

# Railtalk

## Magazine

Issue 51  
December 2010

ISSN 1756 - 5030



**Tin Bath? - More like Steam Bath!**



Welcome to Issue 51 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports. Yet again that calendar has flicked over, and there is only two more pages left. But not to worry, we have it all covered. The new 2011 Railtalk Calendars are available to buy now at a price of £5.99 inc P + P, for more information please have a look on pg's 30 - 31.

What a end to the year though, what has been one of the best (or worst however you look at it) winter, this country has see all year, its given us some real snow to photograph in. Unlike the normal snow, where its here in the morning and gone by lunch, we have seen the snow around for 15 days and counting. This is something reflected in the pictures we have received this month, so look out for a fairly white issue next month!

Qne of the highlights of the last month for me was the Retro Railtours “Retro Oxford Christmas Extravaganza” tour from Leeds, to well, I think the name gives it away... It has to be one of the coldest places i’ve been to in a long time. Another excellent trip by James and the Retro Railtour team, along with a superb loco and some excellent MkII coaching stock, I can’t wait until the next.

Finally, I must thank everyone for your continued support, and wish you all a Merry Christmas and a Happy New Year.

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, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, BVT, Robert Barton and Darrel Hendrie, Geoff Barton and the guys at RailUK.

Welcome

Contents

- Pg 2 - Welcome
- Pg 4 - Charter Scene
- Pg 38 - Pictures
- Pg 90 - News and Features
- Pg 90 - Scot-Rail
- Pg 96 - Fares Advice
- Pg 110 - View from the Outside
- Pg 112 - The Nosh Report
- Pg 114 - Different View
- Pg 118 - Preserved Railways
- Pg 170 - From the Archives

Contact Us

Editor: Andy Patten  
editor@railtalkmagazine.co.uk

Co Editor: David  
david@railtalkmagazine.co.uk

Charter Scene  
charter.scene@railtalkmagazine.co.uk

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

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

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published, at the beginning of each month.  
Published by Railtalk Group. © Railtalk

Front Cover: LMS Class 5MT 4-6-0 No. 44871 and LMS Class 5MT 4-6-0 No. 45407 on “The Tin Bath Extra” power through Kearsley on route to Manchester Victoria on November 7th. Colin Irwin

This Page: Class 37 038 and 20 303 are seen at Arnside with 6K73 Sellafeld - Crewe conveying three flasks on November 6th. Carl Grocott



# Charter Scene

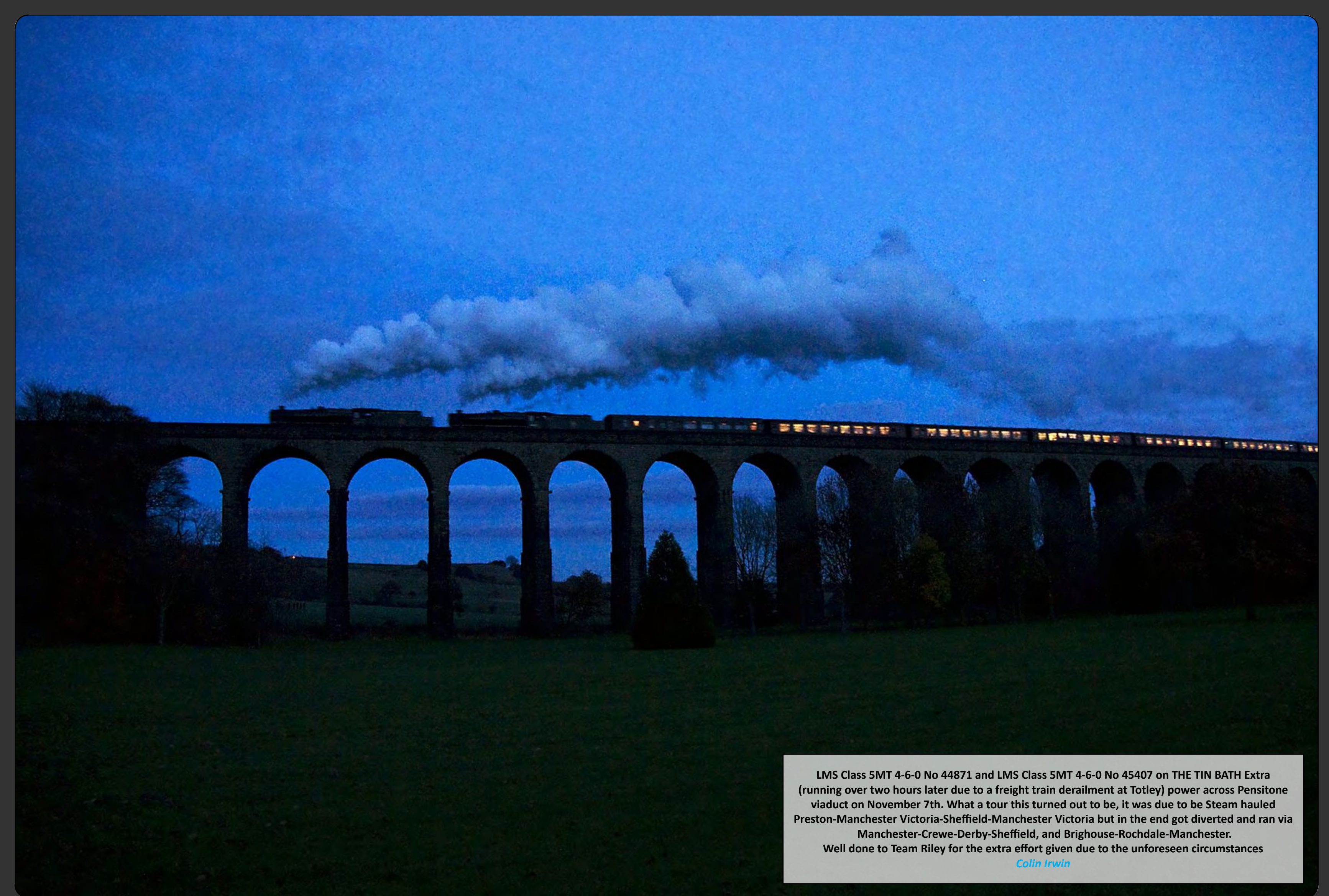
## Railway Touring Company - The Tin Bath Extra

On November 7th LMS Class 5MT 4-6-0 No. 44871 and LMS Class 5MT 4-6-0 No. 45407 are seen at Willington with the 1Z29 Preston - Sheffield "The Tin Bath Extra."

*Carl Grocott*







LMS Class 5MT 4-6-0 No 44871 and LMS Class 5MT 4-6-0 No 45407 on THE TIN BATH Extra (running over two hours later due to a freight train derailment at Totley) power across Pensitone viaduct on November 7th. What a tour this turned out to be, it was due to be Steam hauled Preston-Manchester Victoria-Sheffield-Manchester Victoria but in the end got diverted and ran via Manchester-Crewe-Derby-Sheffield, and Brighouse-Rochdale-Manchester.  
Well done to Team Riley for the extra effort given due to the unforeseen circumstances

*Colin Irwin*





Above: Black 5s 45407 and 48471 are seen passing through Duffield whilst working  
1229 Preston to Sheffield on November 7th. [Carl Grocott](#)  
Below: Black 5s 45407 and 48471 head 1229 Preston - Sheffield past Myrtle Road. [Wayne Radford](#)



**Spitfire's - The Lowland Growler II**  
Above: West Coast's Class 37 676 and 37 685 pass Docker on November 6th with the Lowland Growler II railtour from  
Birmingham International to Edinburgh. [Pete Cheshire](#)  
Below: The pair of Class 37s are seen upon arrival at Stafford with the return working from Edinburgh. [Phil Martin](#)



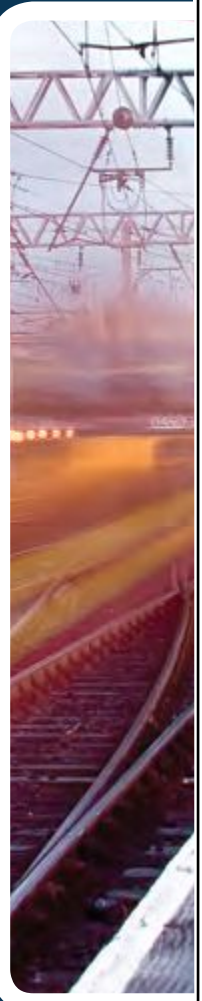




Above: No. 71000 "Duke of Gloucester" heads 1282 London Victoria - Shalford, through Wandsworth Town on November 5th. [Wayne Radford](#)  
Below: 8P 4-6-2 No. 71000 "Duke of Gloucester" passes through Northampton as 5Z46 East Lancs Railway to Stewarts Lane on October 25th. [Derek Elston](#)



## Real nuts blog at.... ***Railnuts***



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right.

The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.

*railnuts.com is proudly powered by Pete Waterman Entertainment and Silversoft Solutions*





### The Christmas Coronation

A1 Peppercorn No. 60163 "Tornado" steams through Euxton heading south on the WCML with "THE CHRISTMAS CORONATION" railtour a three day railtour from London - Scotland and return. This was day three as the tour headed back to London. [Robert Beardwell](#)





## VSOE

A1 Peppercorn No. 60163 heads the 1Z84 London Victoria - Shalford  
VSOE through Wandsworth Town on November 13th. [Wayne Radford](#)







The Railway Touring Company - The Tynesider  
A4 No. 60007 "Sir Nigel Gresley" passes through platform 3 at Doncaster with  
"The Tynesider" 1242 Newcastle - London Kings Cross on November 27th.  
*Steve Thompson*



**Branch Line Society's - The Scarcely Remembered Tracks Railtour**

Class 66 065 is seen on the rear of the tour as it heads down the  
Thameshaven branch on the BLS charter from Eastleigh.

Class 66 018 was leading with the Shell oil refinery just visible in the distance  
on a very gloomy November 13th. [Charlie Robbins](#)







Above: Branch Line Society's Eastligh - Thameshaven charter is seen at Elm Grove on November 13th with Class 66 065 leading. [Wayne Radford](#)  
Below: British Railways "Pacific" Class 4-6-2 No. 35028 "Clan Line" is seen at Stafford on November 29th. The loco was returning to its Southern Region home after attention at Crewe. [Richard Hargreaves](#)

**GBRf's - The Wandering Willow**  
Above: Class 73 141 waits to haul "Hastings" DEMU No. 1001 and 66 712 (on the rear) out of Littlehampton, with the 1283 12:59 Littlehampton - Ardingly leg of "The Wandering Willow" GB Railfreight Charity Railtour on October 30th. The tour, which started and finished at Hastings, visited Bognor Regis, Littlehampton, the freight only Ardingly Branch, Newhaven Marine, Brighton and London Bridge during the course of the day. [Craig Stretten](#)

**PMR Tours - The London Explorer**  
Below: LMS No. 6233 "Duchess of Sutherland" bearing a Royal Scot headboard passes Peterborough working 1267 Sheffield - Kings Cross on it's final mainline outing before overhaul, October 16th. [Derek Elston](#)





# Pathfinder's - The West Lothian Pioneer

Class 55 022 is seen heading along the West Coast main line  
at Docker with 1247 Crewe - Edinburgh on November 6th. [Carl Grocott](#)







### Retro Railtours - Retro Oxford Christmas Extravaganza

Above: Class 47 580 starts its journey to Oxford at a snowy Leeds early on November 27th. [Class47](#)

Below: A cold but sunny Oxford as Class 47 580 waits to work the return service. [Class47](#)



Above: Class 47 580 arrives into Stockport heading for Oxford on November 27th. [Brian Battersby](#)

Below: A view from the rear of the train as it rounds the curve at Coventry heading towards Leamington Spa. The smart Inter-City blue/grey stock courtesy of Cargo-D complimented the large logo livery of the loco very nicely. [Brian Battersby](#)







Vintage Trains - The Deva Explorer  
LMS Black Five 4-6-0 No. 45305 "Alderman A E Draper"  
is seen departing Crewe on November 27th with this Tyseley – Chester  
working. [Richard Hargreaves](#)





### The Cathedrals Express

A4 No. 60019 "Bittern" heads 1282 "The Cathedrals Express" from Waterloo to Exeter seen here approaching Pickett Piece running around 50 minutes late on October 25th. [Derek Elston](#)



# Railtalk

Calendar - 2011



**Available Now**  
email: [admin@railtalk.net](mailto:admin@railtalk.net)

**ONLY £5.99 inc. P+P**  
Pay by Paypal, Cash or Cheque



### Pathfinder's - The Shropshire Monarch

Great Western No. 6024 "King Edward I" heads an excursion from Paignton to Shrewbury, seen here climbing up through Filton Abbey Wood on November 27th.

*Steve Andrews*





Great Western No. 6024 "King Edward I" heads the return excursion from Shrewsbury to from Paignton seen here passing Kemps Eye in fading light. [Phil Martin](#)



#### Loose Women Tour

Above: DB Schenker Class 67 019, pulls away from Doncaster on November 20th with 1295 Morpeth to London Kings Cross, 67 017 "Arrow" was on the rear. [John Martin](#)  
Below: The returning charter is seen at York with Class 67 017 "Arrow" leading on the evening of November 20th. [Andy](#)







#### WCRC Staff Outing

Above: Class 47 804 leads the 1222 Scarborough to Brighton through Doncaster on November 20th, Class 47 826 was on the rear. [John Martin](#)  
Below: The return journey is seen at York with Class 47 826 leading 1223 Brighton - Scarborough. [Andy](#)



Above: Class 47 804 tnt 47 826 on 1222 Scarborough - Brighton through  
Stoat Ness Junction on November 20th. [Wayne Radford](#)  
Below: Class 33 207 and 37 516 speed through Ealing Broadway on November 15th. [John Coleman](#)





Class 73 138 leads 1Q76 Hither Green - Selhurst  
through East Dulwich on November 11th. [Wayne Radford](#)

# Pictures







Above: Class 60 010 makes an appearance at Stratford, London on November 10th working a late 6C28 Dagenham - Bow loaded PGA's with sand. [Daniel Stanbridge](#)  
Below: GBRf Class 66 728 is seen passing Harrowden Jct. on the Midland Mainline whilst delivering 2 Class 378 units on November 11th. [Geoff Barton](#)



Above: A very grimy Class 66 425 brings up the rear of leaf buster 3J06 in Preston station on the night of November 24th. [David Hollowood](#)  
Below: Freightliner Class 90 045 powers through Northampton with a liner on November 24th. [Derek Elston](#)





On November 29th, a pair of Eurosheds, speed through Bolton Percy having been on RHTT duties by the look at the state of them. [Andy](#)







Class 87 002 with 86 101 on the rear, pass through Hackney Downs with one of the more unusual test train combinations. This was the Enfield Town - London Liverpool St. Network Rail working from November 2nd. [Charlie Robbins](#)





Such a major event as this needs a second look!  
Class 87 002 with 86 101 on the rear, passes through  
Seven Sisters on November 2nd. [Wayne Radford](#)



Class 66 572 powers through Northampton on November 24th with Class 86 603 DIT on a southbound Freightliner working. [Derek Elston](#)







Above: Class 66 076 and 66 023 are seen working 3S13 Sheffield to Sheffield leaving Worksop on October 30th. [John Martin](#)



Right: GBRf Class 66 732 "GBRf The first Decade 1999-2009 John Smith MD" powers up the bank at Whitley Bridge with coal for Drax power station on November 2nd. [Dave Harris](#)

