

Railtalk

Magazine

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Did I mention we've had a bit of snow

Welcome to Issue 52 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 thats the end of 2010, and wow how fast it has gone. But not to worry, we have 2011 covered with the 2011 Railtalk Calendar, still a few left to buy a price of £5.99 inc P+P.

Well firstly this month, just as everyone had predicted its been the worst or best winter in history, dependant on if you like the snow of course. Right across the country mainline rail operations were turned into chaos due to snow and ice, and this year it was interesting to find that even some european countries have been affected. Could this be those countries that have changed from heavier loco hauled trains to modern lighter units?. If in europe we continue to get bad winters, will loco hauled trains make a return? or perhaps we will all just have to suffer transport chaos for a few weeks each winter.

Now onto some very sad news, that Cargo D's Mark Honey passed away this month after losing his battle with cancer. A great man, championing the return of the Mk3 coach in blue and grey to our railways and one who always had time for a chat. A great loss, and he will be missed by many, professionally and personally, a true friend of the railways.

Finally I hope everyone had a Happy New Year and lets hope that 2011 produces some excellent railway events.

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, Ian Furness, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, Chris Morrison, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton and Darrel Hendrie, Geoff Barton and the guys at RailUK.

Welcome

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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

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Front Cover: On December 11th, Network Rail managed to get around to ploughing the Barton Branch and this shot shows Class 66 056 and 66 186 in the sandwich passing the remains of Appleby station. [Steve Thompson](#)
This Page: An East Midlands Trains HST gets the road leaving East Midlands Parkway on December 11th. [Class47](#)

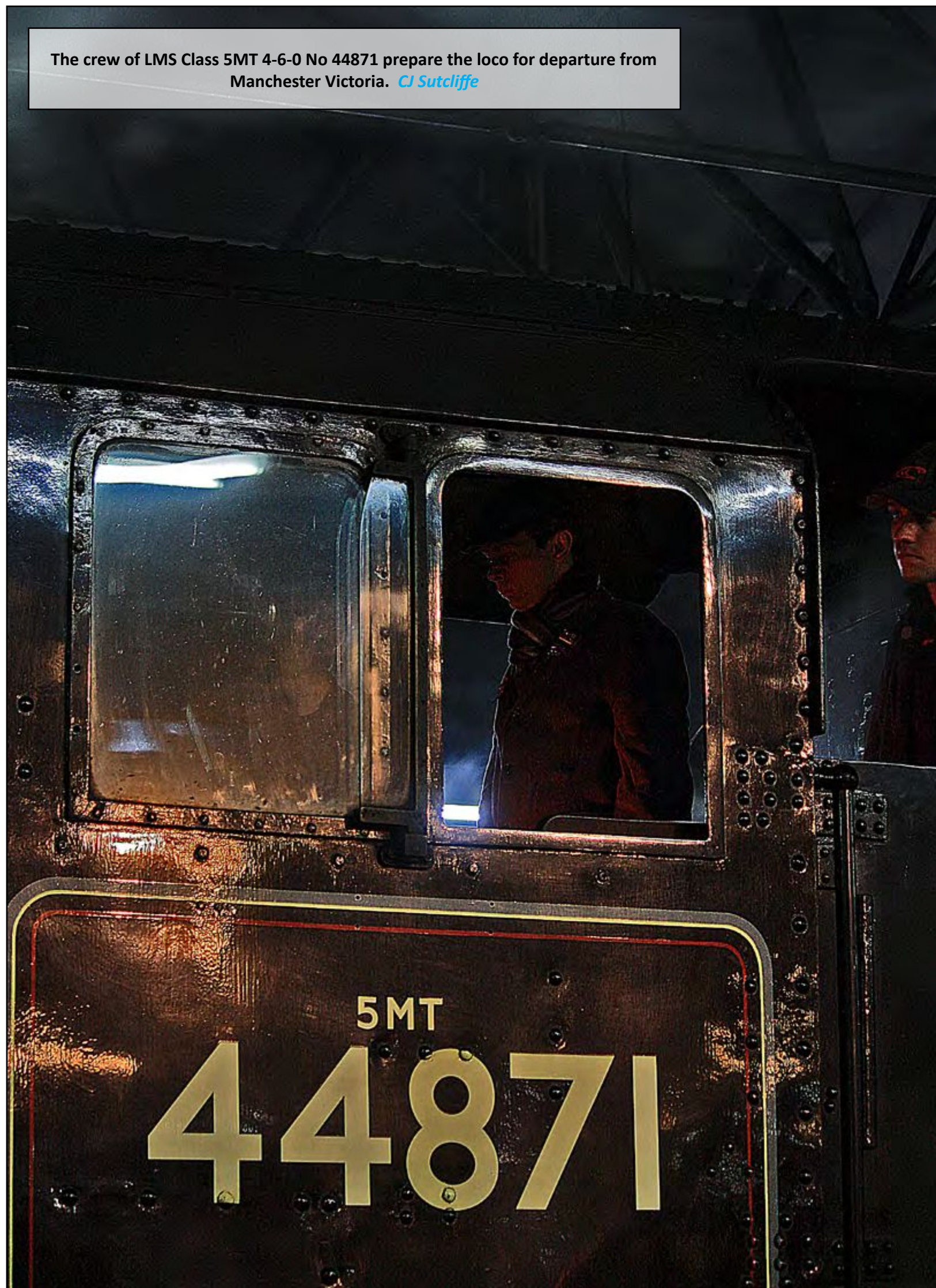
EAST MIDLANDS TRAINS

Charter Scene

Railway Touring Company - The Tin Bath Extra II
On November 7th LMS Class 5MT 4-6-0 No. 44871 and LMS Class 5MT 4-6-0 No. 45407 are seen accelerating past Kearsley on November 7th. [CJ Sutcliffe](#)



The crew of LMS Class 5MT 4-6-0 No 44871 prepare the loco for departure from Manchester Victoria. [CJ Sutcliffe](#)



LMS Class 5MT 4-6-0 No. 44871 and LMS Class 5MT 4-6-0 No. 45407 on THE TIN BATH Extra both slog up Miles Platting incline after departure from Manchester. [CJ Sutcliffe](#)





Steam Dreams - The Cathedrals Express

Seemingly recovered from the allegedly bad Russian coal experienced when it went south through the same station three weeks before and making more steam than the power station behind it, Thompson-designed A1 steam locomotive No. 60163 "Tornado" rushes through the Rugeley Trent Valley station, Staffordshire with the 1261 Euston - Chester "The Cathedrals Express" railtour on December 11th. [Gary S. Smith](#)



Above: A1 Peppercorn No. 60163 "Tornado" is seen arriving into Chester on December 11th with "The Cathedrals Express" from London Euston. [Brian Battersby](#)
 Below: A1 Peppercorn No. 60163 "Tornado" is seen at Chester on December 11th ready to return the charter back to London Euston. [Brian Battersby](#)



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The Railway Touring Company - THE YORK YULETIDE EXPRESS

