WORK ON NEW CYCLEPOINT AT LEEDS STATION

Transport Secretary Andrew Adonis has announced the start of work on the UK's first Cyclepoint at Leeds station.

The Cyclepoint, scheduled to open in May 2010, will give rail passengers a new option to continue their journey by bike. It will provide:

- secure, fully manned storage for over 300 bicycles
- maintenance and repairs services on a 'bring in the morning, take in the evening' basis
- bike and accessory sales
- rental bikes
- cycling information and demonstration

The project is based on a hugely successful Dutch concept, brought to the UK by Abellio (formerly known as NedRailways), joint owner of Northern Rail. In the Netherlands an astonishing 39% of all rail passengers arrive at their local station by bike where Cyclepoints are established at most major stations.

Northern Rail and Abellio are leading the project in partnership with the Department for Transport, Network Rail and Metro. Leeds has been chosen as the ideal location for the UK's first Cyclepoint for a number of reasons. As a vibrant city a modern cycling solution will be attractive to many of its residents and commuters. Use of cycles in Leeds city centre has doubled over the past decade, and continues to increase. Plans are already in place to introduce radial cycling routes from the suburbs into the city centre by 2011. Leeds station has also been selected as a pilot for the Department for Transport's station travel planning initiative.

Transport Secretary Andrew Adonis said: "More and more people are turning to cycling as a healthy, green and convenient way to travel. I want to encourage this choice which is why we're investing £14m to transform facilities for cyclists at train stations. "Although half of us own a bike and 60% live just 15 minutes from a station, only 2% of train passengers travel to the station by bike. This is in contrast to Holland where cycling accounts for a third of all trips to and from the station.

"Leeds is leading the way with the first cyclepoint in the UK, providing commuters with integrated cycle facilities and services, including rental and storage, at Leeds station. I've no doubt that this will significantly boost the number of people cycling to catch their train and I hope that other towns and cities across the UK will follow Leeds."

Anton Valk, Chief Executive, Abellio said: "Abellio is delighted to be bringing Cyclepoint to the UK. The popularity of cycling has reached a tipping point here, and it is important that the rail industry plays a role in meeting that growing demand. Cyclepoint is a further demonstration of Abellio's commitment to sharing international best practice and innovating in order to serve the full end-to-end journey needs of passengers."

Steve Butcher, Area Director, Northern Rail said: "We're delighted to be delivering the UK's first Cyclepoint at Leeds. We're committed to making it easier for passengers to use Northern's services through improved access and also to offer the most environmentally friendly, sustainable transport option possible. The Cyclepoint is just one element of how we will achieve this.

"Leeds Cyclepoint will be the hub in a network of good quality cycle facilities at stations on routes that feed into the city. We were one of only four winners of Cycling England's Cycling Demonstration TOC challenge fund, which will enable us to deliver a £1million project to improve cycling facilities at over 100 stations on these routes that offer services to and from Leeds."

Helen Dawson, Leeds station manager for Network Rail added, "Once complete, this will be a great addition to the station facilities which will benefit rail passengers and the wider city by encouraging more cycle use. We are working closely with all the partners to make sure that construction disruption is kept to a minimum."

POTENTIAL DISPUTE OVER WHO OPENS AND SHUTS TRAIN DOORS

ScotRail today said it is extremely disappointed that the RMT intends to ballot some of its members on industrial action over who will open and shut the train doors on the new £300m Airdrie-Bathgate line.

The train operator warned any such action would cause disruption to customers – and stressed that it will provide as robust a service as possible should the worst case scenario materialise. ScotRail has begun training courses for supervisory and management staff on the operational roles of conductors in the event of industrial action.

Steve Montgomery, managing director of ScotRail, said: “I am clearly disappointed with the RMT’s stance because the line creates 130 new jobs and the trains will be no different from those which have operated in Strathclyde for 25 years.”

He also said ScotRail has taken every reasonable step to prevent industrial action and is available for further talks at any time.

Mr Montgomery added: “I would also like to assure customers that should there be industrial action, we will do everything to keep services running as normally as possible.”

Airdrie-Bathgate services will have a ticket examiner on board but the RMT wants the second person to be a conductor who would open and close the doors.

The majority of existing ScotRail services already run with driver operated doors and ticket examiners – and have done so in Strathclyde for 25 years. Mr Montgomery said: “It appears the RMT is now saying these trains are unsafe. But they have run in Strathclyde for decades and are no different from those on the Larkhall branch line which reopened four years ago without objection from the union.

“Nothing changes with the introduction of the new Glasgow-Edinburgh via Bathgate services - where part of the line already has driver door operated trains. Indeed, the majority of all ScotRail journeys are on driver door operated trains – almost 47 million journeys a year.”

It would cost £1.4m to convert the trains for conductors to open and close doors. The modifications would also delay the timing of the new route opening which is scheduled for December.

ScotRail announced last week that it had hoped for a positive meeting but in the meantime had begun training courses for supervisory and management staff on the operational roles of conductors.

The training puts customers first because, despite efforts to avoid industrial action, there is now a clear possibility that it will happen.

Mr Montgomery said: “Our protective plans are designed to provide the travelling public with as robust a service as possible should the worst case scenario materialise.”

The training is safety validated by the company which will also liaise with the Office of Rail Regulation, the independent safety regulator for Britain’s railways.

First GBRf trains Europorte 2 drivers on Class 92 locos

First GBRf, the UK’s leading freight haulier, has signed a contract to train Europorte 2 drivers on Class 92 locos. First GBRf’s managing director, John Smith, and commercial director, Neil Crossland met with strategy director, Channel Tunnel, Francois Coart to mark the contract in December 2009.

As part of the training seven Europorte 2 drivers and one traction inspector will learn the UK rules on signalling, practical handling and route training from Dollands Moor to Daventry.