Bottom Left: Class 143 620 stands at Newton Abbot Station with the 13:42 service to Paignton on November 24th. [Barry Beeston](#)

Bottom Right: Standing in for a shortage of Class 321 units, Class 158 756 is seen at Doncaster on November 20th with the local service to Leeds. [Class47](#)







Above: DB liveried Class 66 152 is seen approaching the site of Appleby (Lincs) Station on November 24th with 6D79 Lindsey - Neville Hill fuel tanks. [Steve Thompson](#)  
Below: Class 66 076 and 66 125 on the rear are seen working 09:58 3S13 Sheffield to Sheffield RHTT at Worksop on November 11th. [John Martin](#)



Above: Class 73 207 and 73 206 sit in Hastings, basking in some autumnal sunshine, whilst working 0Z66 Tonbridge - St Leonards light engine move on November 15th. [Daniel Stanbridge](#)  
Below: Class 66 167 makes light work of four RMC tanks on 6A11 Warrington - Bletchley, November 24th. [Derek Elston](#)





Class 66 728 "Institution of Railway Operators" drags Class 313 215 and 313 220 through Gospel Oak on November 19th. [Derek Elston](#)





Class 73 138 and 73 107 "REDHILL" power through Wimbledon with a Network Rail test train to Woking on a crisp sunny November 11th. *Charlie Robbins*







Above: On October 19th, DBS Class 90 029 "The Institute Of Civil Engineers" is seen at London Euston having worked the overnight Scotrail Caledonian Sleeper. [CJ Sutcliffe](#)  
 Left: GBRf Class 66 706 heads north towards York on a snowy November 29th. [Andy](#)  
 Below: Frothalino Class 390 004 is seen at Stafford on November 29th with a service to London Euston. [Richard Hargreaves](#)







East Coast snow as Class 91 107 trails DVT 82219 through Doncaster  
on November 27th. [Steve Thompson](#)





Above: On November 19th, the peace is shattered as Class 92 012 “Thomas Hardy” storms through Preston station’s Platform 5 at 01.08hrs with 4S25 Hams Hall to Mossend. [David Hollowood](#)

Right: Freightliner Class 70 006 prepares to head north from Crewe on November 29th. [Richard Hargreaves](#)

Bottom Left: Class 31 459 with DBSO 9701 work 3Q25 Derby RTC to Immingham TMD up through Shireoaks on November 4th. [John Martin](#)

Bottom Right: On a very dull November 23rd, Class 70 002 heads south through Bescot station. [Geoff Barton](#)





Right: The 458 Units – “Juniper” are being kept by South West Trains to operate their Waterloo – Reading line services, although when all 30 units were delivered finally from Alstom in 2004, there were various operating failures and it was at one time doubtful if they would continue to service Reading line services.

However, the entire fleet of Junipers have been altered and modifications done at Bournemouth T&RSMD. This included CCTV, new seats and tables in first class, an internal repaint and on units not already modified installation of RVAR compliant lavatory and door lights. The depot has also done C4 overhauls which involved

removal for inspection and replacement if required of wheels, axles and suspension. On 1st September 2010, unidentified Juniper unit is seen south of Beaulieu Road station in the heart of the New Forest en-route to Bournemouth Depot for overhaul. [David Mead](#)

Bottom Left: As part of the ongoing investment in public transport in London in the run up to the 2012 Olympic games, Transport For London have spent millions on the newly formed “London Overground” network, including new lines, refurbishment of existing stations, and all new rolling stock to replace the previous fleet of Class 313 and Class 508 EMUs from the 1970s. The new stock is formed of Class 378 “Capitalstar” EMUs, part of Bombardier Transportation’s Electrostar family, and now operate on all routes across the London Overground network. On October 19th, Class 378 210 waits in London Euston whilst operating a service to Watford Junction. [CJ Sutcliffe](#)

Bottom Right: Grand Central re-engined power car 43480 leads 43123 with a Sunderland - London Kings Cross working through Doncaster on November 27th. [Steve Thompson](#)







Above: A filthy ECR Class 66 029 is seen on the rear of 1J84 Willesden - Macclesfield RHTT passing through Northampton on November 24th. [Derek Elston](#)

Right: As the sun sets, Class 60 071 "Ribblehead Viaduct" arrives into Acton Yard working a late 6E38 Colnbrook - Lindsey empty TEA/TDA tanks on November 10th. [Daniel Stanbridge](#)

Bottom Left: Something totally different, DR 73911 "Puma" is seen parked up at Shrewsbury on November 16th. [Phil Martin](#)

Bottom Right: RHTT MPV style as DR 98958 heads through Ruckley on November 10th whilst on rail cleaning duties. [Phil Martin](#)







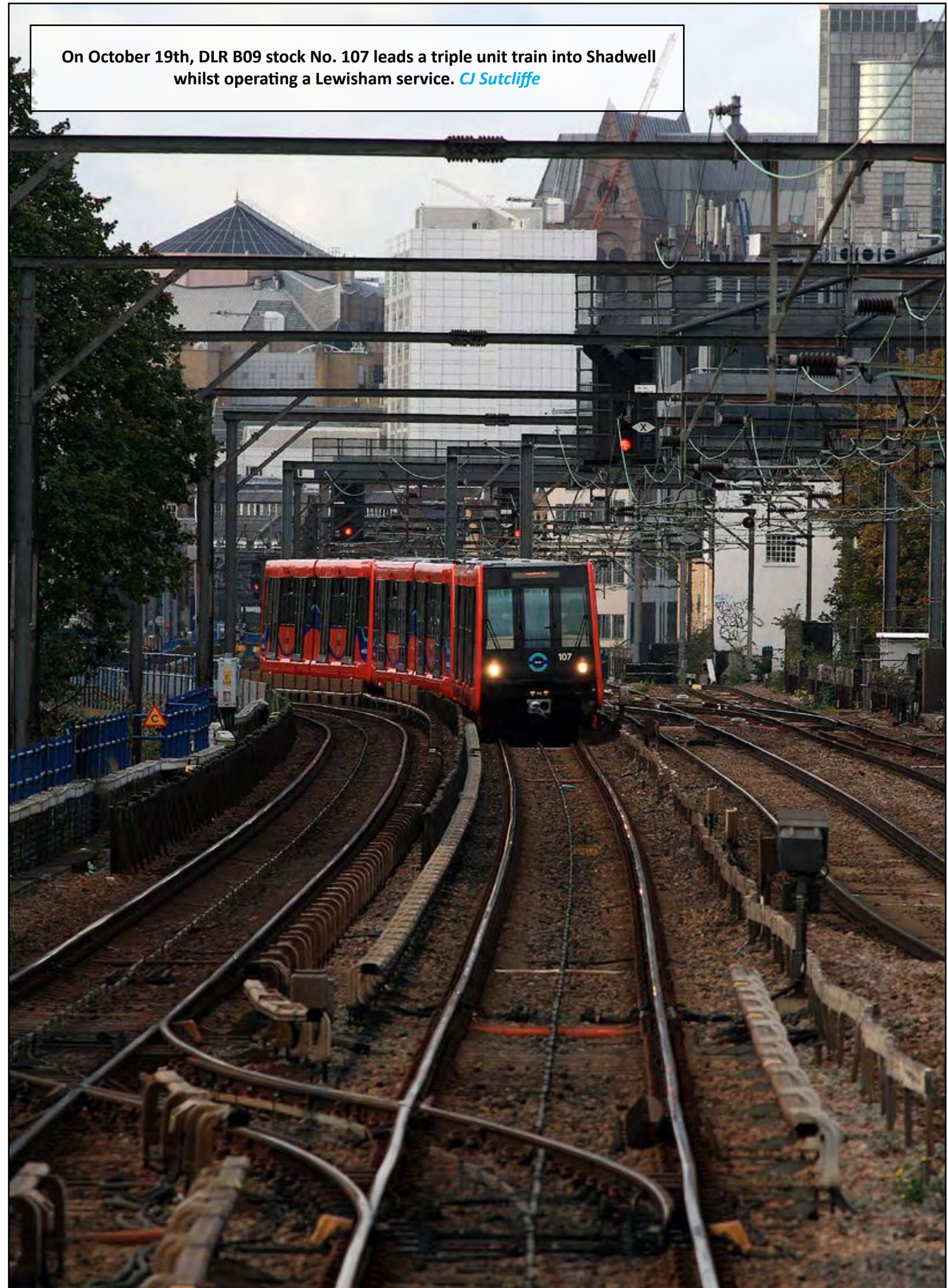
Above: This is the Midland Mainline RHTT set worked by Class 66 042 and 66 239, seen here approaching Luton Airport Parkway on November 10th. [Steve Madden](#)  
 Left: On November 10th, Class 60 074 sits in Acton Yard working Westbury - Dagenham loaded Hanson Hoppers and HRL Hoppers with sand. [Daniel Stanbridge](#)  
 Bottom Left: Class 60 049 passes Ruckley with loaded tanks heading for Ironbridge power station on November 10th. [Phil Martin](#)  
 Bottom Right: Class 319 215 on its second day in service in its new "Visit Switzerland" livery runs into Bedford Carriage Sidings on November 16th. [Steve Madden](#)







Above: On November 12th, WSMR operated Bubble No. 960 014 passes through Acton Yard, west London on a route refresher run to Greenford and is seen passing Class 60 010 which was waiting to work 6M20 Whatley - St Pancras after a driver change in the yard. [Robert Barton](#)  
Below: DRS Class 66 413 works 6T83 Doncaster Up Decoy - Strensall through York on October 23rd. [Robert Barton](#)



On October 19th, DLR B09 stock No. 107 leads a triple unit train into Shadwell whilst operating a Lewisham service. [CJ Sutcliffe](#)





Above: Network Rail's rail grinding unit DR79264 - DR79274 pauses at Gospel Oak to drop off a member of staff on November 19th. [Derek Elston](#)  
Below: Shanks liveried Class 66 522 approaches New Barnetby with 4R12 Barrow Hill to Immingham on November 12th. [Steve Madden](#)



Above: Class 67 030 heads north through Bescot on November 23rd with a short freight. [Geoff Barton](#)  
Below: Freightliner's Class 90 045 leads 4M88 Felixtowe - Crewe Basford Hall at Church Brampton, on October 6th. [Derek Elston](#)







Above: Class 60 063, recently re-activated, passes Althorpe working 6D42 Eggboro' - Lindsay Oil Refinery on November 26th. [Steve Thompson](#)

Below: Class 59 104 "Village of Great Elm" passes Gospel Oak with a loaded aggregates train on November 19th. [Derek Elston](#)



Above: Class 66 076 and 66 125 are seen working 3S13 Wakefield - Grimsby at New Barnetby on November 12th. [Steve Madden](#)

Below: Currently First Capital Connect operates a mishmash of different units going spare from other operators to fill a void for additional rolling stock needed on the network, however separate from the governments rolling stock plan is the procurement of 1300 new dual voltage EMUs for FCC, replacing all of the current fleet. The particular interest is drawn to the Class 319 EMU, which is to be transferred north to Northern, to operate routes currently operated by the Class 323 and new routes through Bolton to Blackpool and from Blackpool to Liverpool which are due for complete electrification under an investment plan given the green light despite spending cuts by the Conservative/Liberal government. In it's current guise of FCC "City Lights" livery, Class 319 372 passes through West Hampstead operating an empty stock movement towards London. [CJ Sutcliffe](#)







Above Class 59 001 "Yeoman Endeavour" leads 6V32 Thameshaven to Acton Yard through Gospel Oak on November 19th. [Derek Elston](#)

Below: Freightliner Class 66 612 enters the station at Barnetby past signal BE20 with a loaded coal service on November 2nd. [Dave Harris](#)



Above: Class 168 001 passes West Hampstead heading towards London Marylebone on October 19th. [CJ Sutcliffe](#)

Below: On November 12th, Class 66 060 is seen working 6T24 Immingham to Santon through Melton Ross. [Steve Madden](#)







Above: An ex Bournemouth Class 442 approaches Clapham Jct. past the now redundant Clapham "B" signal box with a working to Gatwick Airport on November 10th. [Charlie Robbins](#)

Below: Freightliner Class 66 557 heads up the bank at Barnetby under a fabulous array of semaphores with coal empties for Immingham docks on November 2nd. [Dave Harris](#)



Above: Eurosheds Class 66 249 and 66 239 are seen with 3J92 Cricklewood to Toton TMD passing Headlands Bridge, Kettering on November 2nd. [John Coleman](#)

Below: Class 67 003, 67 022 and 67 019 are seen being prepared for duty on October 16th. [Derek Elston](#)







Above: On November 19th Class 180 105 in the new Grand Central livery waits its booked 18.20 departure time at Kings Cross bound for Sunderland. [Derek Elston](#)

Left: Class 60 074 works 6K05 Carlisle Yard to Basford Hall on November 24th, seen here passing through Cherry Tree Junction 35 mins early. [David Hollowood](#)

Bottom Left: GBRf Class 66 713 "Forest City" heads towards Drax power station with a loaded coal train past Whitley Bridge on November 2nd. [Dave Harris](#)

Bottom Right: Class 60 049 is seen working 6F93 St Pancras - Ketton cement train on October 31st. [John Coleman](#)







Above: Scotrail Class 158 870 pauses at Haymarket station whilst working an Edinburgh Waverley to Bathgate service on September 21st. [John Coleman](#)  
Below: Transpennine Express Class 185 130 heads out across Kent Viaduct from Arnside on November 6th. [Pete Cheshire](#)



Above: Virgin Pendolino Class 390 026 heads south past Docker on November 6th. [Pete Cheshire](#)  
Below: Class 159 008 heads a 9-car South West Trains service for Salisbury passing Pickett Piece on October 25th. [Derek Elston](#)





# Manchester Metrolink



Above: No. 1012 departs the stop at Market Street, heading for Altrincham on November 19th. [Derek Elston](#)



Above: With the workmen busy sorting out the paving, No. 1025 approaches Piccadilly Gardens. [Derek Elston](#)  
Below: Manchester Metro No. 3010 arrives into Piccadilly Gardens, on November 20th. [Derek Elston](#)





# Going Underground



Above: District Line No. 7071 brings up the rear of a departure from Acton on October 16th. [Brian Battersby](#)  
Below: A Picadilly Line service is seen approaching Acton Town on October 16th. [Brian Battersby](#)



Above: Victoria Line 1967 stock is seen at Walthamstow Central on October 16th. [Brian Battersby](#)  
Below: Another shot from Walthamstow with Victoria Line 1967 stock. [Brian Battersby](#)







Along the older island platforms, colour light signals can be seen halfway along the platform, and it isn't often one gets to see such signals so clearly on a station platform. A 1995 stock train contemplates the signal in this view, whilst operating a service to Morden. [CJ Sutcliffe](#)



Above: At West Hampstead on October 19th, a Jubilee line 1996 stock car No. 96120 leads a service to Stanmore.

[CJ Sutcliffe](#)

Below: London Underground A Stock No. 5155 heads a Metropolitan line service to Aldgate into West Hampstead on October 19th. [CJ Sutcliffe](#)







Above: Class 334 006 for the second day running is out and about working train services in its rubbed down condition. The set is seen here at Glasgow Central High Level station, standing inside platform 15, having just worked the 13.28 2T62 service from Ardrossan Harbour. Three of this fleet are been required for the new Airdrie - Bathgate railway line driver route learning duties, therefore ScotRail are limited to what rolling stock they have available to run certain services. [Darrel Hendrie](#)

Top Left: Heading for Scotland, Class 380 004 passes through Kensington Olympia station on November 15th.