On December 12th, LMS Class 5MT 4-6-0 No. 44871 on "The York Yuletide Express" Liverpool - York - Liverpool, crosses Todmorden viaduct and market, running three hours late after Class 47 500 failed at Crewe and 57 313 had to take over. The tour was so late that No. 44871 had to be taken off at York and 57 313 returned the tour to Liverpool on it's own. [Colin Irwin](#)



Cruise Saver Express

Class 67 027 takes the branch onto the Reading West line at Basingstoke working 1272 Southampton Docks - Edinburgh on December 14th. [Daniel Stanbridge](#)





Steam Dreams - The Cathedrals Express
On December 13th, A1 No. 60163 makes its last appearance in the South-East, before its repaint into Brunswick Green, at Hastings with 1294 Hedge End - Frant via Swanley and Ashford. [Daniel Stanbridge](#)

Steam Dreams - The Cathedrals Express
LNER A4 class Pacific No. 60007 "Sir Nigel Gresley" is seen arriving at Bath with "The Cathedrals Express" from London Victoria to Bath and Bristol, on December 1st. [Steve Andrews](#)





Grassington Dickensian Festival charter

Above: Class 67 023 arrives into a sunny Doncaster on December 11th with 1248 Guildford to Skipton. [John Martin](#)

Below: Class 67 022 brings up the rear of the Guildford - Skipton charter. [John Martin](#)



Railtourers - Skegness to Newcastle

Above: Class 47 804 arrives into Doncaster with 1263 Skegness to Newcastle Central on December 11th. [John Martin](#)

Below: Class 47 270 was the trailing loco for the trip to Newcastle. [John Martin](#)





Spitfire Railtours - The Edinburgh Explorer
Class 55 022 is seen at York on December 4th with the return working of "The Edinburgh Explorer" which took the loco from Preston To Edinburgh return via Leeds and the East Coast route. [Andy](#)



Clan Line - Main Line Test

Above and Below: British Railways (Southern) Merchant Navy Class 4-6-2 No. 35028 "Clan Line" undertook some main line testing after repairs at Crewe. The loco worked a Crewe - Chester - Crewe run on November 22nd. [Colin Irwin](#)



Railtourer - EDINBURGH CHRISTMAS SPECIAL

Above and Below: On December 18th there was a railtour from Cleethorpes to Edinburgh. The following day, December 19th saw the ECS move from Barnetby to Carnforth and here is Class 47 786 emerging from the freezing fog at Appleby at the head of the train., with BR blue-liveried 47 270 bringing up the rear. [Steve Thompson](#)





NENTA - Christmas in the North Country

Class 47 786 with 47 580 on the rear, are seen at York with the return working of this NENTA tour from Norwich to Newcastle and return on December 4th. [Andy](#)

Railtalk

Calendar - 2011



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Steam Dreams - The Cathedrals Express
Black 5 No. 44931 is seen working 1Z32 London Victoria - Yeovil at Woking
on December 7th. [Wayne Radford](#)





VSOE - Surrey Hill Luncheon Express

Above: On her first run since overhaul at Crewe on December 7th, Merchant Navy Class No. 35028 "Clan Line" worked a London Victoria - Shalford VSOE service, seen here at Wandsworth Town. [Wayne Radford](#)



Statesman Rail - Edinburgh Christmas Statesman

Above: On December 18th Class 57 601 stands at Doncaster with the return "Edinburgh Christmas Statesman" which ran from Leicester to Edinburgh. Class 47 851 was on the rear. [Class47](#)



On November 15th, Class 33 207 "Jim Martin" and 37 516 are seen working 5233 Eastleigh to Hotchly Hill with Mark 1's 99120, 3136 and Mark 2's 5365 and 5376 at Irthlingborough Road, Wellingborough. The Coaches were being delivered to the Great Central Railway (North). [Steve Madden](#)

Vintage Trains - The Christmas White Rose
GWR 4-6-0 Castle No, 5043 "Earl of Mount Edgcumbe" passes through
Sherburn-In-Elmet working 1296 Tyseley to York "The Christmas White Rose" on
December 18th. [Steve Thompson](#)



Class 37 409 stands in the snow at York on December 4th.
Across the UK, several of the class were in use for snowplough duties.

Class 47

Pictures





Above: First Scotrail liveried Class 90 024 speeds North through Acton Bridge on December 17th. [Brian Battersby](#)

Below: Class 37 607 and 37 038 are seen with a damaged FNA wagon in Tonbridge West Yard on December 9th. To the right of the loco's sit GBRf owned Class 73 206, 73 213 and 66 701 which had just arrived from St Leonards Depot. [Robert Barton](#)



Above: Arriva Trains Wales Class 158 828 and 158 833 head for Shrewsbury and Aberystwyth through the snow on December 18th. [Phil Martin](#)
Below: Freightliner Class 70 007 with a lightly loaded 4M45 Felixstowe - Ditton passes Acton Bridge on December 23rd. [Dave Harris](#)



On a cold December day, East Midlands Trains HST power car 43060 is seen at Nottingham waiting to depart on the rear of a London St. Pancras service. [Class47](#)





London Midland Class 153 375 leads a two-car class 170 DMU through the site of the Brindley Heath halt at Moor's Gorse on Cannock Chase, Staffordshire whilst on a Birmingham New Street to Rugeley Trent Valley service on December 1st. The halt was next to the level crossing at Marquis Drive. A former prisoner-of-war camp at the top of the hill became RAF Hednesford where the fathers and grandfathers of many readers of this magazine would have spent their national service, alighting at the halt and facing the climb of 'Kitbag Hill', even in snow. The subsidy for the Birmingham New Street - Rugeley Trent Valley passenger service is being cut from the December timetable change and the trains are reverting back to hourly during the day. [Gary S. Smith](#)



On December 9th, Class 37 607 and 37 038 reverse out of
Tonbridge West Yard prior to working 6M95 to Willesden Brent.