John Smith, MD, First GBRf commented: “We’re very happy to be working with Channel Tunnel to offer training to their drivers. We like to pride ourselves on creating experienced train managers and hope we can pass on some of this expertise to our friends across the Channel.”

The training contract commenced in September 2009, with the first part of classroom-based training completed at the end of October, and is planned to be completed by March 2010. The practical handling element of the training uses two of Europorte 2’s Class 92 locomotives and a set of wagons to simulate a load.

Europorte 2 is a wholly owned subsidiary of Eurotunnel. It was set up to run freight services through the Channel Tunnel. Europorte 2 wants to run its own international services to new locations in the UK using its own locomotives and drivers.



WORKINGTON RAIL VIADUCT 'WEATHERPROOFED'

Following the devastating floods that hit Workington in November, Network Rail has taken action to combat the effects of future severe weather on its railway viaduct over the River Derwent.

Nearly 2,500 tonnes of stone of various sizes has been deposited in the river round the piers supporting the viaduct, to act as protection against debris and fast-flowing water damage.

Network Rail route director Jo Kaye said: "Once the river level had subsided and it was safe to do so, we sent divers



down in early December to carry out an inspection of the viaduct. The resulting report suggested we needed to carry out the work to maintain the future integrity of the structure, so we have done just that."

A site compound was set up and a special aluminium roadway was laid down to the river. From there, a haul road was created from the river bank, into the river and up to the viaduct piers, where stone was placed to form what is known as scour protection.

The £287,000 Network Rail project was overseen by Birse Rail and subcontracted to Stobart Rail.

30-YEAR STRATEGY FOR SUSSEX'S RAILWAYS PUBLISHED

Network Rail has published the final version of the Route Utilisation Strategy (RUS) for Sussex, which sets out a 30 year vision to create a bigger and better railway to serve East Sussex, West Sussex and eastern parts of Surrey.

Longer trains, more seats, improved access to railway stations and better performance and reliability have all been recommended in the plans to meet future passenger needs. Fiona Taylor, Network Rail's route director for Sussex, said: "There is a high frequency of trains already running on the railway in Sussex with few opportunities to run additional trains. So, much of the focus of this strategy is on running longer trains, providing more seats and reducing overcrowding, in order to meet the growth in passenger demand predicted for the coming years. There are many challenges ahead, but this strategy will help improve the railway in a way which benefits as many people as possible."

The RUS identifies meeting rising demand as a key challenge for the railway in Sussex. Based on 2008 figures, total passenger demand is forecast to grow by 22% by 2020.

A key factor for this is the continued development of housing along the Brighton main line, the Redhill corridor, the route between Three Bridges and Horsham and the Coastway routes.

Since the publication of the draft RUS, Network Rail and Passenger Focus carried out a survey of 3,300 passengers using the morning peak service on the Brighton main line to establish their travel patterns. The survey highlighted overcrowding on the peak services which stop at Clapham Junction. As a result the RUS now recommends stops at Clapham Junction for two out of the four Gatwick Express services which currently pass through during the morning and evening peaks, helping reduce congestion for passengers.

Other key recommendations include investment to allow longer trains to operate between the Redhill corridor, Tattenham, Caterham and Uckfield and the London termini stations. Improvements to line speeds at key locations and capacity enhancements on the Arun Valley and at Redhill are also proposed. The RUS also makes recommendations to improve access to the railway. A number of stations have already been



identified for enhancement under the national stations improvement programme and Access for All schemes. In addition, there are plans to provide more car parking spaces at stations. As part of an ongoing seven-day railway initiative, Network Rail is exploring ways to allow more consistent and frequent access to train services during evenings, weekends and public holidays, in addition to peak commuter services.

MAD HATTER TEA ON TRACK FOR SUCCESS WITH RAILWAY CONTRACT

Passengers aboard Grand Central Railway services are on track to enjoy a curiously refreshing new cuppa from premium tea brand, the Mad Hatter Tea Company. The catering contract has been awarded to the Richmond-based tea company to supply the railway's high speed express trains operating between Sunderland, Hartlepool, Eaglescliffe, Northallerton, Thirsk, York and London.

After ten years in development, Richmond wholesaler Michael Harrison, who runs specialist fine food business Northern Select Foods, has turned his passion for a good brew into a new business venture with the launch of sister division, the Mad Hatter Tea Company, a new quality tea brand aimed at the catering, retail, wholesale, hospitality and gift markets.

The spirited journey from conception to realising his dream of launching a new tea brand involved painstaking research, talks with the Indian Tea Board and numerous overseas trips to visiting different tea plantations before he found just the right blend that offered consistent quality, flavour and taste. The final perfectly balanced blend - 80% sourced from a variety of tea plantations in India and 20% from Kenya - offered great depth of colour, combined with a rich, smooth and curiously refreshing, clean taste that appeals to both adults and children alike.

Grand Central Railway's managing director, Tom Clift, discovered the tea at a North Yorkshire farm shop and loved the taste and quality so much he wanted to share it with his customers. The tea will be served to all passengers aboard Grand Central services from London to North Yorkshire and the Durham coast, as well as on the new 'West Riding' service from London to Bradford which starts operating in May 2010. To accompany the refreshing cuppa, rail passengers can also enjoy 5 varieties of biscuit from the Mad Hatter Tea Company's complementary product range.

The Mad Hatter Tea Company was so called because it is based in Richmond, the North Yorkshire town where Alice's Adventures in Wonderland author Lewis Carroll went to school and where his genius was first discovered. Lewis created the Mad Hatter, who was initially encountered at a tea party and the whimsical character shares the same initials as Michael Harrison, the founder, who has been dubbed on many occasion as "mad as a hatter"!