[John Coleman](#)

Bottom Left: Class 334 006 is now fully repainted into the new Transport Scotland "ScotRail - Scotland's Railway" blue and white Satire livery, the first to be repainted in the new livery out of the forty three - car fleet. [Darrel Hendrie](#)



# Scot-Rail - Life north of the border



Class 320 316 runs along the bay at Craigendoran Junction on November 27th with the 13.40 Helensburgh to Airdrie service. These services will soon be in the hands of the Class 334s when the service is extended to Edinburgh via Bathgate. [Darrel Hendrie](#)



Above: Network Rail Class 97s made an appearance on the North Clyde Electric line today, working a radio survey test train between Glasgow High Street Junction and Bathgate, a necessary test which must be made in time for the opening of the new Airdrie - Bathgate railway line next month. Here, approaching Coatdyke Class 97 302 with 97 301 at the rear are seen en - route to Bathgate, having just worked from Glasgow High Street Junction at 12.43 (7 minutes early), running as 1Q13, November 16th. [Jonathan McGurk](#)

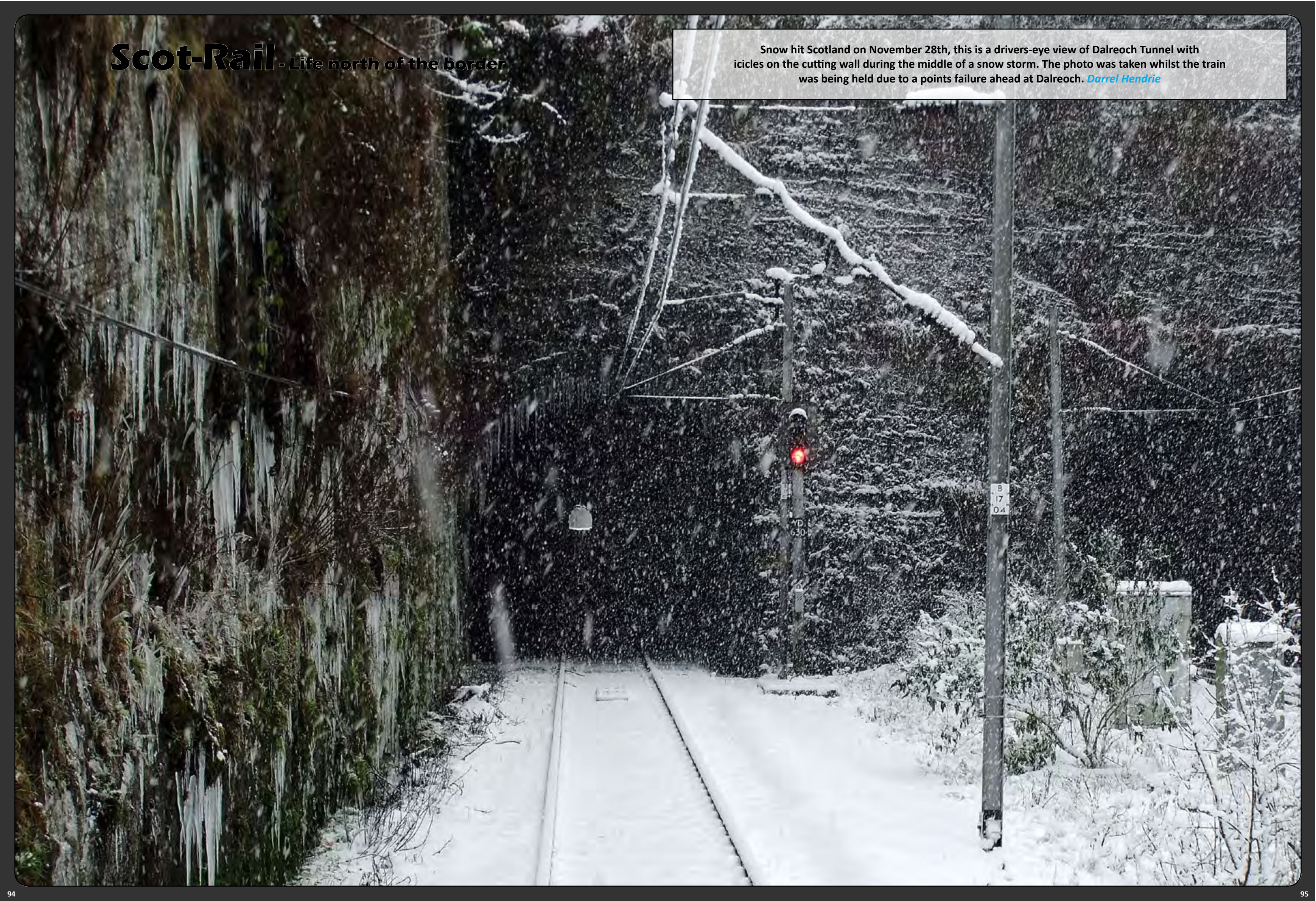
Below: Class 320 318 is seen in smokey, gloomy and atmospheric conditions while calling at Carntyne station on November 16th. [Jonathan McGurk](#)





# Scot-Rail - Life north of the border

Snow hit Scotland on November 28th, this is a drivers-eye view of Dalreoch Tunnel with icicles on the cutting wall during the middle of a snow storm. The photo was taken whilst the train was being held due to a points failure ahead at Dalreoch. [Darrel Hendrie](#)





# Fares Advice with RailUK

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

## East Coast Cancellation Refund

**Q:** I wanted to travel from Huddersfield to Pitlochry on TPE/East Coast, but East Coast trains north of Edinburgh are cancelled due to the weather. The East Coast website states that, for tickets bought by the East Coast website, I can claim a refund via "My Account". However, at My Account, my tickets (1st Advance HUD-YRK and YRK-PIT) are described as non-refundable and the Refund button is greyed out. Can I get a refund online or do I have to write to web support to claim the refund?

I also have Advance tickets from PIT-EDB (Scotrail), EDB-YRK (EC) and YRK-HUD (TPE) for the return journey, which are obviously no use to me now. Can I claim a refund for these even if the trains are running again?

Finally, I have an Off-Peak Day return from Perth to Glasgow Queens Street and cannot use this either. The Refund button for this ticket is not greyed out, but I cannot claim a refund because the Admin fee of £10:00 is more than the ticket price (£9.45). This ticket was also bought via the East Coast website, so can I claim its cost back from EC as well?

**A:** As the journeys are obviously (to a human) linked and it was not possible to make the first one, I'd write to East Coast (or wherever you got the tickets from) and ask for a full refund as they couldn't get you there on the first train. Keep copies of everything, but it would be very bad PR to refuse this request. If they do refuse it I'd then write to Passenger Focus.

## Lincoln to Spalding via Newark and Peterborough

**Q:** The last direct Lincoln to Spalding train leaves in the late afternoon. Is travelling via Newark and Peterborough valid after (or even before) this time?

**A:** *That's a can of worms. The official answer appears to be no, (East Coast booking site finds no journey opportunities and there doesn't appear to be an easement) however staff are generally lenient late at night with regards to routeing. The last train is at 1603. If you were to travel after this time, I would expect the vast majority of staff to 'show discretion'. I am aware of people using Rte Lincoln tickets (Newark - Grimsby) via Doncaster and I used a Rte Stockport (Holyhead-York) via Derby late in the evening and no-one seemed to mind. Before 16:03? I don't see how you can justify that.*

## Unable to Touch In

**Q:** On Saturday night I attempted to touch in with my Oyster card through the ticket gates at London Bridge station however when I got there a member of southeastern staff said people who are using Oyster cards should instead make note of the time they began their journey and explain to gate staff that people was being let through. So I made my way on my journey to Charing Cross where a group of RPI's told me that I had to buy a ticket for the journey I had just made despite the fact that I had reached my cap for the day and the journey would of took no money off my card. About 20mins later having been forced to buy a ticket I made my way back to LBG to ask the ticket gate worker why she had given out false advice because I had to buy a new ticket at Charing Cross, firstly she said "I told no one to go to Charing Cross" and I said I had too because that was the journey I had to make. Then she said I would have to speak to the RPI's upstairs because she told no one to go to CHX just to make their journey. So what is the rule here: Should I of been forced to buy a ticket when i was unable to touch in and had reached my

cap for the day. I would like to know if I am entitled to a refund from southeastern because I would not of travelled if I had been told I would of had to buy an additional ticket. Obviously I do understand the rule when using PAYG is to always touch in and out but the gates would not accept Oyster cards, even the validators were set to red, but there was no way to validate my journey at LBG.

**A:** *Oh dear, a severe case of right hand not knowing what left hand is doing. London Bridge to Charing Cross is a perfectly valid journey. The fact that hardly anyone does it outside the rush hours is neither here nor there. If there was a problem with the readers at London Bridge then all RPIs should have known about it. It's not your fault that your valid card couldn't be read. The RPI should have been able to read your card and see that you'd capped already. He should then have contacted his control to verify your story about London Bridge. Then he should have let you through.*

*Definitely complain to South Eastern and ask for a refund. It might be an idea to get a journey history printed first. If you don't know how, see my website (link in signature below). The Oyster helpdesk also might be able to verify that the readers were out of action, although hopefully SE CS will be fully aware by the time they get your letter.*

## 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.

# WAVERLEY STATION SHOT SCOOPS PRIZE IN NATIONAL PHOTOGRAPHY COMPETITION

A stunning black and white photograph of trains leaving Edinburgh Waverley station has taken runners up prize in the very first Network Rail 'Lines in the Landscape' special award at the Landscape Photographer of the Year Awards 2010. The photograph, taken by Javier Ternero, who lives in the Scottish capital, was shortlisted from nearly 500 entries as one of the best photographs of the national rail network by expert landscape photographer and competition organiser, Charlie Waite.

Photographer and competition organiser Charlie Waite explains what made Javier's shot special: "There can be no question that the new award, 'Lines in the Landscape', which was introduced this year to celebrate our relationship with Network Rail, has hugely stimulated and inspired people to get out into the countryside and make photographs. The entries have been very varied, from urban stations to majestic viaducts, and the standard of the photography has been exceptionally high.

"Chris Howe's image is a very worthy winner but there are other images that richly deserve praise, of which Javier's is a prime example, and so we have decided that he should also enjoy recognition."

Robin Gisby, director of operations and customer service for Network Rail commented: "For over 150 years, the railway has helped connect people across the length and breadth of the country; it is a big part of British life. As the incredible photographs entered show, the railway helps create so many spectacular views of both our towns and cities and the countryside.

"Javier's photo really captures the railway in a beautiful urban setting. We've been thrilled with the response to our special award for railway photography, and hope that this year's entries have inspired others to pick up their camera and enjoy the amazing views Britain has to offer."

The Take a view - Landscape Photography of the Year Awards are the idea of renowned landscape photographer, Charlie Waite. From deserted beaches, remote mountains and windswept trees to major cities and industrial works, the highlight the interaction between people and places that is so important for us all.





## PUBLIC TO PICK FENCING DESIGN FOR HERITAGE GARDEN IN BATH

Network Rail is calling for the public to choose their preferred type of ornate fencing to secure the railway boundary at Sydney Gardens.

This public exhibition follows on from the consultation held in February 2009, when ornate fencing was found to be the preferred option to secure the railway at Sydney Gardens.

The public will have the opportunity to choose from three fencing designs in the style of Victorian, Georgian and contemporary at the exhibition. The most popular design will be put forward to the council for final consent prior to work starting by Spring 2011.

Kristian Alexander, community relations manager for Network Rail said, "The public and the council are supportive of Network Rail's work to help make the railway at Sydney Gardens safe. Around 99% of people consulted had agreed that we need to take actions to deter trespassers and vandals in the area, and majority of them had also agreed to back any planning application made to secure the railway.

"To maintain the character of the park while securing the area, we have also taken extra steps in creating three design options for the public to choose from. The chosen ornate fencing will have no impact on listed structures in the area and it will also come with gates for people to access during special events."

Photo: An illustration of how the fence might look.



## DRIVER TRAINING IS VIRTUALLY A REALITY FOR NEW RAIL LINK

Train drivers on the new Airdrie-Bathgate Rail Link are the first in Great Britain to benefit from a cutting edge high definition training tool developed by Network Rail.

The virtual reality simulation of the new 15-mile rail link will be distributed to train operator ScotRail on blu-ray disc for use in its training rooms.

The simulation replicates all the track, bridges, platforms, landmarks, junctions and signalling that drivers will experience along the route with a level of detail and clarity not previously possible. The resource was created for Network Rail by Gioconda, specialists in high definition film and 3D virtual reality tools for the rail industry.

Ron McAulay, Network Rail's Director, Scotland said: "Safety is paramount for our industry, and this system will aid learning and help to improve the skills and knowledge of people working in the industry and contribute to delivering a better, safer railway. Virtual reality simulation has proven its worth as a training aid in the past but with such exceptionally high definition, drivers will now have a level of detail and familiarity never experienced before, giving them a valuable head-start in their on-route training."

Simon Gardiner, managing director of Gioconda, added: "By gathering together relevant information from a wide range of sources - for example, construction plans, maps and photography along and about the new rail link - we are able to create what will be 'reality' for the drivers when the route has been completed. As well as the visual element, other useful information, such as service speeds and platform distances, pertinent to safely negotiating the route, have been over-laid to create a detailed and comprehensive learning and training resource.

"The use of high definition adds detailed information and a level of clarity that makes the learning experience more thorough. Additional informational graphics are overlaid onto the HD Virtual simulation giving the viewer all the information they need, when combined with the route maps, to 'learn' the new layout prior to commissioning. HD is definitely the way forward for this kind of training as drivers can easily read signage, ID numbers and important information which was previously displayed as blurred or unreadable."

David Campbell, a ScotRail driver manager, said: "This will be a valuable tool for drivers to gain the knowledge they need to be able to operate the new services. "Training drivers on new routes is an intensive process combining theoretical knowledge, practical skills and experience on the routes. All have the express purpose of equipping drivers with the tools they need to deliver a safe and reliable high quality service to passengers. Using such technology will help drivers familiarise themselves with the route and its demands in advance of getting into the cab and taking trains across the route for the first time."

Driver training on the new link began in October and the new route will open on 12 December – creating a fourth link across the central belt between the east and the west coast of Scotland. It will allow trains to run from Helensburgh and Milngavie through Glasgow Queen Street to Edinburgh.

## Railway Veteran Honoured for Emergency Response.

ScotRail train driver Willie Dickson was recently named Frontline Employee of the Year for his part in securing the safety of 60 passengers following the Falls of Cruachan derailment earlier this year.

Willie, from Grangemouth and a railwayman of 30 years, was at the controls in June when he unexpectedly came upon "two huge rocks" on the Glasgow-Oban line.

The 60-year-old applied the emergency brakes, stayed at the controls until the train came to a rest – and helped safely evacuated the train on a 50-foot high embankment over the A85.

His actions – universally praised as a key component in avoiding a more serious incident following the landslip - led to him being honoured as Frontline Employee of the Year at the Scottish Transport Awards 2010.