Robert Barton



In a brief lull from the extreme weather, Class 73 212 leads 73 213, 73 206, 73 207 and 66 728 arrive into Hastings covered in ice and snow after carrying out Snowplough duties, working a late 0Y22 Tonbridge West Yard - St. Leonards Depot on December 3rd. [Daniel Stanbridge](#)

Towards the end of December the Virgin Trains Pretendalino set gained a new look in the shape of Freightliner Class 90 045. The loco was used for several days on the Euston - Birmingham circuit and also ran to Wigan with a football charter. Seen here at Birmingham International heading for Euston on December 30th. [Richard Hargreaves](#)





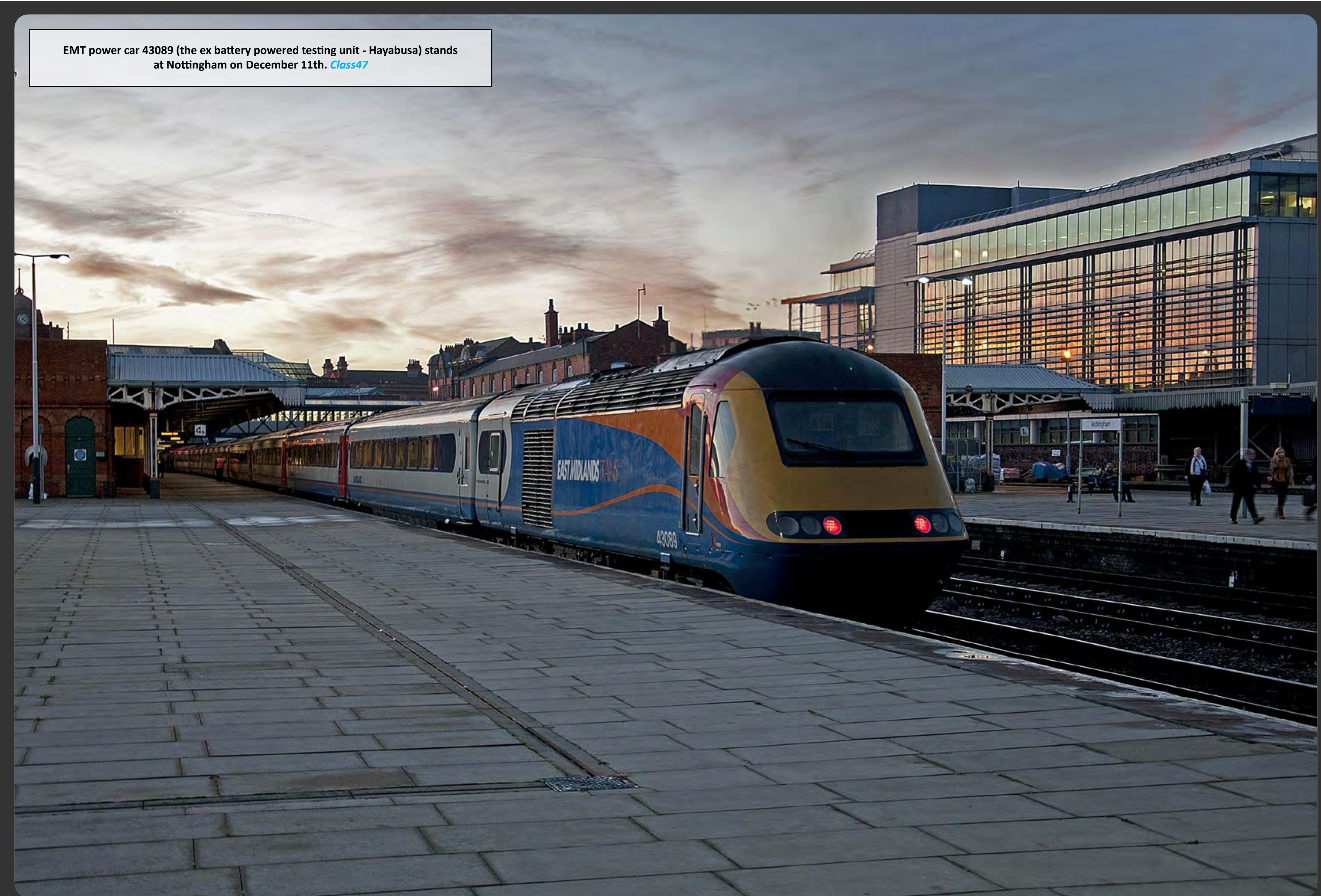
Above: On December 4th Arriva liveried Class 57 314 and 57 316 stand at Crewe. One of these locos usually works down to Holyhead on a Saturday morning to relieve the loco from the weekday Cardiff service, which will work back on a Saturday afternoon. [Richard Hargreaves](#)
Below: On November 22nd Class 66 101 and 66 107 are seen on the Railhead treatment train at Crewe, returning from Holyhead via Chester. [Colin Irwin](#)



Above: Class 185 122 awaits it's booked departure time at Preston with a Manchester Airport service on December 11th. [Derek Elston](#)
Below: Through the blizzard, Class 66 952 is seen at Preston near Shrewsbury heading for Rugeley power station with a loaded coal train on December 18th. [Phil Martin](#)



EMT power car 43089 (the ex battery powered testing unit - Hayabusa) stands at Nottingham on December 11th. [Class47](#)





DBS Class 60 045 heads south through Acton Bridge with a Class 325 unit on December 23rd. The working was 7P25 Warrington Arpley - Crewe and the Class 325 had faulty brakes and as such the cargo wagons were to assist braking the train. [Dave Harris](#)



Above: On December 18th, London Midland Class 170 501 heads through Cosford with a stopping service to Birmingham New St. [Phil Martin](#)
 Left: Class 66 121 heads through Worksoy on December 11th with a mixture of empty and full coal hoppers. [Richard Hargreaves](#)
 Below: Virgin Trains Super Voyager Class 221 115, "Polmadie Depot" departs Chester with the 11:33 Holyhead - Birmingham New Street on November 22nd. [Colin Irwin](#)

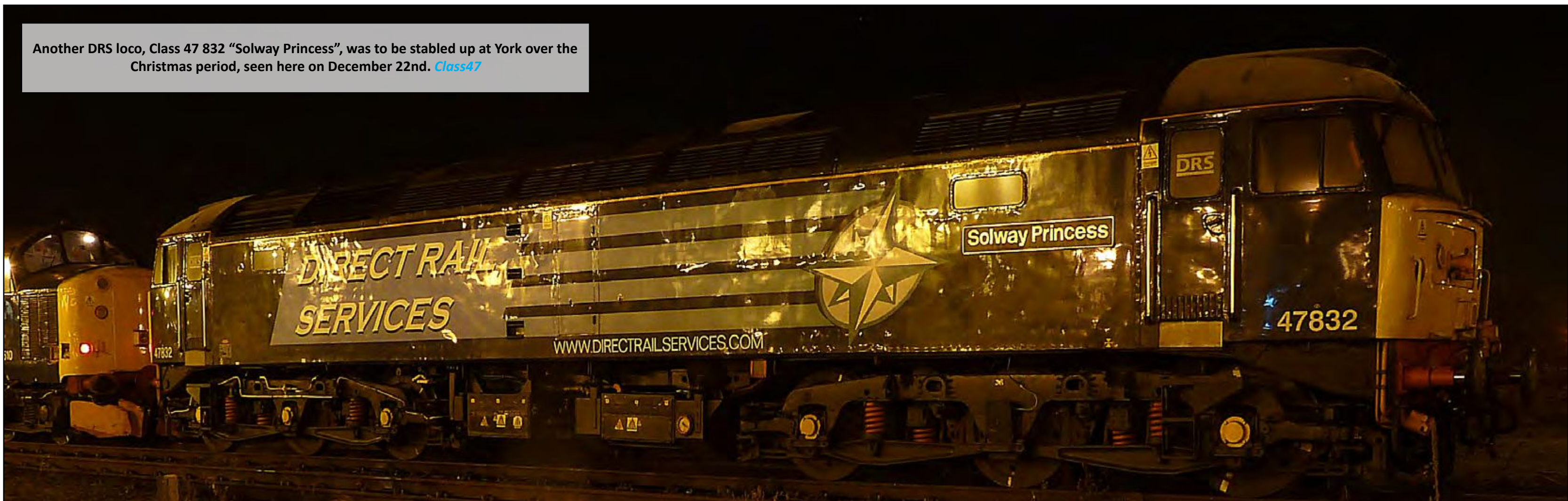


Virgin Trains Class 221 115 displaying Bombardier Green Planet Vinyls passes Winwick Jct with a Birmingham - Edinburgh service on December 18th. *Dave Harris*