"The aim of the company is to put the spotlight on a quality beverage that simply revives the spirit, enriches the mood and adds peppiness and cheerfulness to the substance of life. Tea is one of the most popular beverages in the world and with the Mad Hatter's unique connection with tea and the base of our business, it seems appropriate that they are now blended together so everyone can experience a taste of Wonderland. We are absolutely delighted to be supplying Grand Central Railway and hope passengers enjoy the refreshing taste of our tea on their commute." said Michael Harrison.

Sean English, operations director of Grand Central Railway said "Grand Central has a well established reputation for working closely with the communities we serve and supporting local businesses along our route. So we were particularly pleased to discover that the wonderfully named Mad Hatter Tea Company not only offers an excellent product range, but is also based in Richmond, North Yorkshire - home to many of our regular passengers. As a convert to Mad Hatter tea I know that it will be enjoyed by our passengers."

The last two trains in a brand new fleet of 23 Electrostars are now in service on First Capital Connect's Bedford to Brighton Thameslink route

The final four-carriage air-conditioned units (numbers 377 503 and 377 523) arrived at Bedford on Friday, 15 January, and entered service the following Monday. The new trains operate alongside the existing 20-year-old fleet of class 319 trains giving passengers new standards of comfort and passenger information. And their regenerative braking systems have already fed as much power back into the rail network as needed to run a typical household for over 130 years.

Extra seats for the rush hour. Along with other changes introduced, the new trains have also helped create in under a year almost 5,000 extra peak hour seats across the route that also includes services to Sutton and Wimbledon.

The new fleet was ordered to resource a new timetable in March 2009 which allowed building work to begin at Blackfriars station in London as part of the congestion-busting Thameslink Programme.

However, the last train arrived nine months late, putting considerable strain on the existing fleet, the reliability of which was severely affected. This has led to a number of trains running four carriages long instead of eight.

First Capital Connect managing director Neal Lawson said: "The late delivery of the new trains meant we had to work our existing trains harder and this has created challenges to their continued reliability." But the new trains are now here giving us the resources to operate a more robust

timetable at the same time giving us time to carry out more preventative maintenance and reliability-improving modifications to the existing fleet."

The brand new Electrostars give passengers on the Bedford to Brighton route a much-improved travelling environment with a smoother ride, air-conditioning and the latest on-train passenger information.



MORE JOBS FOR THE GIRLS, SAYS RAIL CHIEF

Sexist and outdated public perceptions about job opportunities for women in the rail industry are a damaging barrier to building a bigger and better railway Britain needs, according to Network Rail chief executive Iain Coucher.

Network Rail has launched a campaign to attract more talented women to the company, further improving the overall skills of the workforce and addressing the poor male/female balance. It will begin by aiming to attract more women to its award winning apprenticeship scheme, which since its inception in 2005 has received only around 2% of applications from women.

Iain Coucher, chief executive of Network Rail said: "The image of the railway as an old-fashioned, heavy industry is not the picture of what I see today. I see a modern company, using 21st century technology needing a highly skilled workforce to maintain and deliver a successful and growing railway. We need more exceptional women to join us at Network Rail. I'm sure that they are being put off by an outdated image of what we do and what we need. This is a scandalous waste. "All of us; industry, educators and government, must work harder to promote the fantastic career opportunities open to both men and women in the rail industry and engineering as a whole. If not, Britain will miss out on leading the world in this field."

Daryl Levison, 20, (Photo Right) from Ilford in east London joined Network Rail's advanced apprenticeship scheme in 2007. Now in her final year, Daryl is based at Network Rail's Witham depot where she is specialising in signalling. "When I went out on the track for the first time, I realised that this is a place where I can fit in and work in a team," said Daryl. "At first working with lots of guys was a little difficult but within weeks it was like there was no difference at all. "I really enjoy learning something new most days and that I am going to have job security even after I finish the apprenticeship. The skills that I am learning on this scheme are also transferable. I know that if I wanted to, these skills would help me in lots of different jobs within Network Rail, and that's really valuable."

In a recent GlidInsight survey for Network Rail, when asked who a career in railway engineering best suited, 47% of those polled said mainly or only men. When asked if enough was done in schools to promote a career to women in this area, 45% said unequivocally no, with nearly half agreeing that not enough is done.



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Train operator gives Thames Valley Trains an £8million makeover

First Great Western has announced it is investing more than £8 million to improve its fleet of commuter trains in the London and Thames Valley area, as part of its plans to provide the best service possible to customers.

The budget for the work has been increased by £2 million to incorporate improvements suggested by customers in last year's National Passenger Survey.

The upgrade will see 151 carriages, a mix of Class 165s and 166s carrying more than 36 million passengers every year, improved as part of the programme that will include:

- A GPS-linked public address and customer information system to improve the accuracy and clarity of journey information for customers
- Toilet system upgrade for more reliable operation
- Upgraded air-conditioning, to improve the existing systems, which are prone to breaking down
- New carpets, refreshed seats, overhead racks and repainted interiors

Work, which is being carried out at Reading Depot, has already started on the first two vehicles, with the entire fleet

scheduled to be up and running on the network by the end of March 2012. Improvements will take place on up to five carriages at a time so some trains on quieter routes will be made up of fewer carriages than normal.

First Great Western's Managing Director, Mark Hopwood, said: "This investment is a direct response to the issues our customers have been telling us about. Understandably their first priority is for their trains to be on time, and with improvements in punctuality and reliability of more than three per cent in the past year, we're making real progress in that area.

"Their second priority is the quality and clarity of journey information and the comfort of their journeys with us, which this work will significantly improve."