ScotRail received two other awards at the gala dinner at the Radisson Blu Hotel in Glasgow:

- Steve Montgomery, managing director, was honoured for his Outstanding contribution to national transport in Scotland, and:
- ScotRail's marketing team won the Marketing and travel planning award for its "bag a bargain" flat fare travel promotion with Sainsbury's.

Speaking after the ceremony, Willie Dickson said he was proud to receive the award, and thanked those who had put his name forward.

"There has been a lot written about me, and I've never been one for the limelight," the married grandfather said. "Even though it's great to receive this award, I would rather the incident had never happened."

Willie also paid tribute to his on board colleagues - conductor Angus MacColl, from Oban and hospitality host Drew Hinde, of Glasgow. "They were magnificent," he said. "It was a real team effort, and they did a brilliant job in difficult circumstances.

"My thanks also go to all the passengers who helped out as well, ensuring that everyone disembarked safely. Everyone looked out for each other."

Steve Montgomery, ScotRail's managing director, said the actions of Willie and his co-workers were a credit to the company: "They did what they needed to do to keep the incident under control. It is what all of our staff are trained for, but their performance when faced with an actual emergency was exemplary."



# HAVE YOUR SAY ON RAIL IMPROVEMENT PLANS FOR STAFFORDSHIRE

Network Rail is inviting people to have their say on plans to upgrade the railway in and around Staffordshire to deliver a more reliable network for passengers with extra train services.

The layout of the railway in and around Stafford, particularly Norton Bridge, restricts capacity and performance along the main line. Options are being considered to upgrade Norton Bridge Junction to separate the path of cross country trains between Birmingham and Manchester from fast services between London and the North West.

The new junction together with signaling and track enhancements will improve the reliability of services and allow extra trains to run on the main line. The project will deliver:

- Two extra fast trains per hour between London and the North West
- One extra train per hour between Birmingham and Manchester
- One additional freight path per hour through Stafford via Trent Valley, helping take lorries off congested roads such as the M6

Local residents are invited to find out more about the scheme at one of the forthcoming exhibitions and to provide their comments on the plans – in person, by post or online.

Jo Kaye, route director for Network Rail, said: “We want as many people as possible to find out about this exciting project by visiting the exhibitions or viewing the plans online. Britain relies on rail and with demand for rail travel increasing it’s essential we invest in the railway now to provide better services for passengers with more trains, additional seats and fewer delays.

“The west coast main line is one of the most well used routes in the country connecting London, the North West and Scotland. The plans we are launching will make the route even better and help meet future demand.”

Cllr Robert Marshall, cabinet member for infrastructure and regenerations at Staffordshire County Council said: “This is exiting news for Staffordshire. Investment in the railway is essential and we are pleased this scheme will create extra capacity for passenger services on the main line. Good rail links are important for the county’s infrastructure and economic viability and we hope people take the opportunity to view the proposals.”

“The proposed work at Norton Bridge is essential for the national rail network. We’ll continue to work with Network Rail to minimise the impact on local communities,” added Cllr Doug Davis, Stafford Borough Council’s cabinet lead on planning.

This is the first round of public exhibitions and more detailed consultation will be carried out next summer. Network Rail hopes to submit an application to the Infrastructure Planning Commission in late 2012 to gain the necessary permissions to complete the works.

The map, titled 'Option C', illustrates a proposed rail alignment in Staffordshire. The alignment is shown as an orange line running north-south. Key locations marked include Norton Bridge, Shallowford, and Little Bridgeford. The map also shows the M6 motorway and various roads like Moor Road, Trent Valley, and Shallowford Lane. Arrows indicate directions to Stoke, Crewe, and Stafford. A key in the bottom left corner explains the symbols used: blue line for water course, red dot for possible temporary compound locations, orange line for schematic indication of land required for new railway line, orange line with cross-ticks for proposed alignment, green line for foot path, black line for existing WCML railway, green line with cross-ticks for embankment, and green line with cross-ticks for cutting.

**gain the necessary permissions to complete the works.**

# South West Trains wins coveted industry top awards for outstanding fleet reliability

- Most reliable electric and diesel fleets in the country
  - Awarded three top prizes for reliability
  - Most improved award for Class 158 trains

South West Trains passengers are officially benefitting from the most reliable train fleets in the UK, after the rail company recently picked up three top awards at the prestigious ‘Golden Spanner’ awards.

For the first time, South West Trains picked up the top awards for the best reliability of both its Class 444 and Class 455 trains. In addition, once again, the team at South West Trains won the award for the most reliable former BR diesel multiple unit.

South West Trains’ Salisbury depot also won a Silver Spanner award for the largest performance improvement in the last year in the category of former BR Diesel Multiple Unit, for the Class 158 fleet.

The ceremony, organised by industry magazine Modern Railways, awarded the highest distinction to South West Trains’ fleets in the three categories in which it has a fleet type.

A Golden Spanner went to the Class 444 train, built and maintained by Siemens under contract to South West Trains, taking first place in the ‘Modern EMU’ (Electric Multiple Unit) category as the most reliable fleet of its type, thanks to reliability being improved by an impressive 30% since last year. This fleet is now the most reliable fleet of trains, of any type, anywhere in the UK.

The former BR EMU Golden Spanner award was bestowed on the Class 455 train which is maintained at Wimbledon depot. Last but by no means least, the Class 159 train maintained at Salisbury depot also picked up the Golden Spanner award in the former BR Diesel Multiple Unit fleet category for the fifth year running.

South West Trains’ programme of improvements to its fleet means the average distance operated by any train between any technical defects (causing 5 minutes or more delays) occurring is over 40,000 miles, compared with the industry average of 13,000 miles. This represents the equivalent of more than a complete round the world journey without any technical faults.

Christian Roth, South West Trains’ Engineering Director said: “We are extremely proud to win all three of these nationally recognised awards. It is a real tribute to the hard work of our engineering team, day in and day out, and to the close working relationship with Siemens. Our focus now is to build on this significant progress and improve our performance even further.

“Train reliability is vital for our customers and therefore is a top priority for South West Trains. This is really good news for our passengers; more reliable trains mean more reliable journeys.”

Steve White, Service Director for Siemens Rolling Stock said: “We are delighted that the Siemens Class 444 train has been officially acknowledged as the most reliable train in the UK. This is a fantastic achievement for the partnership between the Siemens maintenance team and the South West Trains operations team.”

South West Trains operates the fleets of Class 444, Class 159 and Class 455 trains from London Waterloo across a large part of the South West of England. In addition, South West Trains operates fleet of Class 450s, Class 458s and Class 158s which are also towards the top of the national performance league in their categories.

The annual ‘Golden Spanner Awards’ recognise improvements in train reliability across the UK rail industry. The awards are based on statistical data and are regarded across the industry as being an accurate assessment of fleet reliability. Different classes of trains operating throughout the network are ranked on the distance they cover between technical faults by the Association of Train Operating Companies’ National Fleet Reliability Improvement Programme

- **Most improved award for Class 158 trains**

**company recently picked up three top awards at the prestigious 'Golden Spanner' awards.**

For the first time, South West Trains picked up the top awards for the best reliability of both its Class 144 and Class 159 trains. In addition, once again, the team at South West Trains won the award for the most reliable former BR diesel multiple unit.

South West Trains' Salisbury depot also won a silver spanner award for the largest performance improvement in the last year in the category of former BR Diesel Multiple Unit, for the Class 158 fleet.

The ceremony, organised by industry magazine *Modern Railways*, awarded the highest distinction to South West Trains fleets in the three categories in which it has a fleet type.

A Golden Spanner went to the Class 144 train, built and maintained by Siemens under contract to South West Trains, taking first place in the 'Modern EMU' (Electric Multiple Unit) category as the most reliable fleet of its type, thanks to reliability being improved by an impressive 30% since last year. This fleet is now the most reliable fleet of trains, of any type, anywhere in the UK.

The former BR EWS Golden Spanner award was bestowed on the Class 455 train which is maintained at Wimbledon depot. Last but by no means least, the Class 159 train maintained at Salisbury depot also picked up the Golden Spanner award in the former BR Diesel Multiple Unit fleet category for the fifth year running.

South West Trains' programme of improvements to its fleet means the average distance operated by any train between any technical defects (causing 5 minutes or more delays) occurring is over 40,000 miles, compared with the industry average of 13,000 miles. This represents the equivalent of more than a complete round the world journey without any technical faults.

Christian Roth, South West Trains' Engineering Director said: "We are extremely proud to win all three of these nationally recognised awards. It is a real tribute to the hard work of our engineering team, day in and day out, and to the close working relationship with Siemens. Our focus now is to build on this significant progress and improve our performance even further."

Train reliability is vital for our customers and therefore is a top priority for South West Trains. This is really good news for our passengers; more reliable trains mean more reliable journeys."

Steve White, Service Director for Siemens Rolling Stock said: "We are delighted that the Siemens Class 444 train has been officially acknowledged as the most reliable train in the UK. This is a fantastic achievement for the partnership between the Siemens maintenance team and the South West Trains operations team."

South West Trains operates the fleets of Class 444, Class 159 and Class 455 trains from London Waterloo across a large part of the South West of England. In addition, South West Trains operates fleet of Class 450s, Class 458s and Class 158s which are also towards the top of the national performance league in their categories.

The annual Golden Spanner Awards recognise improvements in train reliability across the UK rail industry. The awards are based on statistical data and are regarded across the industry as being an accurate assessment of fleet reliability. Different classes of trains operating throughout the network are ranked on the distance they cover between technical faults by the Association of Train Operating Companies' National Fleet Reliability Improvement Programme



## Derailment at Welshpool

On the evening of November 24th, 1J27 18:09 Birmingham International to Aberystwyth was derailed at Welshpool. Formed of Class 158 822 and 158 834, the leading coach of 158 822 ( 57822 ) was derailed ( all wheels ). Early indications seem to be pointing to the train attempting to reverse back into the platform, after the "passcom" was activated due to some passengers not being able to alight at the platform before the train departed. Not a good idea given that the points at Welshpool are spring loaded, this would cause any carriage that had already crossed over the points to then take the route into the other platform. Seen here on the morning after the incident.

Photo: ©Pete Cheshire



## Railway workers remembered

A memorial plaque to commemorate Merseyside rail workers who lost their lives during the two world wars was unveiled at a service held at Old Roan Station on Sunday 14 November. There was also a large piece of artwork unveiled, produced by pupils from Holy Rosary School in Aintree.



Merseytravel public art office worked with the primary school children on the project to produce work to enhance the area. The year six pupils were asked to include an element of historical relevance to the railway and the many men who lost their lives during the wars, to complement the plaque, which is a replica of the original memorial plaque at James Street Station.

The plaque and artwork are sited on land behind the Old Roan Station which was previously unused and the project addresses Merseytravel's own aims and objectives of enhancing the passenger's journey experience.

Councillor Mark Dowd, chair of Merseytravel said, "Children growing up today should learn about those who sacrificed their lives in the wars and this project was an ideal opportunity to get them involved.

It is important we remember those who have made the ultimate sacrifice for their country in two world wars as we should remember those who continue to make that sacrifice in current conflicts."

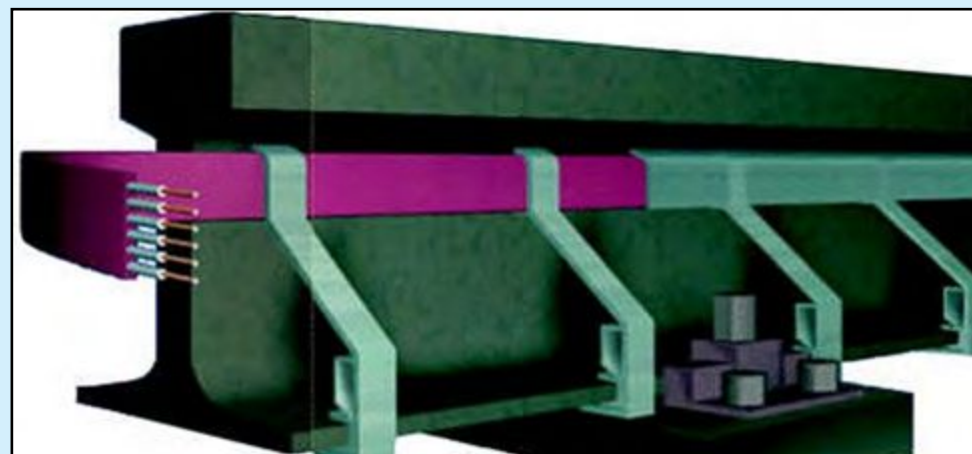
## RAIL HEATERS AIM TO STOP ICE IN ITS TRACKS

More than 16,000m of specialist heating strips have been installed onto the third rail power system across Kent as part of a county-wide trial to improve reliability of train services during harsh winter weather conditions.

Ice forming on the conductor rail, which is used to provide electricity to power the trains, is one of the biggest causes of disruption in the region during winter weather. A layer of ice on the top of the rail prevents or disrupts power being drawn by the train often resulting in the train being stranded. By the end of the year, heating elements will have been installed at 42 key locations across the Kent route primarily at points where trains come to a halt.

Dave Ward, Network Rail's route director for Kent, said: "We are pioneering this new technology in Britain to further improve the reliability of train services during harsh winter weather conditions. We have analysed weather patterns

over the last ten years to identify the most vulnerable areas, and it is these places we are concentrating the trial of the heating strips. "Last winter was the most severe for thirty years. Although the railway coped relatively well compared to other forms of transport, we have used the experience to try and make the railway more robust so we can deliver a better and more reliable for passengers."



The conductor rail heating is one of a number of initiatives being undertaken by the rail industry to improve operations during the winter months.

To complement this initiative, train operator, Southeastern, has launched on its website a new online table showing at-a-glance how train services on all 12 routes are operating at any given moment. The tool shows either 'good service', 'minor disruption' or 'major disruption' and sits alongside an interactive map. Southeastern has also published a contingency timetable to provide passengers with an idea of what services could look like on the rare occasions it needs to be implemented. Other upgrades have also been made to the website and all drivers and conductors have been issued with Blackberrys to help improve information to passengers. For more details see: [www.southeasternrailway.co.uk/news](http://www.southeasternrailway.co.uk/news).

Network Rail has also been working with graduates and research staff teams at the University of Birmingham to assess the benefit of anti-icing and de-icing products. The findings will feed into other work Network Rail is doing to combat the problems caused by extreme weather. The company has also worked with specialist weather experts with the aim of getting more accurate forecasts and conditions on the rails.



## “Passion For Success” and Employee Engagement praise for Virgin Trains

Virgin Trains’ ‘Passion for success and providing a great customer experience’ is shared by all its employees says a report by Investors In People just published.

The IIP review report praised Virgin Trains’ high levels of employee engagement, saying that ‘virtually everyone feels they can make a difference to the success of the company’. More than a hundred Virgin Trains employees were interviewed at 8 locations by IIP West Midlands in a full review which confirmed that Virgin Trains continues to meet and exceed the IIP standard.

The report also singled out excellent internal communications, including the company’s intranet and staff magazine, the organisational learning culture and the ‘open and accessible behaviour of the management team’, effectively reflecting the company’s vision. The ‘seamless integration’ of organisational development within the business planning process was also singled out for praise.