DRS Class 57 004 and 57 003 are seen stabled at York on December 11th. The pair had been working in the area on a scrap train and stabled for the night in the parcels sidings. [Class47](#)



Another DRS loco, Class 47 832 "Solway Princess", was to be stabled up at York over the Christmas period, seen here on December 22nd. [Class47](#)

On December 22nd Class 67 005 hauls the 1M23 Shieldmuir - Wembley PRCD
Royal Mail through Winwick Jct, consisting of Class 325 008 and 325 002.

Dave Harris





Above: On December 17th, Royal Mail Class 325 014 heads a working from Warrington to Willesden through Acton Bridge. [Brian Battersby](#)
 Right: East Coast DVT 82228 is seen at Doncaster on December 18th looking like it has just come through a blizzard. [Class47](#)
 Bottom Left: On December 4th Class 66 535 hauls Class 86 604 and 86 639 through Crewe, heading for the LNWR depot. [Richard Hargreaves](#)
 Bottom Right: Class 66 712 works 4Z91 Drax power station to Doncaster Down Decoy up through Doncaster on December 11th. [John Martin](#)





Above: Merseyrail Class 507 006 is seen arriving into a snow covered Chester on December 18th. [Brian Battersby](#)
 Left: Saturday post.... in a blizzard. Class 67 005 stops at Stafford on December 18th with a Wembley PRDC - Warrington additional mail train. [Paul Godding](#)
 Bottom Left: Class 70 007 speeds south through Acton Bridge on December 17th. [Brian Battersby](#)
 Bottom Right: On December 11th Class 153 351 stands at Preston with an early evening service to Ormskirk, [Derek Elston](#)



Class 66 951 makes a welcome sight as it passes Scunthorpe in the sun with 6M05 Roxby - Northenden bins on December 1st.

Steve Thompson





Above: London Midland Class 350 126 arrives into Stafford on December 18th with a Birmingham New St. - Liverpool service. [Brian Battersby](#)

Below: On December 18th Wrexham and Shropshire Class 67 015 pauses at Cosford whilst operating a Wrexham - London Marylebone service. [Phil Martin](#)



Above: Class 66 186 and 66 056 head a 2299 Doncaster TMD to Barton-on-Humber snowplough down through Doncaster on December 11th. [John Martin](#)

Below: On December 17th, Class 59 203 heads through Acton Bridge working a freight from Marcroft Yard to Warrington Arpley. [Brian Battersby](#)





Above: Class 67 029 heads a Royal Mail Class 325 unit through Acton Bridge on December 17th. As previous years, these units are usually loco hauled when snow is about. [Brian Battersby](#)
Below: East Midlands Trains Class 156 404 is seen departing Worksop on December 11th with a service for Nottingham. [Richard Hargreaves](#)



Above: Tata steel liveried Class 60 099 roars through Cheltenham Spa working 6E41 Westerleigh - Lindsey empty EWS TEA/TDA tanks on December 10th. [Daniel Stanbridge](#)
Below: On December 7th, Network Rail pair Class 31 465 tnt 31 602 with the 1Q25 Hither Green - London Cannon St seen here passing Waterloo East. [Wayne Radford](#)





Above: Class 66 412 emerges through the fog at Birdcage Bridge, Swanley whilst working 6Z74 Sheerness - Hitchin empty Scrap JXA's on December 13th. [Daniel Stanbridge](#)

Below: Virgin Trains Pendolino Class 390 018 speeds through Greenholme on December 20th. We assume that the coupling cover was frozen as it wouldn't be sensible to run with it open in these conditions! [Ian Furness](#)



Above: On December 1st, Northern Class 144 003, is seen arriving into Scunthorpe with the 2R65 1024 from Sheffield. [Steve Thompson](#)

Below: On December 3rd, Class 66 841 sits at Maidstone East waiting to continue with its trainload of Ford Car parts. The train had been standing at Maidstone since 06.24 and departed at 13.13, when it passed Otford station at 18.44 (just 25 minutes by train from Maidstone East) it was 702 late. [Robert Barton](#)



Engineering work at Reading over the Christmas period meant that many First Great Western services were diverted and ran into London Waterloo. One such service was this Penzance - London seen here going through Clapham Junction on December 30th. [Class47](#)





Above: On December 23rd, DRS Class 66 416 heads through the up slow at Acton Bridge with the 4M44 Grangemouth - Daventry intermodal as PWay staff wave to acknowledge the horn blast. [Dave Harris](#)
Below: Class 31 233 awaits departure time whilst working 3Q21 Selhurst - Selhurst via East Grinstead and Hurst Green test train. DBSO 9702 was on the rear, December 14th. [Daniel Stanbridge](#)



Above: On December 1st, Class 66 087 heads through Scunthorpe on 6Z41 Immingham NCB - Drax coal, running hopelessly late but, even so, very exciting, well it was at the time! [Steve Thompson](#)
Below: Class 142 094 is pictured arriving into Scunthorpe on December 1st with a local train from Sheffield. [Steve Thompson](#)





Above: Freightliner Class 90 045 heads Virgin's 1G15 London Euston - Birmingham New St out of the mist at Bushey on December 30th. [Wayne Radford](#)
 Left: Class 158 754 stirs up the snow as it passes through Moston station with a Manchester Victoria - Leeds service. [Colin Irwin](#)
 Bottom Left: Class 66 585 passes Pleasington on a gloomy December 30th with 6M11 Killoch to Fiddlers Ferry. [David Hollowood](#)
 Bottom Right: First Great Western's diverted HST 43 169 and 43 040 work 1036 Bristol - London Waterloo through Barnes on December 27th. [Wayne Radford](#)





Above: After the snow and ice came the fog! A Class 153 stands at Sheffield in thick fog on December 29th with a service to Huddersfield. [Class47](#)
 Left: On December 22nd at a very quiet Doncaster due to the wires being down on the ECML south of Peterborough, there were many delays and cancellations. An odd sight was Class 180 112 stabled in Platform 2. [Steve Thompson](#)
 Bottom Left: On a Dull and misty December 29th Class 31 106 waits to depart Kettering with a Serco operated Network Rail test train bound for Corby. [Class47](#)
 Bottom Right: Class 31 601 heads towards Birmingham through a snowy Stafford on December 18th. [Richard Hargreaves](#)