The Wrexham and Shropshire Way by Michael Palin

Railways rarely get accolades these days, but that's because not enough people have sampled the delights of Wrexham & Shropshire. It may not be very convenient if you live in Manchester or Edinburgh but I'm afraid that's your loss. After a return rail trip to Shrewsbury last month I would advise you to move to Shropshire right away.

The trains are short, but that means the staff have more time for you. Do you know of anywhere else on today's railway where you'd hear the words "I'll show you to your seat"? And that's only the start of the Wrexham & Shropshire experience. The service is friendly, unrushed and genuinely concerned with your comfort. As it was, I had no complaints, but I know that if I had, they would have been taken very seriously. Everyone on board seems to enjoy delivering a service dedicated to raising, not lowering standards.

The route is interesting too. Leaving Marylebone - London's most laid back and attractive main-line station - the train rolls north through John Betjeman's Metroland and once into Oxfordshire, through long stretches of countryside. For an hour or more you could be forgiven for thinking that the Industrial Revolution never happened. Then, as if emerging from some economic time-warp, you're suddenly in the heartland of the industrial West Midlands. Wrexham & Shropshire doesn't have much time for Coventry or Birmingham International, both of which it sails through. The first big city it serves is Wolverhampton - lucky Wolverhamptoners.

I have had cause to visit Shrewsbury on and off over the last few years and, lacking a direct rail route, have opted for a long and often grinding slog on the motorway. Now that Wrexham & Shropshire provides a through service, I arrived in Shrewsbury, just over three hours after leaving London and feeling in altogether better shape, having done some work and enjoyed a fine meal, cooked to order on the train with food sourced from local areas. This is not the

airline food on a tray that so many trains offer, it's like the very best home cooking. Perhaps it lacks the hurtling speed of a Pendolino or a TGV, but Wrexham & Shropshire makes up for this in every other way. Nothing is sacrificed for speed, and yet passenger satisfaction figures are at the top end of the scale. Which surely shows us that people rate a railway on how they're treated on the train. Wrexham & Shropshire may seem like a throw-back to old-style comforts but I see it as a pioneer setting an example of high service standards which other lines would do well to follow.



£250m investment from Chiltern Railways creates new main line

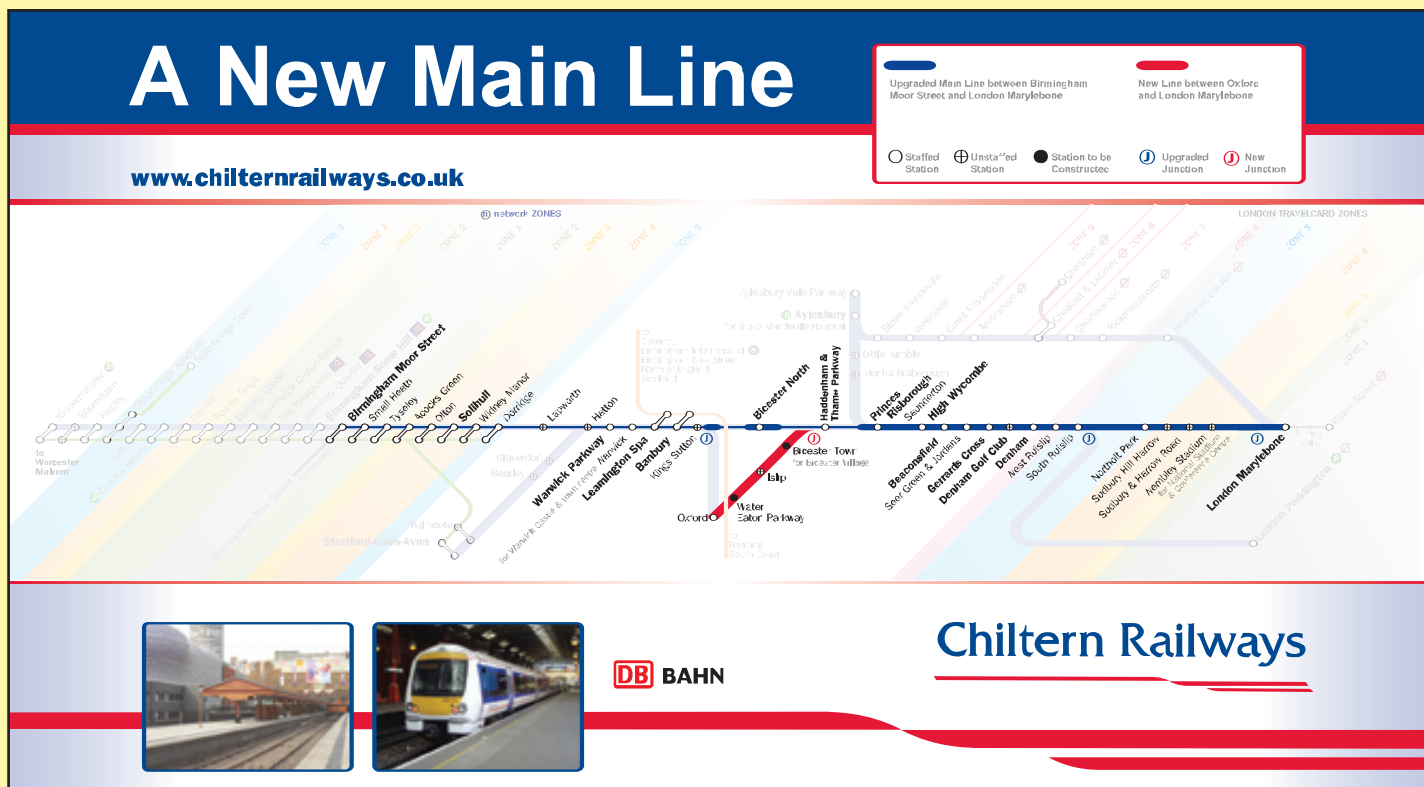
A £250m investment to create a new main line from London Marylebone station to Oxfordshire and the Midlands was recently announced by the Chairman of Chiltern Railways, Adrian Shooter, at an event attended by the Secretary of State for Transport Andrew Adonis.