Virgin Trains operates services from London to Birmingham and Wolverhampton, Liverpool, Manchester, Glasgow and Holyhead and in the last year has created regional executive teams to make tactical and strategic management decisions according informed by regional requirements. The IIP report says that early experience of this regional devolution has been positive, with individuals bringing ideas to the regional teams and receiving support and resources to implement them. The report also highlights enhanced understanding between front line employees and corporate teams such as marketing and finance

Virgin Trains first achieved IIP accreditation in 2007 and currently employs 3,100 staff running 330 train services daily and carrying more than 25 million passengers a year.

Virgin Trains Chief Executive, Tony Collins, expressed delight that the company had retained its IIP accreditation: “It’s vital for the business that we invest time, effort and resources to develop and support our employees. They provide great feedback and ideas for improving the business and it is crucial that we listen and that we help them to take those ideas forward,” he said. “It’s great to see the report confirm that this process is working throughout the company. I have no doubt that the passion for success and providing great customer experience is one of the major reasons Virgin Trains continues to grow and succeed and why we’re bringing more and more customers onto our trains.”

## No fourth Brighton Express service for December

The Office of Rail Regulation (ORR) has taken the decision not to allow Southern to introduce a fourth off peak and Saturday train each hour between Brighton and Victoria from the timetable change on 12 December.

Southern’s proposal to provide an extra hourly service was submitted to, and approved by Network Rail and the industry’s timetabling committee. However, following formal objections by First Capital Connect to these approvals, including concerns about performance, the ORR ruled that the service should not run. Southern were advised of this decision late in November and have been working since then to revise the timetable plan so that they can operate the best service possible in these circumstances.

Southern says: “Such a last-minute change is very frustrating particularly as practical trials showed that this service did not have a significant adverse effect on performance. However, we have no choice other than to remove this train from the timetable. We will reprint the relevant pocket timetables and update all relevant rail industry systems as soon as possible.”

“We are very disappointed for our passengers who would have benefited from this additional service and we are now turning our attention to the May 2011 timetable change to consider how we can move forward with similar improvements at that time.”

## National Express Steams in to Help the Railway Children

National Express East Anglia (NXEA) is supporting the charity, the Railway Children with a donation following the company’s annual employee survey, where a contribution is made to a charity each time a member of staff participates in the survey. Staff who took part in the survey came from across the entire geographic area that NXEA serves, including Norfolk, Suffolk, Essex, Cambridgeshire, Hertfordshire and London.

NXEA staff chose the Railway Children as their nominated charity this year and a total of £1,784, is being donated by National Express to the charity, as a result of the survey.

The Railway Children exists to help vulnerable children in grave circumstances. Their objective is to provide relief to children and young people who are in conditions of need, hardship or distress and in particular to those living on the streets. Since its inception in 1995, Railway Children has helped many thousands of children and young people living alone and at risk on the streets, both at home and abroad.

Mark Phillips, National Express East Anglia’s Operations Director said, “We’re really pleased to be supporting the Railway Children; it is a charity that is held close to the hearts of many people who work within the rail industry.”

The Railway Children was founded by stalwart of the British rail industry David Maidment, who when visiting India was approached by a young girl begging outside Mumbai Station. The encounter inspired David to dedicate the rest of his life to finding ways of helping this girl and the millions like her. In India, millions of children use the trains to run away and railway stations become a natural place to congregate and survive. David saw a natural link between this cause and his peers in the rail industry and was able to call upon his many friends and contacts to rally a team of dedicated supporters. To this day a large proportion of support for the Railway Children still comes from the rail industry.



David Ellis, Corporate Partnership Manager for the Railway Children said: “It’s so good to see organisations such as National Express finding new and innovative ways to incorporate support for Railway Children into their own corporate activities. We have grown so much in the last 15 years and are so proud to have helped more than 28,000 children in the last 12 months alone and this really wouldn’t have been possible without the ongoing support we have received from organisations such as National Express and the people within.” Terina Keene, Chief Executive of Railway Children says: “This is such an intuitive way for National Express and their employees help us to protect children from violence, drugs, sexual exploitation and sleeping rough on the streets. We’re so grateful for support such as this and it makes an unimaginable difference to the lives of vulnerable children.” For more information about the Railway children please log on their website at [www.railwaychildren.org.uk](http://www.railwaychildren.org.uk)



## £2.2m IMPROVEMENT PROGRAMME BEGINS AT COLCHESTER STATION

National Express East Anglia (NXEA) has commenced a major improvement scheme at Colchester North station in Essex, representing an investment of £2.2m including financial contributions from the National Stations Improvement Programme (NSIP) and key stakeholders Essex County Council and Colchester Borough Council.

NXEA has listened to customer feedback and worked with Network Rail to determine priorities for improvement at Colchester. A key part of the package of works is the reinstatement of the main entrance on the south side of the station, including provision of a ticket office, relocated customer service office and new WH Smith. In addition, the canopy over the walking route to platform 3 will be lengthened and additional shelters will be provided for passengers boarding trains at the London end of the platform. The south side forecourt will also be improved to provide better access for cars and taxis, and a new facility will double the cycle parking capacity available on this side of the station. On platforms 1 and 2, Network Rail will be upgrading some of the platform buildings in a later phase of the scheme, to be coordinated with longer term engineering works.

On the north side of the station, there will be some small scale improvements to the layout of the taxi area, with an improved pedestrian walking route created from the car park, in addition to the newly opened cycle parking.

James Reeve, National Express East Anglia's Station Manager at Colchester said:

"I am delighted that we have secured this combination of funding in order to progress these major improvements at Colchester North station. It will help transform the facilities at the station for our customers. I'm particularly pleased that the original station entrance will once again be in use and together with the new facilities the customer experience at Colchester will really be enhanced."

Andrew Munden, Network Rail route director, said:

"The improvements being made at Colchester will give passengers what they want – a safer, brighter, more spacious station providing an improved environment for everyone travelling by train. Britain relies on rail and the planned new facilities are a great example of how the rail industry is working together to bring Britain's stations into the 21st century, encouraging even greater use of the railway network."

Colchester is one of 5 stations on the NXEA network which will benefit from the National Stations Improvement Programme.

## New timetable delivers more trains for Southampton.

Rail passengers travelling to and from Southampton are to get eleven extra trains a day from Monday 13 December.

Train operator CrossCountry today announced a variety of service extensions and alterations from Monday to Saturday as part of their new-look timetable, delivering a 40% increase in services and over 2000 more seats on this busy rail corridor. The changes will see people from Southampton and the surrounding areas having more journey opportunities when travelling to the Thames Valley, Midlands and the North for business and leisure. The extra trains also provide a better service for commuters between Southampton, Winchester, Basingstoke and Reading.

Commenting on the increased services, CrossCountry's Managing Director Andy Cooper said: "Southampton is a thriving city to do business in and a great place to visit, so these extra services are great news for everyone. There are extra journey opportunities for commuters and the thousands of cruise line passengers travelling from and to the port will now have more trains to select when travelling from cities like Birmingham, Leeds and Reading. This is about making train travel even more attractive and that's only possible if trains are there at a time and place where people want them. We believe we've done that and hope our extra services to Southampton will help support the local economy by giving more journey opportunities and importantly, more choice."

## London Midland station supervisor lays down tracks for new album

One of London Midland's station supervisors has been laying down tracks for the release of his latest album. Craig Gould, who works at Nuneaton, spends much of his free-time on the road with his band, Tamworth-based Carousel Circus.

The band has supported the likes of Levellers, N-Dubz and Hawkwind and played venues including Liverpool's Cavern Club, the Carling Academy in Birmingham and Camden's Barfly.

They also recently supported Birmingham's Ocean Colour Scene in Stratford-upon-Avon. Craig provides vocals and plays guitar for the band, which has just released its third album 'The Butcher, The Baker and the Ice Cream Maker'.

Carousel Circus release music on their own Mustard Factory label and describe their sound as rock/country/blues.

"It's hard work combining shifts and a rock 'n' roll lifestyle," Craig said. "We did really go for it and put a lot of time in a few years ago, but we've relaxed a bit and we're really enjoying playing these days."

The band's website is at: [www.carouselcircus.com](http://www.carouselcircus.com)



## New rail freight wagons keep aggregate off Central London roads

DB Schenker has accepted a new fleet of 12 wagons from Nottinghamshire based manufacturer WH Davis to be used on rail freight services for Tarmac, the UK's largest quarrying company and leading supplier of construction materials. The wagons, each capable of hauling over 75 tonnes of product, will be put into immediate operation for the transportation of aggregate around London and the South East.

The wagons are unique in design in that they have a body that is placed much higher than conventional bottom discharge wagons. This enables the aggregate to be discharged onto a mobile conveyor system for unloading into areas with limited space. The result is that product can be delivered into terminals within the heart of major urban cities such as London, where it is used in the construction industry by major customers such as Tarmac.

Given the nature of the aggregates to be transported, including marine dredged aggregates, this is the first vehicle of its type to be designed using stainless steel which will extend the life of the vehicle.

The new wagons also include the most modern and efficient track friendly TF25 bogies from Axiom Rail that reduce noise pollution as well as track impact. This rail solution meets all the environmental benefits for transporting material by rail in the most efficient way. This investment by DB Schenker has ensured a rail wagon is available that meets the needs of Tarmac, ensuring this product stays on rail and away from London's roads.

Nigel Smith, Managing Director Construction for DB Schenker Rail (UK) Ltd, said; "These wagons meet the specific needs of this unique service to enable it be delivered by rail. They show that solutions exist to deliver by rail into city centres, even where space is tight for unloading."

Mark Joel, Executive Director, Tarmac South East region, said: "These new, cutting edge wagons form part of Tarmac's long-term commitment to using its rail freight network where possible. This latest initiative ensures that our customers across the South East will benefit from more efficient delivery of our materials to sites and reduced environmental impact with lower carbon emissions."

Ian Whelpton, Sales & Marketing Director of WH Davis, said: "We are delighted to have delivered these new wagons to DB Schenker. The delivery meets their desire to invest in order to improve operations for customers and we are delighted to be working with them."



## RAIL MEETS RETAIL: 75,000 SQ FT OF NEW STATION SHOPPING OPPORTUNITIES ANNOUNCED BY NETWORK RAIL

Network Rail has unveiled plans for over 75,000 sq ft of new retail space in stations, along with a new vision for the future of station retailing which focuses on enhancing passenger experience through the creation of destination stations and building strong partnerships with retailers.

As part of the continued investment in stations to increase capacity and improve the environment for passengers, exciting new retail space will be created at Waterloo, Manchester Piccadilly, Birmingham New Street and King's Cross stations.

- **Manchester Piccadilly:** Opening spring 2011. The existing mezzanine to be used to provide seven new restaurants, totalling nearly 12,000 sq ft.

- **London Waterloo:** Opening spring 2012. A stunning 220 metre-long balcony is proposed to run along almost the full length of the concourse at first-floor level creating 20,000 sq ft of new retail space. This would allow the currently congested concourse to be cleared, creating significantly more space and improved passenger flow to and from Waterloo East.

- **King's Cross:** Opening spring 2012. The creation of a brand new concourse will mean passengers will enjoy over 27,000 sq ft of new shops and restaurants.

- **Birmingham New Street:** Opening 2014. A striking new station concourse, including 16,000 sq ft of new retail space, will bring passengers a bigger choice of shops and restaurants.

Network Rail's managed stations benefit from unrivalled footfall in the travel retail sector, and these new spaces will open up huge opportunities for retailers to maximise a prime trading environment, and change the way passengers use their stations.

Gavin McKechnie, head of retail at Network Rail, said: "Our announcement today marks the start of a new era for retail in stations. Through exciting new opportunities, strong partnerships and working proactively with retailers to grow business we will be able offer a great customer experience in stations, and create destination stations where people go to shop, meet and eat.

David Biggs, director of property at Network Rail, said: "Thanks to the growth and success of the railways, these ambitious plans to expand and enhance retail in stations are possible. Britain relies on rail, and retail revenue is a vital funding stream for Network Rail. As we seek to deliver even greater value for the British people, maximising commercial opportunities will enable us to invest even more money straight back into the railways to help us achieve our goals.





# View from the Outside

If you hadn't noticed, this month it has been snowing a lot!

Where we live, Andy and I got heaps of snow and therefore we went to attempt to do some train photography. On one day we went to Colton Junction and Bolton Percy and we didn't get stuck and it was really nice and cold and pretty. The next snowy day....Andy got stuck on Colton Junction....and made me push the car....and when that didn't work...two men stopped and help me because I was wearing a short skirt and they probably didn't see Andy in the driver's seat when they asked if I 'could use a push.' (Bet your all laughing now!)

In all honesty though, taking photographs in the snow is rather difficult when you can't get anywhere because of the snow. On Sunday last week we tried to go out again and we couldn't park due to a lot of people in cars wanting to park as well, and also because we couldn't actually drive over the level crossing due to the chance of

us getting stuck going over it and well....getting hit by a train!

Anyway my main problem was the bulls that were in the field next to us when we managed to take photos on our first snow day, not because I am scared of them (which I am!)...but because they must have been freezing!

Even I was freezing and I was sat in Andy's car with a blanket and heating on, whilst he braved the cold in honour of taking photographs in the snow for all you lovely people. He is mad I know!

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

## £1m NEW INVESTMENT BOOST FOR NATIONAL EXPRESS CUSTOMERS

National Express East Anglia has recently announced new investment of £1m in a range of customer service initiatives which will deliver improvements to train and stations presentation and cleaning, enhance communication with customers at key stations and provide some added-value benefits for regular commuters and senior-citizens.

The investment will begin immediately with additional onboard train cleaners and welcome hosts at key stations improving customer service and the travelling environment for customers. The package of improvements includes: 20 additional cleaning staff to improve presentation and cleaning on board trains and between journeys  
A new cleaning team improving exterior presentation of trains, complementing NXEA's additional investment of £2m in new carriage washers at Ilford and Orient Way train maintenance depots  
Enhanced station cleans at NXEA London stations and other key stations  
Improvements in communication and engagement with customers led by the recruitment of a new Customer Information Manager and welcome hosts at key stations including, London Liverpool Street, Cambridge, Colchester, Ely, Ipswich, Norwich and Witham  
Provision of free weekend travel for partners of NXEA annual season-ticket holders ; Production of a new Commuter News publication for season-ticket holders and enhanced at-seat refreshment service for First Class customers on the 07.10 and 07.40 Intercity services from Norwich ; Senior Citizens 2-for-1 travel offer on Wednesdays in the New Year

Andrew Chivers, Managing Director of National Express East Anglia: "These enhancements represent a significant additional investment by National Express East Anglia in the areas our customers tell us they want to see further improvement. We will improve train cleaning and presentation and communication with our customers. The investment by National Express East Anglia is in addition to the joint agreement with the Department for Transport which will deliver 188 new and additional carriages, initially alongside the December 2010 timetable change."

Guy Dangerfield, Passenger Focus Manager said: "Passengers will welcome this package of improvements, in particular National Express's commitment to improve passenger information and the standard of train cleaning. Keeping people properly informed is a key part of delivering satisfied passengers, while clean trains are important to how passengers judge if their journey was value for money."

## ANGLIA RAIL UPGRADE GETS GREEN LIGHT

The crucial role that Anglia's railway will play in the country's economic recovery has been confirmed as Department for Transport gave the green light for the Felixstowe to Nuneaton rail freight upgrade.

This follows the comprehensive spending review on October 20th, in which the government committed itself to encouraging more freight from the nation's road network onto the railways.