Scot-Rail - Life north of the border



News and Features



Above: Class 320 321 is seen approaching Dumbarton Central station with the first service in over five hours to Helensburgh Central in the mid - afternoon due to cold and snowy weather conditions which led to all services between Balloch / Helensburgh - Airdrie being suspended, December 1st. [Jonathan McGurk](#)

Top Left: On December 3rd, Class 320 305 and 320 315 are seen in the snow at platform 2 at Airdrie station getting ready to work the delayed 10.12 2H15 Airdrie - Helensburgh Central via all station on the Singer line and Kilpatrick and Bowling. Balloch services normally call at the stations mentioned but due to the adverse weather these services were only working to and from Dumbarton Central therefore Helensburgh - Airdrie services called at all stations. [Jonathan McGurk](#)

Bottom Left: Class 318 258 is seen ploughing through the heavy snow at Airdrie station, coming into terminate, having worked the 09.10 service from Helensburgh Central via Bowling and Kilpatrick and all stations on the Singer line. Balloch services normally call at the stations mentioned but due to the adverse weather these services were only working to and from Dumbarton Central therefore Helensburgh - Airdrie services called at all stations. [Jonathan McGurk](#)

Scot-Rail - Life north of the border



On December 8th, Class 320 303 arrives into a snow covered Airdrie station. [Darrel Hendrie](#)



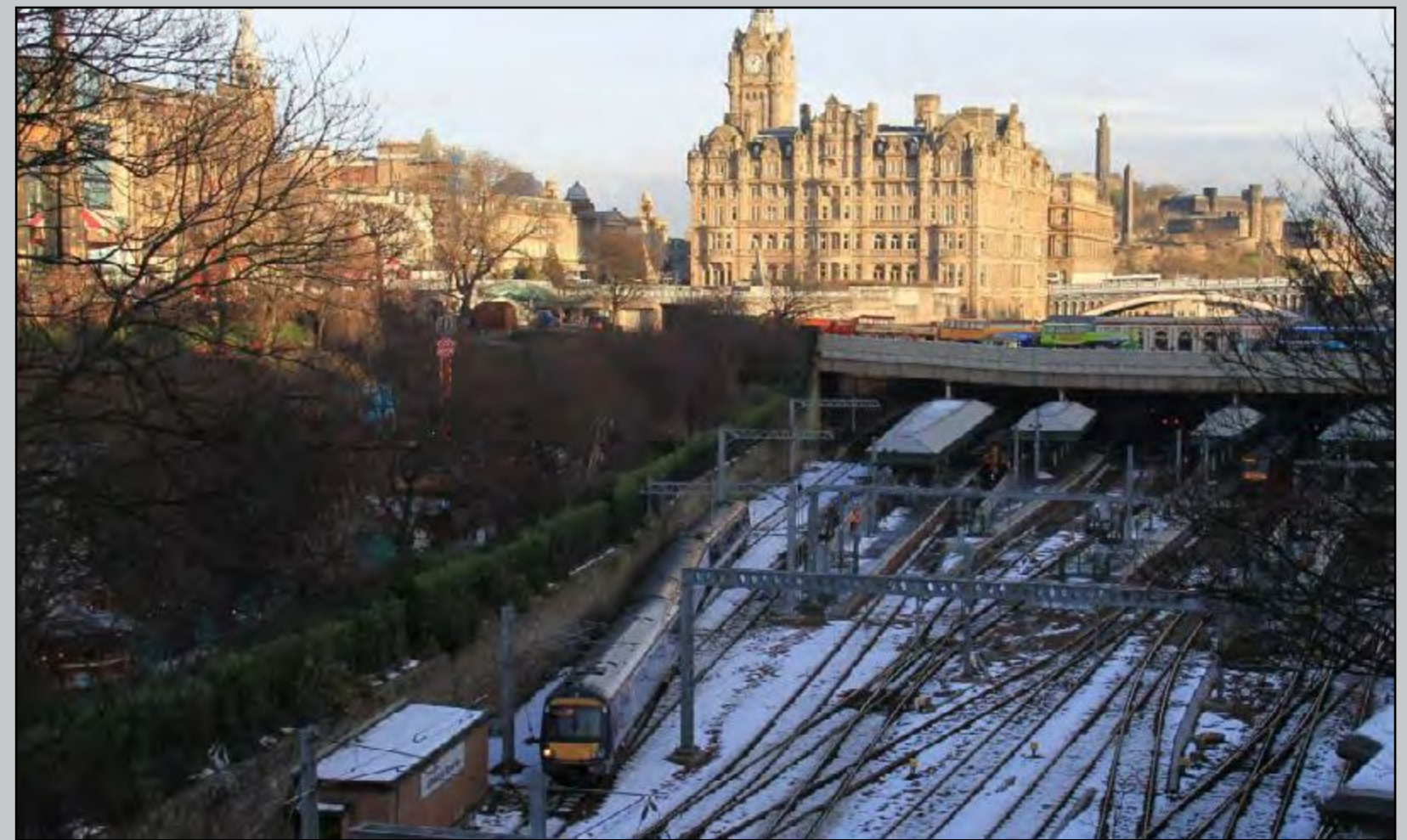
Above: On December 6th, First Scotrail (Barbie liveried) Class 156 476 is seen arriving into Glasgow Central. [Darrel Hendrie](#)
Below: On December 6th, a snow covered Class 156 is seen at Glasgow Queen Street station. [Darrel Hendrie](#)



Scot-Rail - Life north of the border



Class 334 002 stands at a snow covered Dunbarton Central on December 21st.
[Jonathan McGurk](#)



Above: On December 13th, after several days without snow. Class 170 394 is seen pulling away from Edinburgh Waverley station, however more snow was forecast for later in the month. [Jonathan McGurk](#)
Below: Class 156 476 departs Dunbarton Central with the 18.21 1Y27 Glasgow Queen St. - Oban service. [Jonathan McGurk](#)



Moor St. Re-opening



Above: On December 11th, GWR Pannier No. 9600 stands in the re-opened and beautifully restored Birmingham Moor St. terminus. The loco brought in the stock for "The Inter City" charter. [Chris Morrison](#)
Below: GWR 4073 Class No. 5043 "Earl of Mount Edgcumbe" passes through Langley with the first train out of Moor St. "The Inter City." [Chris Morrison](#)



Another view of GWR 4073 Class No. 5043 on the turning move from Park Royal to Southall as it passes Castle Bar Park with Class 37 706 on the rear.