In an ambitious drive to get motorists onto trains, the Chiltern Railways route will be upgraded - resulting in faster trains and reduced journey times. Average journey times will fall by 20%, including from the M40 park and ride hubs at Warwick Parkway (J15) and Haddenham & Thame Parkway (J7). The West Midlands will get a new main line connection to London to rival the West Coast route to Euston, with the average trains from Birmingham Moor Street to London Marylebone taking just 100 minutes against the current 128.

A new line will be built to Oxford; the first new rail link from London to a major British city since 1910. Designed explicitly to take cars off the road, the centrepiece of the Oxford link will be Water Eaton Parkway in North Oxford, a high quality integrated transport hub, linked to the A34, A40 and Oxford city centre.

Adrian Shooter, Chairman of Chiltern Railways, said: "This is the biggest passenger rail project for several generations not to call on the taxpayer for support. Working closely with Network Rail, we are going to create a new main line railway for the people of Oxfordshire and the Midlands. This deal demonstrates that real improvements to rail services can be paid for without public subsidy by attracting people out of their cars and onto trains."

Robin Gisby, Network Rail's Director of Operations and Customer Service, said: "This is a great scheme that will deliver huge benefits to hundreds of thousands of passengers. It also showcases how Network Rail, working in partnership with train operators, can fund and attract big improvement



schemes for the benefit of everyone who uses the rail network."

Evergreen 3 is the largest domestic passenger infrastructure project to be funded without recourse to taxpayer funding since before World War II. It will take the total investment made in the Chiltern Railways franchise to £600 million.

The infrastructure upgrade will be carried out by main contractor BAM Nuttall, together with partners Jarvis and Atkins, who will deliver the project under contract to Chiltern Railways. It will be paid for by Network Rail in the first instance, who will be reimbursed by Chiltern Railways over 30 years through payment of a facility charge. The Department for Transport has agreed that any future franchisee will retain this liability.

The project will be delivered in stages, with the main line

journey time improvements being delivered from 2011.

The new line to Oxford, including Water Eaton Parkway, is expected to open by 2013, subject to Transport and Works Act approval.

Over 50 miles of track will be upgraded to 100mph running, with 0.5 miles of new track built to enable the Oxford connection, linking existing lines at Bicester. The Evergreen 3 infrastructure upgrade will be supported by the introduction of main line style carriages for the Birmingham route, the opening of additional platforms at Birmingham Moor Street station and new ticketing technology. In addition, dedicated new trains designed for faster acceleration will be introduced on stopping trains between High Wycombe, London suburban stations and London Marylebone.

Transport Minister Chris Mole opens Britain's newest rail freight terminal in Rugby.

Created with £1 million of private sector investment by DB Schenker, Britain's leading rail freight operator, the former disused coal loading facility has been transformed into a modern rail freight container handling terminal. The facility is expected handle three trains per day and 50,000 containers per annum by the end of 2010.

The location of the terminal provides strategic access to Central England and is immediately adjacent to the Rugby, Lutterworth, Daventry and Coventry logistics parks. The location is also electrified, enabling DB Schenker to operate longer, higher capacity freight trains that provide retailers and manufacturers a unique opportunity to reduce their total logistics costs and CO2 emissions.

Initial services commenced in early January, with one train per day supplying just-in-time deliveries to supermarkets in Scotland. Additional services will be introduced in the coming months, with a mix of domestic UK container services and trains to and from mainland Europe through the Channel Tunnel.

Chris Mole said: "I am pleased to open this freight facility which will help reduce congestion on our roads while allowing longer, more efficient and more cost-effective freight trains to reach Central England from mainland Europe.

"Rail can be a quicker, greener, cheaper way for businesses to transport their goods, and the Government is investing £350 million in rail freight infrastructure - the most significant funding for many years."

David Kerr, Commercial Director for DB Schenker, said: "The new container terminal at Rugby is a significant addition to DB Schenker's national network of rail freight terminals. It will enable both domestic and international containers for retailers and manufacturers to be moved by rail on our network to national and international services.

"With the terminal having direct access to the electrified West Coast Mainline, it means we will be able to use electric locomotives resulting in significantly reduced costs and CO2 emissions, compared to the diesel locomotive services operated by our competitors.

"We are committed to investing in the development of rail freight facilities to enable even more goods to be transported by rail rather than road and are delighted that the Transport Minister has been able to open the terminal for us."

With the opening of Rugby, DB Schenker now operates six inland terminals and also operates rail services to a further six independent terminals, thereby providing national coverage for intermodal traffic.

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Pictures with a different view



An aerial view of the Siemens Transpennine Express depot at York on January 30th. [Andy](#)