Today, Anglia's freight trains have to travel down the busy Great Eastern main line and through London to reach the north. Once Network Rail's upgrade of the line from Felixstowe to Nuneaton via Ipswich, Ely and Peterborough is complete in 2014, the route will provide more direct journeys for freight trains travelling from the Port of Felixstowe to the midlands, north-west and Scotland, and the potential for faster freight journeys to Yorkshire.

Crucially, the project will help take around 750,000 lorries off Britain's roads by 2030, reducing traffic congestion, improving road safety and reducing carbon emissions by around three-quarters.

Andrew Munden, Network Rail route director for Anglia, said: "Britain relies on rail freight and Anglia's railways are playing a crucial role in the country's economic recovery. "More and more companies are switching to rail and reaping the economic and environmental benefits. As Britain climbs out of recession, Network Rail is boosting business by creating new opportunities for freight transported to and from major ports like Felixstowe."

Cllr Tanya de Hoedt, transport portfolio holder at Ipswich Borough Council, added: "We are very pleased to hear the government has approved the upgrade of the Felixstowe-Nuneaton line, including the Ipswich Chord.

"The improvements will move significant numbers of lorries off the A14 greatly benefiting local people and by providing more direct routes for freight will also help to improve rail services in the area. We have been promoting this project for many years and are delighted to see it is now closer to becoming a reality."

Improving the railway from Felixstowe to Nuneaton involves:

- Gauge enhancements between Peterborough and Nuneaton to ensure the entire route can carry the larger, more economical freight containers increasingly preferred by global shipping firms
- Capacity enhancements between Ipswich and Peterborough: a new 1km stretch of track, or chord, north of Ipswich goods yard, linking the East Suffolk and Great Eastern lines two 775m sections of track east of Ely station to enable better regulation of trains through the junctions at Ely, signalling works at Kennett / Bury St Edmunds
- A flyover north of Nuneaton station that will allow freight trains from Peterborough to join the West Coast Main Line without the need to cross it at grade.





# The Nosh Report

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

Ok over to the editor and his band of merry men again this month, for a real treat. A location on the station and full of memorabilia. This is an enthusiasts delight.

It is the Head of Steam in Huddersfield.

Directly on the station at the west end of Platform 1, (there is quite a nice bar at the east end as well!)

The station buildings where they are located are regarded as THE best in Britain.

sign collection, as well as art exhibitions. Very popular with students particularly - maybe it's the comfy settees?!

There are tables and chairs on the platform all year round (if you can stand the cold!) and more are put out in the square on warm sunny days.

Opening hours: Monday to Thursday 11.00 am - 12.30 am  
Friday and Saturday 11.00 am - 2.00 am  
Sunday 12.00 pm - 10.30 pm

The food is excellent Sandwiches, Salads, Pasta, Burgers all catered for, and look out for the specials board and do leave room for the desserts, yum yum!.

All this together with a friendly atmosphere makes this



They are grade 1 listed and have been extensively renovated.

The place is split into 4-rooms, with the rooms in 'quarters' around a central servery area. Each room has its own character and its own locals!

- The Buffet acts as the main station buffet. It is a no-smoking and quiet room. This is the main railway artefact 'museum' room;

- The Family Room is red! It has more railway artefacts on display and plenty of comfortable benches;

- The Lounge is the room live music takes place in. It is also where most of the advertising enamels are displayed;

- The Bar is a wood-floored room which houses a display of antique advertising posters and a neon

a real treat, however be warned that the place can get very busy on weekends, but still worth popping in if only for a drink and to look at all the various nameplates.

Well thats another year over for the nosh report, I hope that you have enjoyed reading them as much as I have eating at all those lovely places. I hope that you all have a really great Christmas and a Happy New Year, and I look forward to hearing from you in 2011.

If you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

## LIFT-OFF AT IPSWICH AS NEW STATION FOOTBRIDGE IS LIFTED INTO PLACE

Rail engineers worked around the clock during a possession to lift Ipswich station's new footbridge into place – with more than a little help from a mammoth 450-tonne crane.

The footbridge will provide passengers at Ipswich with step-free access between the station entrance and all four platforms as part of a multi-million pound national scheme to make the railway more accessible for everyone.



Two new lifts, fitted with closed-circuit television and telephone links, will also be installed on either side of the footbridge. In addition, new lighting and CCTV systems will be installed and tactile paving laid on the platforms. The existing footbridge will be retained.

The new facilities at Ipswich station, which is the start or end for over 3m journeys every year, are expected to be completed by spring 2011.

Andrew Munden, Network Rail route director for Anglia, said: "Britain relies on rail so it's vital that we provide facilities which make the railway easier to use, safer and more accessible for everyone. Whether you're lugging heavy bags, have small children in tow or simply find the stairs a bit of a struggle, the improvements being made at Ipswich will make a real difference to passengers."

Alan Boagey National Express East Anglia's Ipswich station manager said: "It is quite a milestone seeing the new bridge at the station. I'm delighted that our team at Ipswich station working in partnership with Network Rail has been able to facilitate this work with minimal disruption to our customers. I really look forward to the project being completed in the spring, as it will make such a difference to our customers, improving facilities and easing access for everyone who visits the station."

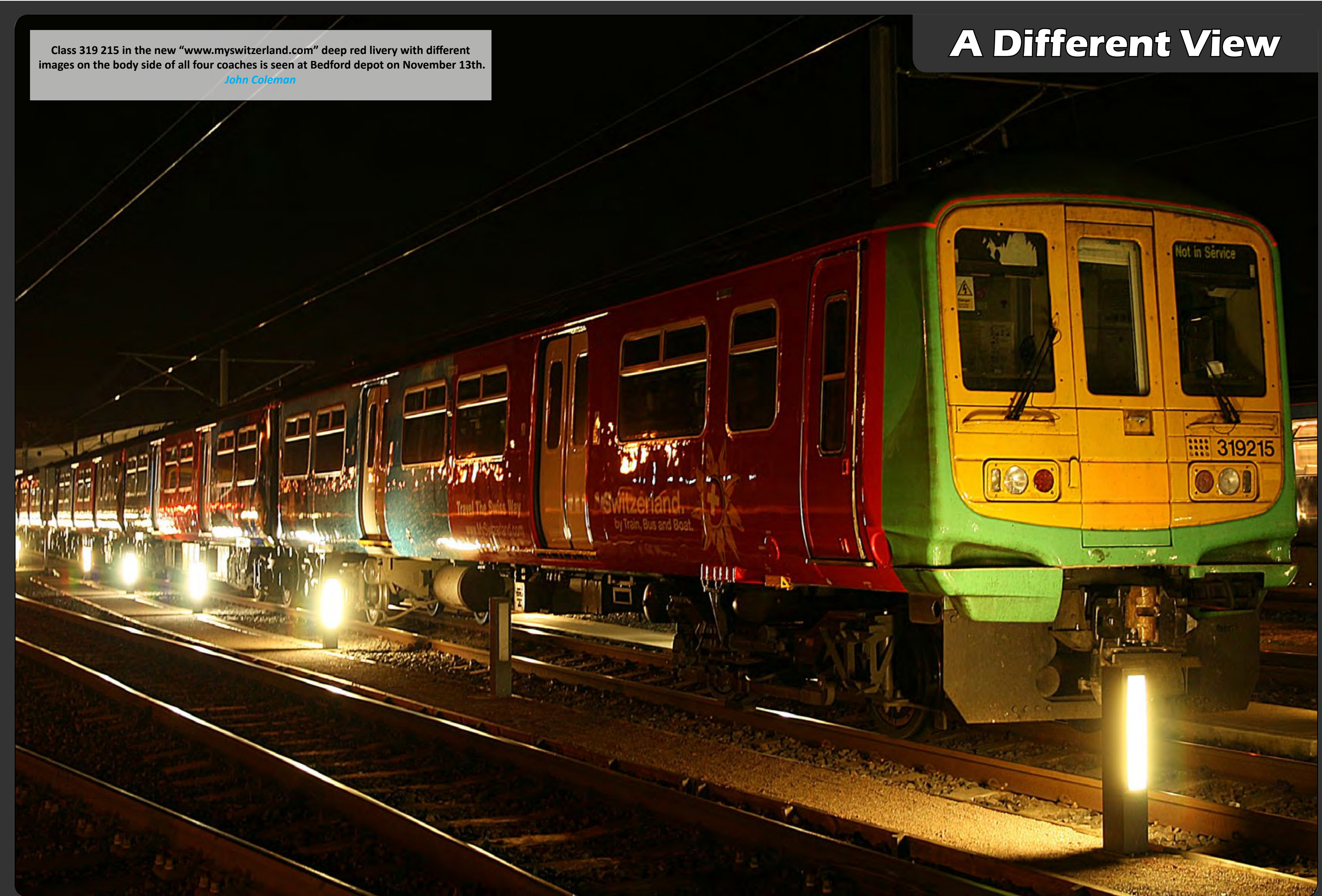
Network Rail is managing and delivering the improvements, which are being funded by the Department for Transport's (DfT) £370m Access for All fund.



Class 319 215 in the new “www.myswitzerland.com” deep red livery with different images on the body side of all four coaches is seen at Bedford depot on November 13th.

*John Coleman*

## A Different View





Caught through the bushes at the East Lancs Railway on October 24th is A1 No 60163 "Tornado". [Colin Irwin](#)



Looking down on the boiler and various fittings of No. 1 "Green Goddess" whilst taking a pause at Dymchurch, RH&DR, on October 24th. [Craig Stretten](#)



# Churnet Valley Railway

## Moorland and City Railways Gala

Below: LMS 8F No. 8624 is seen on the Coudon Lowe branch near Bradnop, November 13th. [Pete Cheshire](#)

Top Right: Class 33 021 heads into Cheddleton with a service from Kingsley & Froghall, on November 13th. [Richard Hargreaves](#)

Bottom Right: Night time shot of LMS 2-8-0 8F No. 8624 at Froghall after arriving from Caudon Lowe. [Class47](#)



## Preserved Railways





Class 25 322 looks good in the low autumn sunshine at Cheddleton on November 13th. [Richard Hargreaves](#)





Above: Class 04 No. D2334 is seen at the Churnet Valley's Cheddleton depot on November 13th. [Richard Hargreaves](#)

Below: No. 71000 "Duke of Gloucester" heads away from Consall and towards Cheddleton, with the first official passenger train to use the branch to Coudon Lowe, on November 13th. [Pete Cheshire](#)



Below: No. 34028 "Eddystone" is seen on the Coudon Lowe branch near Winkhill on November 13th. [Pete Cheshire](#)

Bottom: Class 104 Nos. M50455 and M50517 are seen sandwiching the centre car from a Class 110 at Cheddleton. [Pete Cheshire](#)







LMS 2-8-0 8F No. 8624 in Crimson Lake livery, makes a fine sight as it works a service from Kingsley & Froghall to Caudon Lowe on the first day of the lines through service to Caudon Lowe, November 13th. [Richard Hargreaves](#)



# GWR



Gloucestershire, Warwickshire Railway pushes forward with extension to Laverton  
Class 25 No. D7612 has been in use recently on an engineers train in the snow at the GWR, Toddington.  
This has been in connection with the construction of the northern extension towards Laverton.  
These three photos, show the rat at work with both ballast and sleeper trains.

*All: Paul Fuller*





# Heaton Park, Manchester

Blackpool Tram day at Heaton Park.  
Several Blackpool trams were transported to Manchester especially for this event on November 21st. This is a rare outing for Railgrinder No. 752. [Andy](#)



Blackpool and Fleetwood No. 619 is seen at  
the current terminus of the line, however an extension is currently  
being completed. [Class47](#)



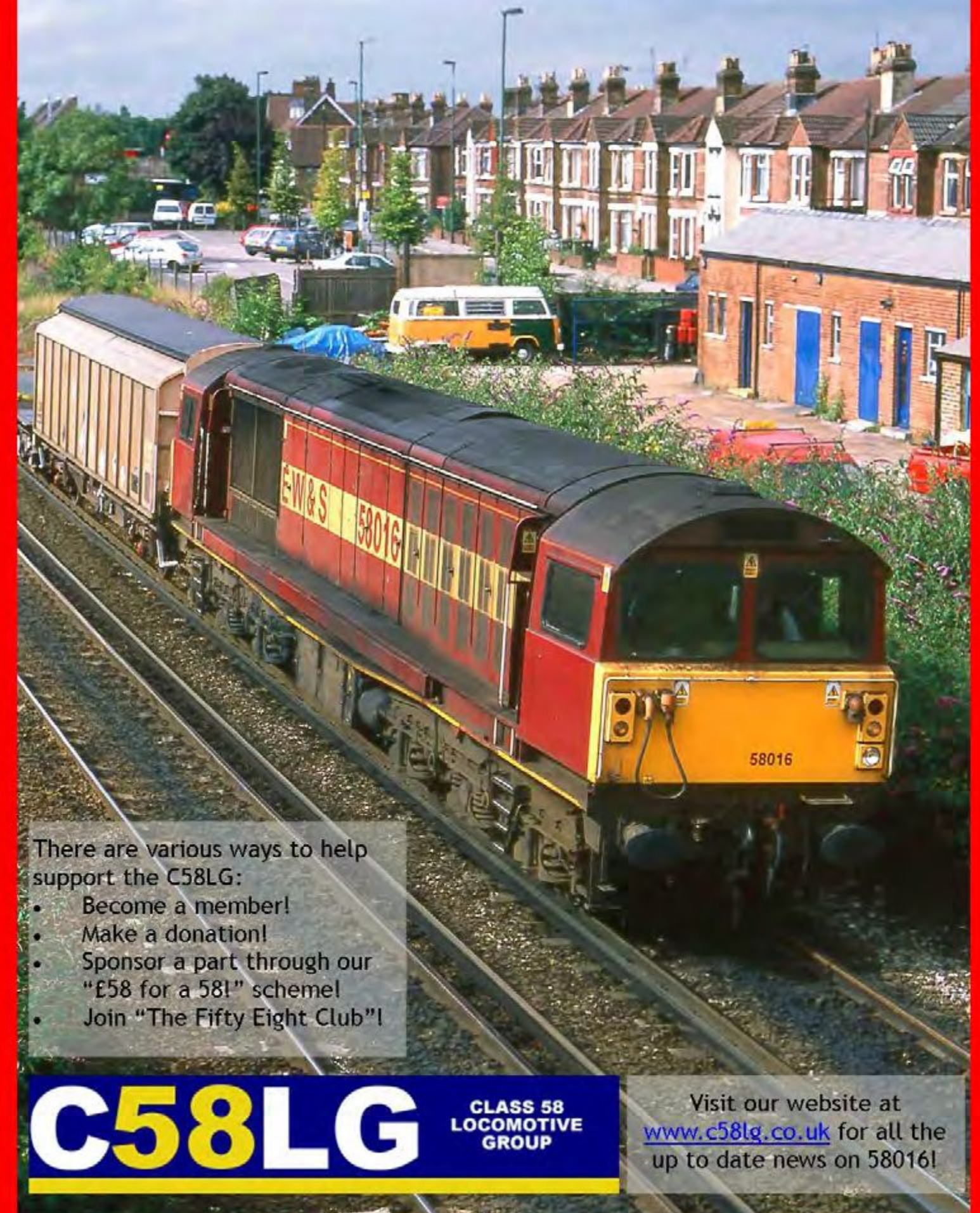




Above: An open top Blackpool tram in Heaton Park, how bizarre but great fun and the organisers must be applauded for a fantastic day out. Blackpool Balloon No. 706 "Princess Alice". [Andy](#)  
Below: No stranger to Heaton Park however is Ex Blackpool No. 31. [Class47](#)



Join the **CLASS 58 LOCOMOTIVE GROUP** and help support 58016's return to operational condition!