[Chris Morrison](#)



Going Underground



Above: Hammersmith and City C series stock is seen at Hammersmith on December 30th. [Brian Battersby](#)
Below: Elderley Metropolitan line A series stock is seen arriving into Baker St. [Brian Battersby](#)



Above: Piccadilly line 1973 stock departs Alperton heading for Uxbridge. [Class47](#)
Below: Bakerloo line 1972 stock is seen approaching the terminus of Queens Park on December 30th. [Brian Battersby](#)



Manchester Metrolink



Above: On December 11th, No. 1013 departs Trafford Park bound for Piccadilly. [Derek Elston](#)



Above: Recent additions to the Metrolink fleet await entry into service at Trafford Park depot. [Derek Elston](#)
Below: Metrolink Tram No. 3025 arrives from Austria at Manchester Queens Rd. depot on December 11th. This is alleged to be the last tram that will be delivered to this depot. Future deliveries will go to Ayres Rd. [David Hollowood](#)



Fares Advice with RailUK

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

Penalty Fares Query

Q: I use Merseyrail who operate a PF scheme across their network.

The other day, I arrived at Spital station at 06:45 to find that the ticket office staff hadn't arrived. As there is no ticket machine at Spital, I had little option other than to board my train without buying a ticket. In such circumstances, I would normally buy my ticket at the first available opportunity.

My journey takes me across Liverpool & I have to change at Moorfields. My question is would the time I spend at Moorfields constitute an "opportunity" to purchase a ticket?

The interchange time at Moorfields is shown as 10 minutes. However, you would be hard pushed to get from the platforms, up to either of the ticket offices & back down to the platforms within this time.

Added to this, Merseyrail have been operating an emergency timetable for the last few days, with 30min frequency on most lines. Given the times of the services I use, a trip to the ticket office at Moorfields would probably have ended with me missing my connecting train & having another 30 minutes to wait.

On this occasion, nothing happened. I got to my destination & purchased my ticket then, (this being the first "realistic" opportunity to do so in my book). However, I'd appreciate any feedback regarding what is considered to be a "reasonable opportunity" to purchase a ticket in such circumstances

A: 10 minutes to get upstairs, buy a ticket and get back down for the next train? I'd say that is not an 'opportunity' without delaying your journey, and you are not obliged to delay your journey.

It is a grey area as to how much time you require though, e.g. if you had a 30 minute connection at Lime Street, that would surely be enough. 10 minutes at stations where the ticket machines are easily accessible from the platforms may be enough. .

Sheffield to Cardiff - High Fares

Q: I'm in shock. The wife and I are going for a weekend in Cardiff in a couple of weeks. We'd planned to drive down, but I don't particularly like driving and it's quite a long way, so I thought I'd check out the price to go by train, pref First class, it's more roomy (..... !), and it's quieter [fewer loud personal stereos]. Using Cross Country Trains website the cheapest tickets, to go down Saturday and come back Monday, are £83 standard, or £187 First. And that's each, on an inflexible "off peak" ticket ! Even standard class, which we're not that keen on, it'd be £166 for us both. We could drive down significantly cheaper than that, and, door to door, it'd actually be faster. Obviously we're going to drive. But, apparently, even charging those exorbitant fares, the railways lose loads of money. Something is very wrong somewhere.....

What makes it even harder to swallow is that most people on those trains will probably have rail cards and not even paying these huge fares. We've just checked up and there really is no rail card the wife and I can buy. There's one for "young people", one for students, one for OAPs and, (the one that really annoys us), a "Family" Rail card. Why does it annoy us so much ? Well, unless I've read it wrong, up to 4 adults can travel at a discount, but, and here's the discriminatory catch, there has to be a child travelling with them. How fair is that ? As far as I understand it, the child doesn't even have to be related to any of the adults or, in fact any of the party related to any of the others ! ? !

Which begs the question, exactly which definition of "family" are they using ? ! ? And we both pay taxes that go into the railway subsidy. Ever felt ripped off ? We do.

A: £83.40 is the increased price (I agree it's expensive now, thanks to XC!) for a flexible, walk-on, ticket, that is valid on any train after 0500 on weekdays and any time on your outward journey on Saturday. Return is flexible, within 1 month. The only train you can't get is the 0423, I take it the lack of flexibility to get this train is irritating you? If so, you may wish to consider Advance fares, as on Monday 17 Jan the 0423 is only £16 single (and I also checked the next Monday too, the price was the same). If you want a flexible ticket valid on the 0423, a combination of tickets can be purchased.

As for First Class, you could pay for Weekend First on Saturday, and on Monday you can avoid busier times, perhaps changing at Bristol to get a spacious HST back, and then I am sure you will get seats.

Alternatively, specify via Leominster and you can get fares down to £16 each way, that's £64 return for two people; a huge saving.

If you don't like XC's fares, boycott them by going via the Hope Valley & Marches route, but exaggerations about flexible tickets being 'inflexible' etc, are not going to help your case.

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.

TWENTY-YEAR VISION FOR LONDON RAIL SERVICES SET OUT IN INFLUENTIAL STRATEGY

A long-term strategy for London's railway has been unveiled, setting out the steps needed to cater for increasing demand for rail travel in and around the capital.

With the number of passengers travelling into London in the busiest hours set to grow by more than a third by 2031, Network Rail's London and south east route utilisation strategy: draft for consultation identifies ways to boost capacity, improve journeys and increase connectivity across the region.

Produced in partnership with the rail industry, the Department for Transport and Transport for London, the strategy builds on existing plans to increase capacity on the region's railway, including Crossrail, Thameslink, Reading remodelling, electrification to Newbury and Oxford, the Evergreen 3 project on the Chiltern line, the completion of the London Overground network as well as a major programme of train and platform lengthening on many routes into the capital.

Assuming these are implemented in full, the strategy concludes that overall peak capacity in the London suburban area will largely be able to cope with predicted passenger numbers in 2031, with the addition of some other key measures. These include extra commuter services between the Thames Valley and Paddington, additional tracks on the Lea Valley line and more trains on the Windsor lines into Waterloo. It also recommends further developing proposals for future schemes – for example a 'Chelsea to Hackney line' under the capital, extensions to Crossrail and improving rail services to Heathrow.

On a small number of routes into London it is clear that a new approach will be needed to meet forecast future demand. Conventional enhancements on these routes, such as train lengthening, timetable changes and infrastructure upgrades, become much more complex and costly within the lifetime of the strategy, so more extensive options – for example the building of entirely new lines – may be needed.

The situation is most pressing on the Great Eastern and South West main lines, with commuters on some outer suburban services facing severe overcrowding. Finding solutions here will require a broader debate, looking at how the railway benefits the wider economy, interacts with housing policy and can drive changes to travel patterns.

Paul Plummer, Network Rail's director of planning and development said: "There is an economic imperative in publishing this strategy. Only by identifying the gaps remaining after committed schemes and working with the partners to agree long term solutions will our country be in a position to prepare for its future; to put the right transport infrastructure in place to support the businesses and commuters of tomorrow.

"For that reason, some of the conclusions in this report are stark. This strategy should act as the starting point for a wider discussion, looking beyond rail planning to housing policy, the ability of the railway to drive regeneration and changes to how we live, work and travel.

"London relies on rail to get more than two million people to and from work each day, and our strategy will provide the extra capacity needed to help the economy grow. Making the railway more affordable is essential, and we will continue to work together with the rest of the rail industry to reduce costs and deliver better value for passengers and freight."