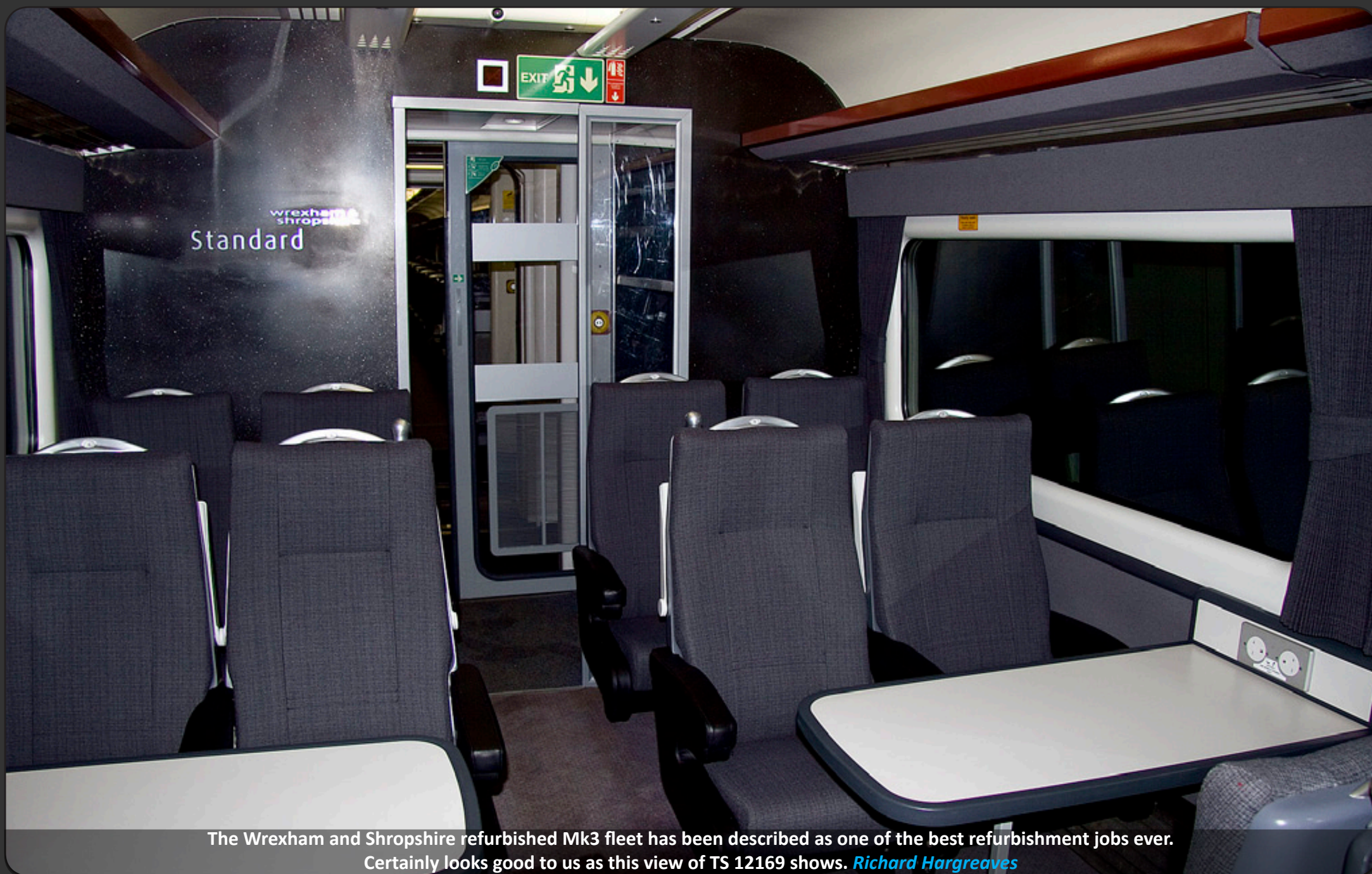


Above: Someone in the railway world tells it like it is.

Derek Elston

Left: With the recent snow and ice, the formation of giant icicles like this one has been quite common in many tunnels. It may look pretty, but for track workers it must cause a serious hazard.

Richard Hargreaves



The Wrexham and Shropshire refurbished Mk3 fleet has been described as one of the best refurbishment jobs ever. Certainly looks good to us as this view of TS 12169 shows. [Richard Hargreaves](#)

Preserved Railways



Ex - G.W.R. 0-6-0 Pannier tank, No. 6430 is seen approaching Glyndyfrdwy on January 1st with the "Mince Pie Special" from Llangollen. [Phil Martin](#)



Wensleydale Railway

Top Left: Class 20 166 is seen in the station at Leeming Bar on January 2nd.

Above: Recent arrival at the line and still to be restored to traffic is Class 25 313 ex Llangollen Railway.

Bottom Left: Class 47 715 still wearing Fragonset livery from its previous owner is seen at Leeming Bar after working a service from Leyburn on January 2nd.

All: Alan Usher



Class 47 540 stands in the yard at Leeming Bar, Wensleydale Railway on January 2nd. Will this loco see a return to service at the line? [Alan Usher](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

HRH The Prince of Wales and The Duchess of Cornwall will arrive at the world's oldest surviving passenger railway station by Royal Train, pulled by Tornado – Britain's newest steam locomotive.

The Prince of Wales will visit Museum Of Science and Industry as part of a series of engagements Their Royal Highnesses are undertaking in Greater Manchester on Thursday 4th February. HRH will tour the Museum's Power Hall, which tells the story of energy production – from the water wheel through to the steam engine – and includes one of the largest collections of working steam engines in the world. The Museum's own replica Planet steam locomotive will be in steam for the occasion. No. 60163 Tornado – a Peppercorn A1 Pacific steam engine, was completed just a year ago in Darlington by The A1 Steam Locomotive Trust. The last Peppercorn class A1 steam locomotive was scrapped in 1966, but Tornado is a brand new locomotive which will make a special trip to MOSI for the Royal visit.

MOSI Director Steve Davies said, "I'm delighted to welcome The Prince of Wales on behalf of the Museum. It will be an historic moment when the Royal Train is pulled into the Museum by the spectacular new Tornado and Their Royal Highnesses disembark onto the world's oldest surviving passenger railway platform. As well as walking through this historic site for railways, the Prince will also see some of the oldest forms of energy production – such as the water wheel and the horse gin, and the story of how that developed into the vast steam engines which powered Manchester's textile mills. Energy production continues to be one of society's biggest concerns, and an issue about which I know The Prince has a particular interest."