There are various ways to help support the C58LG:

- Become a member!
- Make a donation!
- Sponsor a part through our "£58 for a 58!" scheme!
- Join "The Fifty Eight Club"!

**C58LG**

CLASS 58  
LOCOMOTIVE  
GROUP

Visit our website at  
[www.c58lg.co.uk](http://www.c58lg.co.uk) for all the  
up to date news on 58016!

Picture: 58016 approaching Rotherham with train ARDA on the 18th July 2011. Photo: Mark Row



# Coventry Railway Center



## Electric Railway Museum Open Weekend

A pair of Class 309s are seen in the sun at Coventry on September 25th.  
Class 309 616 became 960 101 and 309 624 became 960 102 when  
used after withdrawal by Railtrack until purchased for preservation  
in 2009. *Brian Battersby*





Above: Former BR Class 501 2 car unit formed of DMBS vehicle No. 61183 and DTBS vehicle No. 75186. [Brian Battersby](#)

Below: One of several shunters at this fascinating location is Heysham Power Station No. 1, a Bo-Bo Battery Electric Loco built in 1945 by Robert Stephenson and Hawthorns. [Brian Battersby](#)



Below: BR Class 414 2-Hap unit No. 4311 still carries its Network Southeast livery. [Brian Battersby](#)  
Bottom: Looking slightly tired, is BR Class 405 4-Sub unit No. 4732. [Brian Battersby](#)





# Romney Hythe & Dymchurch

No. 6 "Samson" is viewed from the footplate of No. 1 "Green Goddess" at Dymchurch, RH&DR, on October 24th. [Craig Stretten](#)



## THE BANBURY CROSS!

### GREAT CENTRAL WINTER GALA BOASTS FOUR VISITING ENGINES AND A BANBURY THEME

**THREE DAYS: 28TH, 29TH, 30TH  
JANUARY 2011**

Four visiting engines and an autococh make the GCR's Winter Gala one of the first must see steam spectacles of 2011. The theme of the gala is Banbury in the late 50s, allowing an exciting variety of motive power to take part. First of the three visiting locomotives are GWR 2-8-0 No. 3850, travelling to Leicestershire from the West Somerset Railway (it's first trip away from its normal operating base). While the GCR has often hosted 2-8-0s from other big 4 companies, this will be the first time its double track metals have been graced by a Western example. The locomotive is expected to be painted into BR black livery in time for this event, the first time it has worn

this colour scheme and will be a natural pairing with the GCR's famous 16T mineral wagon train.

The second visitor is GWR 2-6-2 Prairie tank No. 5526 from the South Devon Railway. The locomotive will visit with an autococh. LMS Jubilee Class No. 5690 Leander is also returning to the GCR for a Winter visit, having been very popular at 2010s Winter Steam Gala.

Finally, K4 No. 61994 The Great Marquess will make its final appearance at the GCR at the gala, following a successful extended visit which began in October 2010. Four locomotives from the GCR's home fleet will join the line up, including GWR Hall No. 4593 "Pitchford Hall", with up to eight locomotives expected to be in steam in total during the three day event.

Bill Ford, President of the Great Central Railway said, "Our gala team have pulled out the stops again, producing yet more firsts for what is sure to be an incredible event. From a marvellous selection of locomotives, to the chance to sample an auto train on our double track, it's hard to pick a highlight. As a key junction where region's overlapped, the Banbury theme gives us licence to showcase all sorts of classes. The GCR was of course connected to Banbury, allowing it to be used as a through route for cross country excursion traffic, so it feels like a natural fit for one of our galas."

The Friday of the event is expected to see three locomotives in traffic with the full fleet deployed over the Saturday and Sunday. Details including fares and timetables will be available on the GCR website closer to the event.

A gala programme will be available.



### SANTA SPECIAL BOOKINGS SOAR AHEAD OF 2009

The Great Central Railway is delighted to report a boom in demand for its award winning Santa Special trains. Bookings have soared ahead of last year before the man in red has even delivered a single present. The trains start running this year on Saturday November 27th, but already 19 of the 73 services are fully booked.

That figure doesn't include some services which have only a handful of seats left. At this time last year only one of the trains had sold out. Booking office takings for pre-booked tickets currently stand some 30% ahead of this time last year. The railway offers two types of Santa train, with the Santa Deluxe proving most popular. Two extra Deluxe trains were added to the roster of services earlier this week and have already begun to sell.

"We've approached this Santa Special season very carefully" explained Kate Tilley of the Great Central Railway. "We've put extra effort into marketing and a serious advertising campaign starts next week. We were concerned the economic climate might lead to a drop in bookings this year, but we're absolutely delighted with the way tickets have sold. Last year was a record for Santa takings and we hope the strong start this year will continue, taking us to a new record."



# Wensleydale Railway



**More Class 25 313 restoration photos**  
Here are some more pics of Class 25 313's cab undergoing overhaul at Rail Restoration North East, Shildon on November 24th. There is still a long way to go but the standard of workmanship is superb.  
*Alan Usher*



A view of the inside of the cab of Class 25 313, showing just how much wiring there is in a loco. *Alan Usher*



With work in full swing on the cab, it sits in a specially made jig to keep it square allowing some of the old metal work to be removed.

*Alan Usher*



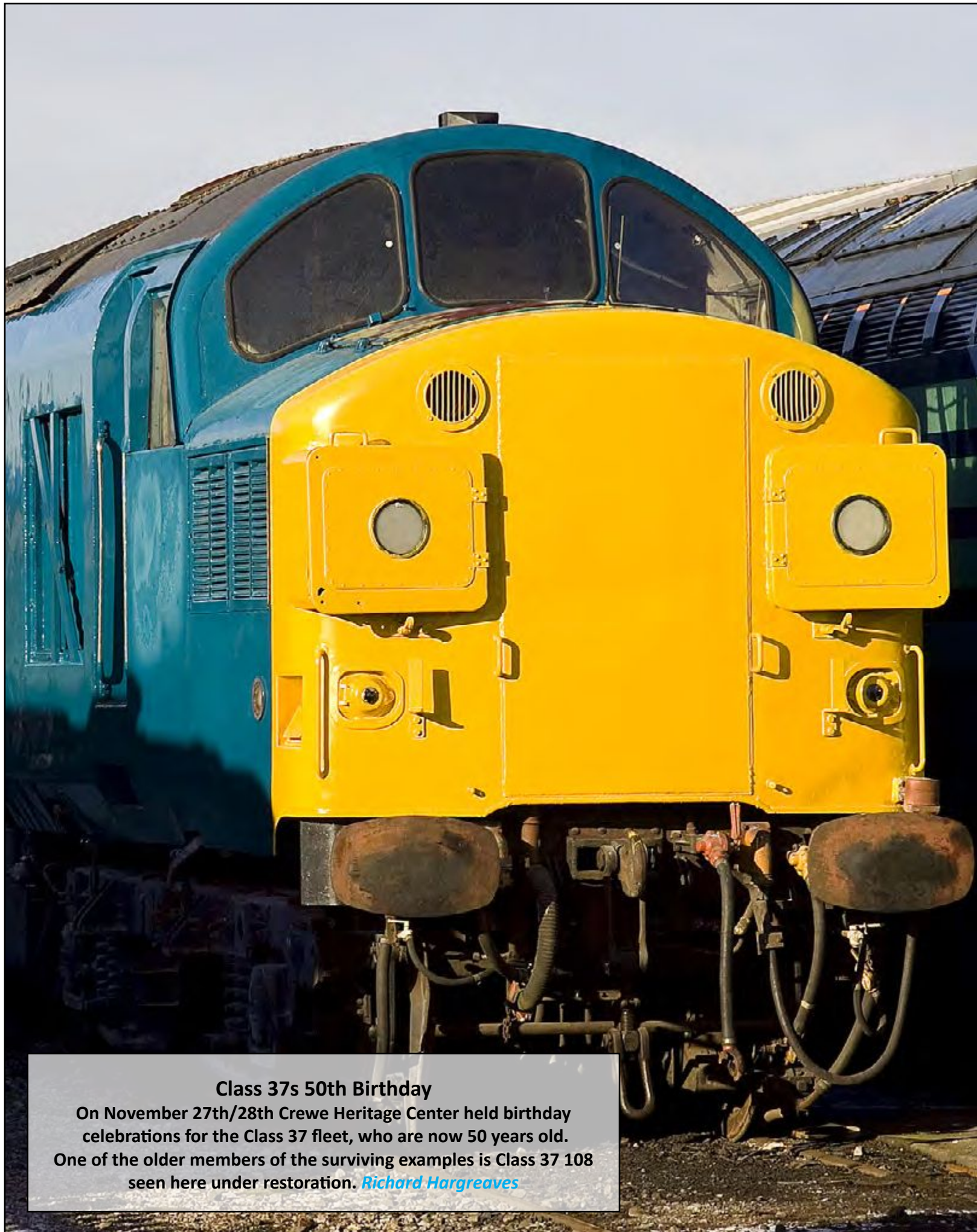


Class 03 144 shows off its new paintwork at Leeming Bar on November 14th. [Alan Usher](#)





# Crewe Heritage Center



## Class 37s 50th Birthday

On November 27th/28th Crewe Heritage Center held birthday celebrations for the Class 37 fleet, who are now 50 years old. One of the older members of the surviving examples is Class 37 108 seen here under restoration. [Richard Hargreaves](#)



Above: DRS Class 37 510 was one of three examples on display from DRS. [Richard Hargreaves](#)  
Below: Preserved Class 37 108 stands next to DRS Class 37 683 which is at Crewe Heritage Center to be used as a training loco. [Brian Battersby](#)







Having come straight from RHTT duties, a filthy pair of DRS Class 37s are seen at the Heritage Center on November 27th. [Richard Hargreaves](#)





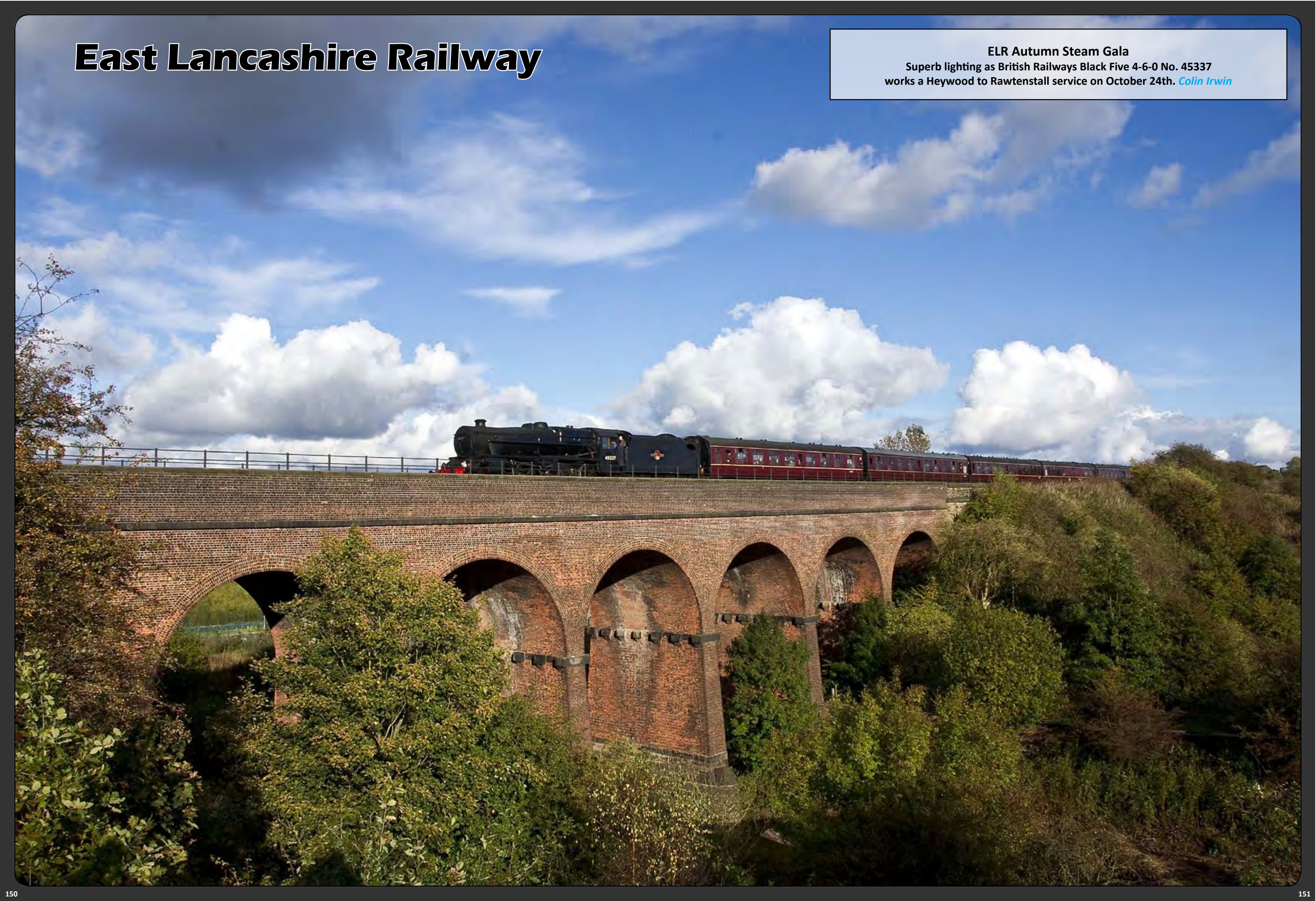
Also seen at the Crewe Heritage Center on November 28th was Merchant Navy Pacific No. 35028 "Clan Line" which had been at Crewe for repairs and was being prepared for a test run. [Brian Battersby](#)



# East Lancashire Railway

ELR Autumn Steam Gala

Superb lighting as British Railways Black Five 4-6-0 No. 45337  
works a Heywood to Rawtenstall service on October 24th. [Colin Irwin](#)





London Midland and Scottish Railway (LMS) Jubilee Class No. 5690  
"Leander" speeds through the Lancashire countryside heading for  
Rawtenstall on October 24th. [Colin Irwin](#)







Above: On October 23rd, A1 No. 60163 "Tornado" is seen alongside No. 5690 "Leander" at Bury Bolton St. [CJ Sutcliffe](#)

Below: Also seen at Bury Bolton Street was No. 45337, the ELRs own Black 5, which has just re-entered traffic after a long overhaul in Buckley Wells. [CJ Sutcliffe](#)



The A1 Steam Locomotive Trust  
New Steam for the Main Line

## Preliminary 2011 Tours Diary

Below are the future operations Tornado is confirmed to be involved in.  
More details of the 2011 programme will be published on [www.a1steam.com](http://www.a1steam.com) as trains are finalised.