HOURLY SAXMUNDHAM SERVICE ON THE EAST SUFFOLK LINE

Suffolk County Council Transport Portfolio Holder Guy McGregor joined National Express East Anglia at Ipswich station in December to formally launch the doubling of the daytime train service between Ipswich and Saxmundham.

The new timetable, includes additional services between Ipswich and Saxmundham to provide an hourly service on the southern part of the route, plus two additional morning peak services on weekdays from Lowestoft to Ipswich. These changes are the first stage in the progression towards a full hourly frequency of service along the entire East Suffolk line. Network Rail is progressing with the planning of the project to install a passing loop on the line at Beccles which will provide the additional track capacity for the introduction of a full hourly service in December 2012, subject to the final confirmation of the partnership funding element of the project.

The additional Saxmundham services and more frequent morning peak trains from Lowestoft equate to the best-ever service levels on the East Suffolk line and with more improvements to come in two years time with the installation of the Beccles loop. Full details of train times for customers now available at stations and on the website at www.nationalexpresseastanglia.com

The timetable has also been designed to help ensure good connections at Ipswich for customers interchanging to and from London Liverpool Street services. Work is also progressing well on the installation of the new passenger lifts and footbridge at Ipswich station with this project due for completion in Spring 2011.

The main highlights of the timetable changes for East Suffolk line customers include:

5 additional services between Ipswich and Saxmundham and vice-versa to provide an hourly frequency of service on this part of the East Suffolk line on Mondays to Saturdays

Additional Monday to Friday Lowestoft to Ipswich morning peak trains departing Lowestoft at 06.11 and 07.27, with connections at Ipswich for London – this will ensure 5 departures from Lowestoft to Ipswich between 05.27 and 09.08

Andrew Chivers, Managing Director of National Express East Anglia said: “The introduction of an hourly frequency of service for our customers between Ipswich and Saxmundham and more peak-time trains from Lowestoft is the first step in delivering our long-held aspiration of providing hourly services on the East Suffolk line. Providing an hourly service makes rail a real alternative to the A12 and far more convenient for passengers, making East Suffolk more accessible and supporting the local economy.

“We are working closely with Network Rail and Suffolk County Council to deliver the Beccles loop enhancement which will allow for a full hourly service from December 2012.”

Cllr Guy McGregor, Suffolk County Council Portfolio Holder for Roads and Transport said “I know that we can make better use of the East Suffolk line and provide a more convenient and a better service for passengers. This new hourly service to Saxmundham is just the start. If all goes well it will not be long before this enhanced service is extended to Lowestoft. At the same time Suffolk County Council has been improving many of the stations on the line (including the provision of extra car parking).”

New train service and ticket to ride to Liverpool John Lennon Airport

Travelling to Liverpool John Lennon Airport has got easier for rail passengers from West and North Yorkshire as more trains call at Liverpool South Parkway station.

For the first time, trains run by First TransPennine Express link Scarborough, York, Leeds, Huddersfield and Manchester direct with the award-winning station.

The station itself is linked by a dedicated airport bus link every 20 minutes, which takes passengers direct from the station entrance to the airport terminal in just ten minutes.

All-in-one discount tickets including rail travel with First TransPennine Express and transfer on the Airlink 501 bus to the airport will be introduced.

With Europe’s biggest low-cost airlines helping to make Liverpool John Lennon Airport one of the UK’s top 10 busiest airports with direct flights to over 60 destinations, the new integrated rail and bus link journey opportunity is expected to attract passengers from a wide catchment area for travel to and from Europe.

“With direct trains, quick, frequent bus transfer and a choice of low-cost airlines, we’re confident that passengers from across the Pennines will appreciate how easy it is to reach the airport. We’ll also be offering discount advance purchase rail fares to complete the package,” says Leo Goodwin, commercial director for First TransPennine Express.

There will be 16 daily services between Yorkshire and Liverpool, except on Sundays when there will be 14.

Robin Tudor, Head of PR for Peel Airports, owners of Liverpool John Lennon Airport commented, “This new service is yet another piece of the jigsaw for the Airport, opening up public transport access to the Airport from parts of the North of England not previously served before. Passengers will now be able to access the airport by train from a far wider catchment, to take advantage of its wide choice of destinations and great value fares.”

The award-winning station at Liverpool South Parkway includes a single booking and passenger information office and enquiry point for bus, rail and airport journeys, a bus station and taxi rank, and a 240-space park-and-ride car park free to users of the facility.

Councillor Mark Dowd, chair of Merseytravel, said: “Liverpool South Parkway has proved to be a major success and continues to grow as a major interchange. It mirrors the success of Merseyrail as one of the best performing rail networks in the country.”

Northern Rail, London Midland and East Midlands Trains services also call at the station, which provides an ideal park and ride starting point for journeys to Manchester and across the northern and UK rail network.

Neil Scales, Merseytravel chief executive added: “Liverpool South Parkway is helping to improve access to the unique attractions of Liverpool and Merseyside, as well as linking people from North and West Yorkshire to international travel via John Lennon Airport.”

The station is ideally located just two miles from Liverpool John Lennon Airport, which is served by Eastern Airways, easyJet, Flybe, KLM, Ryanair and Wizz Air.

Advance purchase single tickets from Scarborough will be available for £14.80, from York £10.80, from Leeds £8.80, from Huddersfield £8.80. The tickets include travel by First TransPennine Express trains and the Airlink 501 service to the airport and will be on sale from 2 January 2011

Ice-Fighting measures keep trains running.

ScotRail’s pioneering methods to remove blocks of ice and compacted snow from its trains are a success, it has been revealed.

The train operator said that its innovative polytunnels and train ‘skirts’ - plus hot water lances and a new biodegradable de-icing spray – has resulted in 30% more trains being available for use compared to the first two weeks of December.

The polytunnels - traditionally used to protect young fruit and vegetable crops – are wrapped round trains, allowing hot air blowers to disperse ice and snow

more quickly. The train ‘skirts’ work in a similar way, but cover the undercarriage section only.

Steve Montgomery, managing director of ScotRail, said: “These measures are making a real difference. The temperatures have been even lower but we have had far fewer trains awaiting defrosting than previously.”

He added: “Our objective is clear – to get iced-up trains back into passenger service as quickly and safely as possible. We are better prepared than ever before for severe weather, thanks to the polytunnels and ‘skirts,’ together with other measures already taken.”

The de-icing continued on Christmas Day and Boxing Day, all aimed at ensuring a robust service this week.

Charlie Shiells, managing director of ScotRail’s maintenance contractor CPMS, said: “Our teams have been working flat out, 24 hours a day, employing the innovative polytunnel solution developed in partnership with Osprey Tunnels”.

Dave Leslie, of Perth-based Osprey Tunnels, added: “We never envisaged our tunnels being used this way, but are delighted to help. The material is designed to trap heat and so works very well for this purpose.”