Mark Allatt, chairman of The A1 Steam Locomotive Trust, added, "The Trust and all of its supporters are deeply honoured that Their Royal Highnesses The Prince of Wales and The Duchess of Cornwall, who named Tornado last February, have chosen to travel on The Royal Train to the Museum hauled by Tornado. There couldn't be a more appropriate occasion for this honour as The Prince visits the amazing collection assembled by MOSI. This honour is recognition of the shared vision and determination of all of those who worked so hard over 19 years to bring Tornado into being and are now doing the same to keep her operating on the main line."



Photo: Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, first pulled the Royal Train on February 19th 2009, seen here passing Church Fenton.

© [Geoff Griffiths/A1SLT](#)



The Lynton and Barnstaple Railway was opened in 1898 and ran for 19 ½ miles from Barnstaple Town to Lynton in North Devon. The line was narrow gauge - 1ft. 11 ½ ins. The route across Exmoor was very hilly and special locomotives were built to handle the curves and gradients. These were supplied by Messrs Manning, Wardle & Co. of Leeds and the Baldwin Locomotive Works of Philadelphia. The line was operated as an independent line until 1922 when the Southern Railway took over. Mounting losses resulted in the whole line closing in 1935, when track, rolling stock and locomotives were sold at auction for scrap and for sending overseas. It was in 1979 a group was formed to re-open the line but following countless difficulties and false-starts, the group eventually managed to secure in 1995 the former Woody Bay Station, the building of which was in good condition albeit in derelict condition. It was not until 2004, when a short track was opened for public trains and in 2006, a mile had been re-opened and a new station built at Killington Lane. Among the achievements has been a building of a new locomotive and securing some infrastructure over the former route. One day, the line will be re-built but in the meantime, I can recommend a visit to Woody Bay where volunteers offer a warm welcome and are proud to display their achievements so far.

Top Left: Built in 1925 by Maffei (Works No. 4127 - Munich) - 0.4.0 Well Tank, this locomotive was recently over-hauled and is seen ready to haul demonstration freight trains at the line.

Bottom Left: Re-built from the 1915. Kerr. Stuart (Stoke-on-Trent) - 0.6.0 Well Tank numbered 2451 for the First World War activities in northern France, it was discovered in a scrapped state. After the war, 2451 stayed in France, working in the quarrying industry. In about 1956, 2451, along with four sister locos, was found by British enthusiasts, lying derelict at Rinxent, about 12 miles from Calais, having gone out of service almost ten years earlier. 2451 eventually arrived back in England in 1974 and stored in Lancashire. No 2451 was purchased by the Lynton & Barnstaple Railway in 1983. Following the original L&BR's policy of naming its locos after three-letter Devon rivers, No 2451 was christened Axe. *All: David Mead*



Whilst parts of the UK has experienced Arctic weather this month, parth of the West Midlands have experienced very little, as can be seen in this shot of Ivatt Class 4 "Flying Pig" 2-6-0 No. 43106 departing Kidderminster, Severn Valley Railway on a sunny January 2nd. [Richard Hargreaves](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, will be bringing back the romance of steam with "The Cathedrals Express" on Valentine's Day, Sunday 14th February 2010.

The train departs from Brunel's masterpiece, London's Paddington station, at 10:00hrs calling at Slough at 10:30hrs and Reading at 11:00hrs. From there "The Cathedrals Express" will travel via Westbury and the scenic Berks and Hants route to Salisbury passing the historic white horses en route. From Salisbury Tornado will return to London via Andover and Basingstoke calling at Reading at 15:00hrs, Slough at 15:30hrs and returning to London Paddington at around 16:00hrs. Prices for this romantic lunchtime journey are Standard £59.50, First Class £89.00, Premier Dining £149.00 and Pullman Style Dining £199.00.

For the romantic evening trip Tornado will again head "The Cathedrals Express" around the Surrey Hills. Departing from London's magnificent Waterloo station at 19:00hrs there will be a leisurely three and a half hours to enjoy each other's company on-board the vintage 1950s coaches. The day will culminate with a fast run from Guildford via Surbiton and Wimbledon non stop back to Waterloo station. Prices for this romantic dinner are Standard £55.00, First Class £79.00, Premier Dining £139.00 and Pullman Style Dining £175.00.

Mark Allatt, Chairman of The A1 Steam Locomotive Trust, said:
"Conjuring up the romance of steam with a trip behind Tornado on "The Cathedrals Express" is the ideal way to celebrate Valentine's Day. This is an ideal opportunity to not only give a present with a difference this Valentine's Day but also to play an important part in keeping Tornado on the main line. And in today's world it's not just the boys who would like to be engine drivers!"

A variety of gifts featuring Tornado, ranging from models of the locomotive to DVDs and books about her construction are available from the Trust's on-line shop at www.a1steam.com.



Photo: Tornado is captured at speed hauling a previous "Cathedrals Express" service during 2009.

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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!



Class 47 No. D1501 looks superb as it heads past Burrs with 2J60, 10:40 Rawtenstall to Heywood, on January 9th.

Pete Cheshire

For more photos from the excellent East Lancs steam and diesel events held in January, see our "From the UK" section in this months Railtalk Xtra.



Great Central Railways “Lostock and a few Smoking Barrels” event.

One of the stars of the gala had to be Jinty 0-6-0T Class 3F No. 47406, recently returned to traffic and looking great as it nears Quorn and Woodhouse on January 30th. [Class47](#)



MORE MIDLAND MAGIC AT THE GREAT CENTRAL RAILWAY

Jubilee, Black 5 and Jinty set for ‘mini’ gala on 13th and 14th February 2010.

The Great Central Railway will stage a ‘mini’ steam gala in mid February, taking advantage of a strong line up of available motive power.