Saturday 26th February – 'The White Rose' – London King's Cross to Leeds and return – promoted by A1SLT (booking agent Steam Dreams)

Tuesday 1st March – London Victoria to Carmarthen and return - promoted by Steam Dreams

Saturday 5th March – London Euston to Shrewsbury and return - promoted by UK Railtours

Saturday 16th April – London Euston to Chester and return - promoted by Steam Dreams

Thursday 21st to Tuesday 26th April (Easter) - Severn Valley Railway

Friday 6th May – 'The Cathedrals Explorer' – London Victoria to York (One Way) - promoted by Steam Dreams

Saturday 7th to Sunday 8th May – North Yorkshire Moors Railway, Pickering

Tuesday 17th May - Sheffield (Tornado from/to York) to Edinburgh and return promoted by Pathfinder

Saturday 21st May – Gloucester, Carlisle to Crewe (One Way) - promoted by Pathfinder

Tuesday 24th May - Liverpool South Parkway to London Euston and return – promoted by HF Railtours

Thursday 26th May - London - Bath & Bristol - promoted by Steam Dreams

Saturday 4th June – 'The Cathedrals Express' – London King's Cross to York and return - promoted by Steam Dreams

Saturday 11th June - London – Shrewsbury and return - promoted by Steam Dreams

Saturday 18th June – London to Canterbury and return - promoted by Pathfinder

Thursday 7th July – London to Plymouth and return - promoted by Steam Dreams

Thursday 4th August - Cambridge to Bath & Bristol and return- promoted by Steam Dreams

Saturday 6th August - London to Nuneaton & Worcester and return - promoted by Steam Dreams

Saturday 24th September – Settle & Carlisle line – promoted by A1SLT (booking agent Steam Dreams)

Saturday 1st October - London to TBA and return – promoted by UK Railtours

Saturday 15th October - A1SLT annual convention at Barrow Hill, Chesterfield



LNER A1 Peppercorn Class 4-6-2 No. 60163 "Tornado" leads BR 8P 4-6-2 No. 70000 "Duke Of Gloucester" northbound through Burrs Country Park on the East Lancashire Railway during the autumn steam gala on October 23rd. [CJ Sutcliffe](#)







Above: Despite the event being about steam engines, it didn't stop the ELR volunteers having some fun in the yards with the diesels. Here Class 50 008 shows why she should be considered as a serious contender to win a "Carry On Clagging" contest whilst idling in Castlecroft Yard immediately in front of the Bury Transport Museum. [CJ Sutcliffe](#)  
Below: Star of the event at the ELR, No. 60163 speeds through the Lancashire countryside. [Colin Irwin](#)



### THREE NEW DIRECTORS JOIN THE BOARD OF GREAT CENTRAL RAILWAY DEVELOPMENT COMPANY

Three senior national rail industry figures join the board of the Great Central Railway Development Company. The company, established last month is charged with reuniting the two sections of the Great Central Railway in Nottinghamshire and Leicestershire. They are currently divided by 500 metres of missing infrastructure including a bridge over the East Midlands Main Line at Loughborough.

The three new directors are Andrew McNaughton, (Chief Engineer of HS2), Steer Davies Gleave founder Jim Steer, and the head of Major Projects for Bircham Dyson Bell, Robbie Owen. They join the board as non executive directors.

The project could cost up to £15million and would create an 18 mile independent main line railway between the outskirts of Nottingham and Leicester. The route would be available for high speed vehicle testing, to carry freight traffic and heritage passenger services. It would be connected to the national network via an existing junction at Loughborough.

Chairman of GCRD, Nigel Harris, (also the Managing Editor of Rail Magazine) said, "I am delighted to welcome these three respected rail industry players to the board of GCRD. Their combined expertise is truly breathtaking. It sets the project to reunite the two railways in very good stead, and we look forward to making a physical start as soon as possible." GCRD is already working closely with local stakeholders and an early priority will be to lodge an application of a regional growth grant.

#### BIOGRAPHIES

Jim Steer is one of the country's leading authorities on transport. He is a founder of the company and was Managing Director until March 2002. He took a three-year secondment to the Strategic Rail Authority as a member of its Executive with responsibilities for all of its strategic planning activities. Jim has expertise in urban transport planning, private sector finance, rail investment, national transport policy and behavioural research. He is a Director of Greengauge 21 and a columnist in the Transport Times.

Robbie Owen is a planning and infrastructure lawyer and Head of Major Projects at Bircham Dyson Bell. He has over 20 years' experience of successfully promoting and opposing a wide range of infrastructure and other major projects, e.g. ports, railways, roads, urban transit systems and water projects, advising both the public and private sector.

Andrew McNaughton is Chief Engineer of HS2 to where he was seconded from his role as Chief Engineer at Network Rail.



BR Black 5 No. 45335 departs Bury and heads for Heywood on October 27th. [Colin Irwin](#)



A1 No. 60163 "Tornado" heads into Bury on October 27th with  
"The East Lancs Tornado". [Colin Irwin](#)

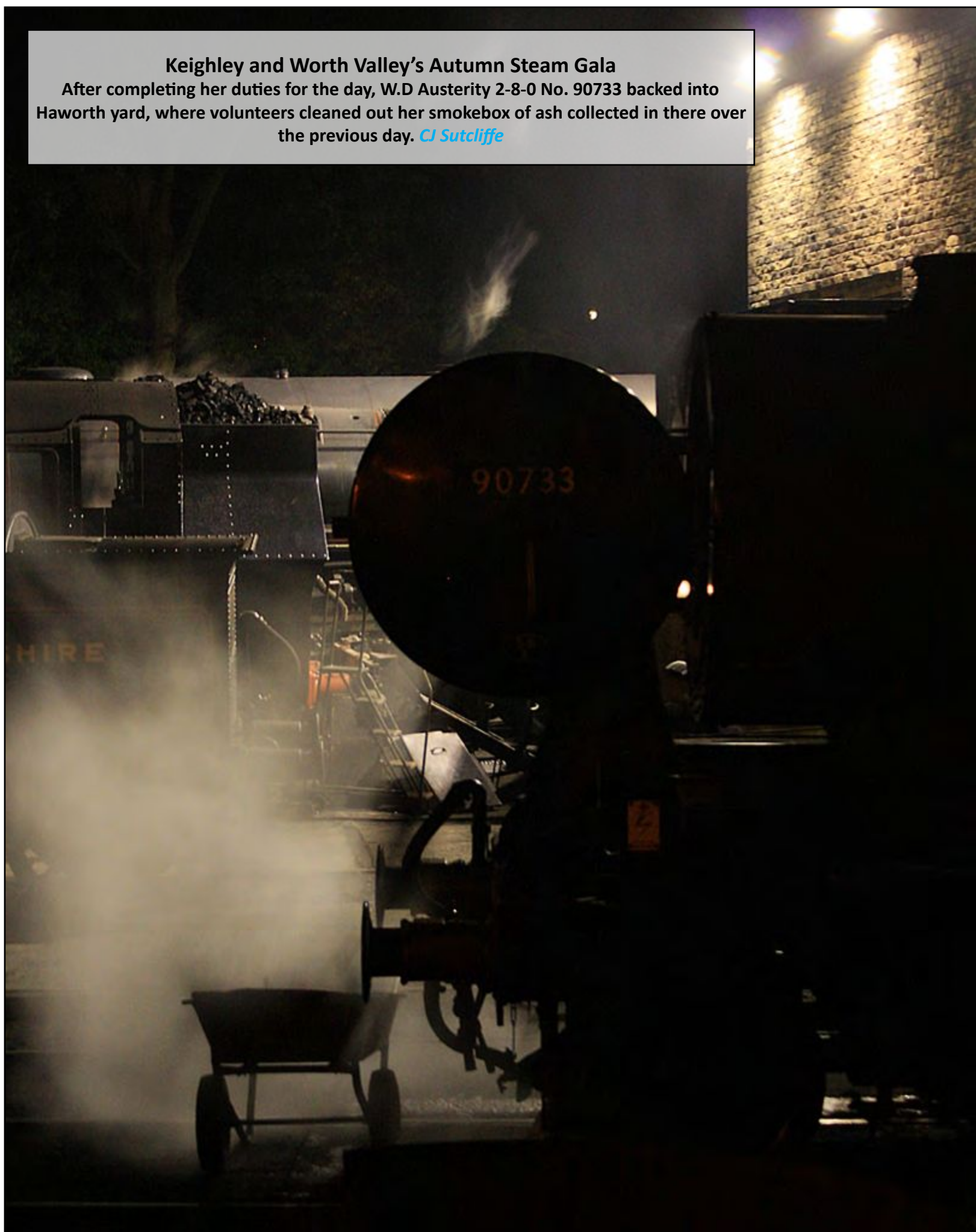




# Keighley and Worth Valley

## Keighley and Worth Valley's Autumn Steam Gala

After completing her duties for the day, W.D Austerity 2-8-0 No. 90733 backed into Haworth yard, where volunteers cleaned out her smokebox of ash collected in there over the previous day. [CJ Sutcliffe](#)



A Night of Rest - Caprotti Standard 5 No. 73129 rests in light steam outside Haworth shed after a days work on the line is done. [CJ Sutcliffe](#)



BR Standard 4 2-6-4T No. 80002, BR Standard 5 4-6-0 No. 73129, LMS Ivatt Class 4 2-6-2T No. 41241, L&YR Class 25 0-6-0 No. 957, Hudswell Clarke 0-6-0T No. 1704 "Nunlow", LMS Class 3F "Jinty" 0-6-0T No. 47279 (Behind Nunlow) and BR/WD Austerity 8F 2-8-0 No. 90733 are all seen on shed at Haworth on the evening of October 9th.

*CJ Sutcliffe*





# East Lancashire Railway



Above: Class 37 518 and 50 015 pass Burrs with 2J69 14:20 Heywood to Rawtenstall on November 6th. [Pete Cheshire](#)  
Below: Class 40 145 leads 50 015 through Burrs on November 6th. [Pete Cheshire](#)



Above: Class 47 No. D1501 heads past Burrs on November 6th. [Pete Cheshire](#)







## Tornado's Brunswick Green Début on the 'The White Rose' from London King's Cross to Leeds

Tornado, will make her 2011 tour début in her new coat of Brunswick Green paint with 'The White Rose' from London King's Cross to Leeds and back. This very special train is being promoted by The A1 Steam Locomotive Trust, the registered charity which built and now operates Tornado.

In the 1950s the Peppercorn class A1s handled many of the London to Leeds services, including 'The White Rose', and on Saturday 26th February 2011, Tornado will head out from King's Cross for Leeds via Peterborough, Doncaster and Wakefield. The train will also call additionally at Stevenage and Peterborough to pick up passengers before heading on for a brief stop at

Wakefield and then onto Leeds.

Provisional timings are:

Station	Outward	Return
London King's Cross	0830	2100
Stevenage	0900	2030
Peterborough	1015	1900
Wakefield Westgate	1210	1705
Leeds	1230	1645

There will be three classes of travel offered on this train, Premier Dining Class including a Champagne breakfast on the outward leg of the journey and a four course meal on the return. First Class non-dining seats, where you will receive complimentary tea and coffee throughout the day, are also available, as are standard class seats, both of which have access to a well stocked buffet car.

Class	Adult	Child
Premier Dining*	£185	£159
First Class	£109	£95
Standard Class	£79	£69

\*note guaranteed table for two - £25 per table

Tickets can be purchased from the Trust's booking agent Steam Dreams (Web: [www.steamdreams.com](http://www.steamdreams.com); Tel: 01483 209888; Email: [info@steamdreams.co.uk](mailto:info@steamdreams.co.uk) )

Mark Allatt, chairman of The A1 Steam Locomotive Trust added:

"The Trust is delighted to announce that Tornado's début in her new Brunswick Green livery will be on 'The White Rose' from London King's Cross to Leeds on Saturday 26th February next year following her repaint as part of her winter maintenance programme. This special train is being promoted by The A1 Steam Locomotive Trust but tickets are available to the general public."

The original Peppercorn class A1s carried several liveries during their relatively short lives – LNER Apple Green (with 'British Railways' on the tender), BR Express Passenger Blue (with the BR crest on the tender) and Brunswick Green (with both the BR crest and emblem on the tender). The Trust has previously announced that Tornado will carry all four historic A1 liveries during her first ten years of operation although her 'core' livery will remain Apple Green.

Photo: Tornado pauses on the newly illuminated Royal Border Bridge on the route of the 'Great Race to the North', 22nd October 2010 (Jack Beeston/A1SLT).





# From the Archives

## Res Duffs on East Coast Diversions

Following on from last months shots of East Coast services diverted via Lincoln and the joint line, we remember when Class 47s were being used on these workings.

Top Left: On May 24th 1998, Res Class 47749 "Atlantic College" is seen dragging Class 91 026 and DVT 82219 with 1S30 London Kings Cross - Glasgow through Stow Park. [Steve Thompson](#)

Bottom Left: The same day, Res Class 47 775 "Respite" is seen hauling DVT 82210 and Class 91 016 under Torksey Road Bridge near Stow Park with 1E05 Edinburgh - Kings Cross. [Steve Thompson](#)

Below: Another Res loco in action on that day was Class 47 624 "Saint Andrew" seen here with DVT 82200 and Class 91 009 passing the site of the former Stow Park Station. [Steve Thompson](#)







Above: Class 03 112 is seen in the station at Berwick on Tweed during a visit in August 1985. *Brian Battersby*  
 Below: Now preserved, Class 58 016 is seen stabled at Leicester on September 6th 1992. *Brian Battersby*



Below: Railfreight Class 31 282 pauses at Crewe with an engineers train, August 15th 1983. *Brian Battersby*  
 Bottom: Class 52 No. D1058 awaits the cutters torch at Swindon Works on June 16th 1979. *Derek Elston*







Above: Class 59 002 "Yeoman Enterprise" is seen during an open day at Whatley Quarry on June 25th 1989. [Derek Elston](#)  
 Below: Once a familiar sight at Crewe, the Albright and Wilson tank train seen here on April 30th 1994. [Brian Battersby](#)



Above: Class 24 054 stands at Bury Bolton Street in August 1985. [Brian Battersby](#)  
 Below: Departmental loco ADB968000 is pictured at Stratford open day on July 14th 1979. [Derek Elston](#)







Above: Class 50 001 "Hercules" is seen under repair at Doncaster Works on June 3rd 1979. [Derek Elston](#)  
Below: A Swindon built Class 120 DMU is seen at Llandudno Jct. on October 12th 1985. [Pete Cheshire](#)



Above: Class 26 040 is seen with the breakdown train at Ayr depot on June 1st 1987. [Derek Hopkins](#)  
Below: Class 27 051 is seen on Motherwell Depot with various Class 37s and 47s on May 30th 1987. [Derek Hopkins](#)







Above: Class 47 525 awaits departure time from Kings Cross on a wet day in 1979. [Derek Hopkins](#)  
 Below: Class 60 044 departs a very busy Warrington Arpley on March 13th 1993. [Brian Battersby](#)



Below: "Split-Box" Class 37 058 arrives into Warrington Bank Quay. [Brian Battersby](#)  
 Bottom: Test bed for the Class 56s and 58s, Class 47 901 is seen at Merehead Quarry open day on June 25th 1986. [Derek Elston](#)





# The Back Page

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



The Gospel Oak - Barking line has recently received new rolling stock, and as the only diesel line on the London Overground network the line required a new fleet of DMUs, these being provided by Bombardier Transportation, and are a continuation of the popular Turbostar variant, the new units being classified as Class 172. Chiltern Railways and London Midland have also placed orders for Class 172 DMUs, the ones for LO are capable of 75mph max speed, and have a very spartan interior. This is Class 172 003 seen at Gospel Oak having worked a service from Barking. [CJ Sutcliffe](#)