Visiting Jubilee number 5960 “Leander” and guest Black 5 number 44767 “George Stephenson” will appear alongside newly restored Jinty LMS 3F 47406. The 3F is set to return to traffic for the first time since service on the national network at the end of January Winter Steam gala.

Steven Chapple, GCR events co-ordinator said, “We know people are excited about the Winter Steam gala at the end of January when we’ll be fielding eight locomotives, but for those that can’t make it, this mini gala should be a good compromise. The visiting Black 5 is running in weathered livery pending a full repaint which will take place at the railway when warmer weather arrives.”

The rostered 9.45am and 12.15pm diesel services will be suspended for the all steam weekend.

The ‘mini’ gala will see the engines working to a forty five minute passenger timetable. Normal GCR runabout fares (£14 for adults) will apply, as will Friends of the Great Central Main Line discounts (£5 adult runabout ticket).

All locomotives appear subject to availability.



BR Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" stands in the yard at Loughborough during the "Lostock and a few Smoking Barrels" event. [Class47](#)



LMS 5MT 4-6-0 No. 44767 heads for Leicester North passing Woodthorpe, on January 31st. [Derek Elston](#)



Stannier Mogul No. 42968 arrives at Quorn on January 30th while working the freight to Rothley. [Jon Jebb](#)



More from Great Central Railways "Lostock and a few Smoking Barrels" event.

LMS Class 8 No. 48305 was renumbered 48476 for the event, seen here outside Loughborough shed on the evening of January 30th. [Jon Jebb](#)



BR Standard Class 2 2-6-0 No. 78019 runs light engine through Quorn on January 30th. [Richard Hargreaves](#)



LMS Class 5MT 4-6-0 No. 45231 "The Sherwood Forester" rests at the end of the days work on January 30th. [Richard Hargreaves](#)



MAN RE-UNITED WITH MACHINE

A steam engine driver has arrived back on the footplate of his former charge after forty two years at GCR Winter Gala.

John Burnett was a member of an elite band - followed by people with cameras everywhere. He was one of British Railway's very last steam locomotive drivers. Back in 1968 when the fires were being dropped for the last time and engines were sent for scrap, John found himself driving some of the country's last scheduled steam services.

Forty two years later he was re-united with one of his charges. Its part of the three day steam gala event on the Leicestershire line. The gala theme was "Lostock Hall". As steam retreated into the North West, Lostock Hall near Preston was one of the last engine sheds where it could be found.



As such, even with a collection of workaday engines it became a mecca for enthusiasts capturing the end of an era on camera.

John Burnett drove most of the engines at Lostock Hall including Black 5 number 45231. This is the engine he was re-united with at the Great Central gala.

Bill Ford, president of the Great Central Railway said, "We are happy to welcome John. His experiences of the last days of steam means he was a first hand witness to great social change - the dismantling of a way of life that had lasted a century. As a guest he'll be delighted to back on the footplate on an engine he used to drive."

The Lostock Hall gala featured up to eight engines. Many of them were stabled on the shed, (including the famous Oliver Cromwell) or represent a class of engine which used to be. Four guest engines have come to the Great Central Railway to augment its home fleet.

Photos:

Left: John prepares to board Black 5 No. 44950 at Liverpool Exchange (19th May 1968).

Above: John (in cab window) on the footplate of Black 5 number 45110 at Blackburn (1st August 1968).



Crewe on December 9th 1995 and Transrail liveried Class 60 061 "Alexander Graham Bell" pauses in the station working the RMC Roadstone service to Buxton that was just one of many freight services that ran on a Saturday in this era. [Richard Hargreaves](#)



Inspired by the present snowy weather, Class 25 279 is pictured stabled in Speke Yard, Liverpool during a visit to the area on 8th March 1987. [Derek Hopkins](#)



As from December 2009, the former "Southern's" West of England Main Line from London Waterloo to Exeter St. Davids was provided with the most frequent service in the route's history, when South West Trains introduced an hourly service throughout the day. However, these services are generally operated by 3-car Class 159 Units - far from the days when locomotives and 9 coach sets were provided up until the mid-90's as these two slides illustrate.

Top Left: Class 50 002 Superb is seen here on the 17.15 London Waterloo - Exeter St. Davids approaching Worthing Junction, 3¼ miles west of Basingstoke at the point where the four track railway splits - two to Southampton and two to Salisbury on 10th April 1991.



Bottom Left: Although the main motive power in the late 80s early 90s were Class 50s, Network - South East acquired some Class 47 diesels, initially to operate their East Anglian and their Thames Valley Commuter services. However, the locos, being universal, saw operations on the West of England and on 10th June 1992 Class 47 583 heads the 16.27 Exeter St. Davids - London Waterloo service through the abandoned Seaton Junction station, having closed back in March 1966, along with the branch line to Seaton. The space on the left of the train was the site of the Seaton Branch train platform. Part of the branch line now carries the heritage tramline from Colyton to Seaton.

David Mead



Top Left: February 28th 1985 and Class 31 144 moves off the depot at Bath Road, Bristol.

Pete Cheshire

Top Right: Long before Merseyrail painted them yellow, Class 508 136 stands at the terminus of Chester having worked a service from Liverpool. Through services to Liverpool had recently commenced when this photo was taken in 1995, previously there was a DMU shuttle between Chester and Hooton.

Brian Battersby

Left: The mainstay of coal trains in the late 80s and early 90s were Class 58s and one such area that was guaranteed to have a collection of them on a weekend was Worksop. Here we see Class 58 014 at the head of seven examples in April 1994.

Brian Battersby



Northern liveried Class 155 344 heads towards York on January 10th. The unit has worked from Leeds via Harrogate and will return back towards Harrogate and Leeds after a short turnround time at York. [Andy](#)