CAMPAIGN TO STOP THIEVES ON THE LINE TOURS THE NORTH WEST

A region-wide campaign by Network Rail to beat cable thieves has been touring the North West of England. Signage is being placed at trackside warning would-be thieves that SmartWater forensic spray devices are now in use across the area.

Once activated, the non-hazardous devices will douse offenders in a chemically coded liquid, which will cover their skin, clothing and hair. This can be used to link them back to a particular crime scene, long after the offence has taken place. Any traces of SmartWater can be detected using UV lights, which are regularly used by the police.

To see the covert spray devices in action, go to: <http://www.youtube.com/watch?v=b--EMbA6MYw>

Jo Kaye, Network Rail's route director, said: "Cable theft is a massive drain on our resources and a major inconvenience to train operators, their passengers and freight. "Since it first became a significant problem for us in 2006, trains across the UK have been delayed by 1.1m minutes. Britain relies on rail and all those lost minutes have a significant effect on people's lives, with them being late for work, missing appointments and it eating into their leisure time. "Companies that transport goods by train are being deterred from using the rail network and we run the risk that they may put more lorries on already overcrowded roads. "As well as the inconvenience to passengers and freight customers, cable theft has cost the company over £35m in compensation and damage repairs since 2006. That is effectively wasted money that would be better spent improving and enhancing the railways for the benefit of everyone."

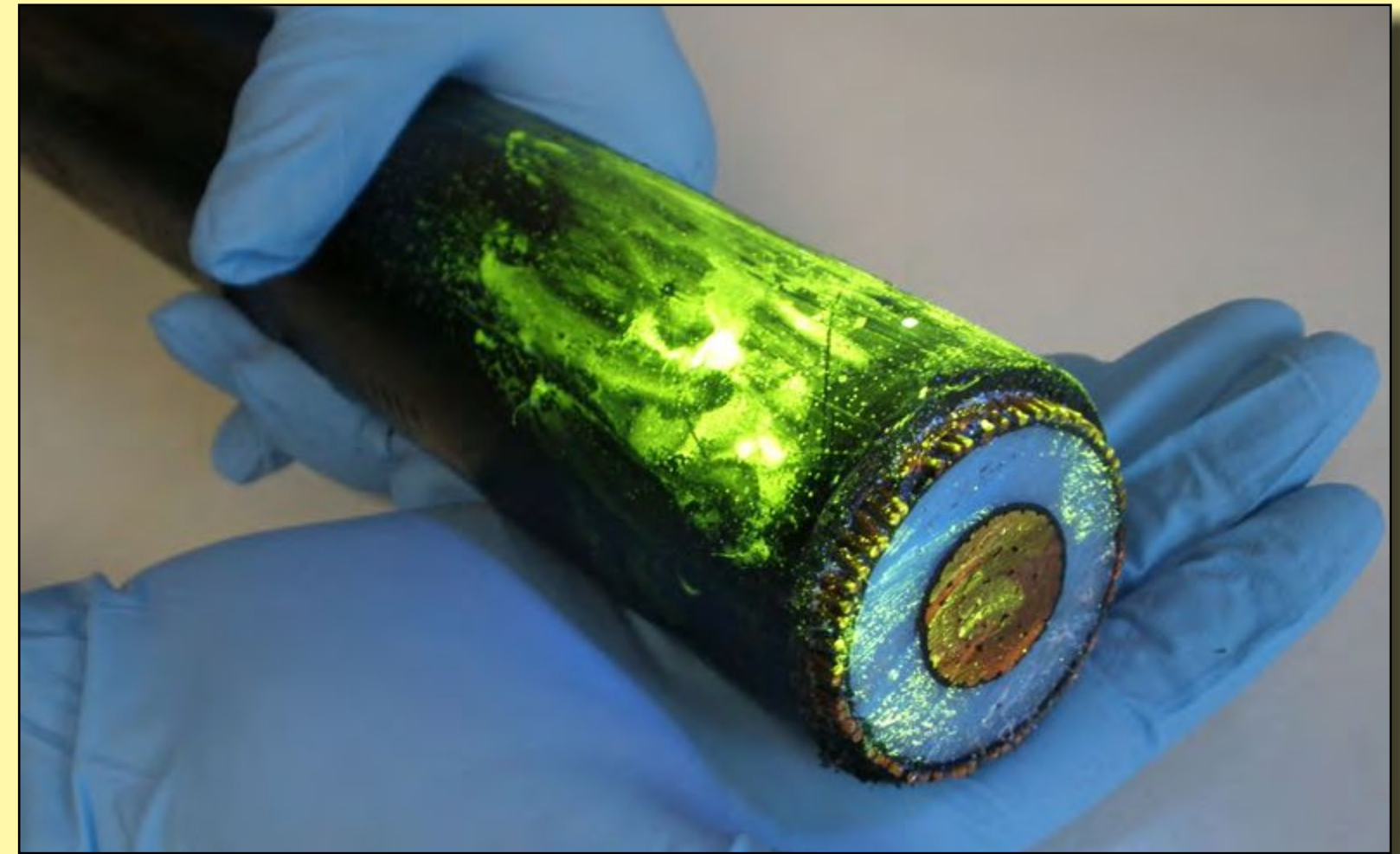
To further close the net on metal thieves, all Network Rail cable in the area is being treated with SmartWater. Every mile of track will be given its own unique chemical code and logged on GPS trackers, so if stolen it can be traced back to its point of origin. Even if thieves attempt to burn the liquid off the cable, traces will still remain. They also risk inadvertently spreading more forensic evidence onto tools and vehicles used to cut and transport stolen cable.

Earlier this year SmartWater was deployed along an isolated hotspot area of track in the West Midlands and it is also used on the Channel Tunnel Rail Link. In those areas there have been no further cable thefts. Network Rail's latest SmartWater campaign will protect cable across the entire region, as well as major cities including parts of London, Birmingham, Liverpool and Manchester.

SmartWater is just one of the ways in which Network Rail is deterring thieves. Where possible cable will be buried underground, whilst CCTV is also in use along with trembler devices that are activated when cable is disturbed, sending alarms to control centres. This immediately alerts Network Rail's own staff and security teams to any suspicious activity and this rapid response is invaluable in reducing the effects on the industry. Network Rail is also working closely with train operators such as Virgin and London Midland whose trains have on-board cameras that continually film the track and lineside in front of the train as it makes its journey. What cable thieves don't realise is that the trains have cameras fitted to both ends, so not only is the view in front of the train being captured on camera, so is the one behind. Anyone who is up to no good and waits until the train has passed will still be caught and those images can be passed to police as evidence in prosecutions.

Gary Hambling, Virgin Trains' head of fleet and engineering explains, "Cable thieves often do more than just steal cable as they leave troughing lids, tools or materials strewn on or near the line, which is an added hazard to trains. We have worked closely with NR and the police in the past two years to fit trains with forward facing cameras and installed IT processes that allow us to download data from the train to Network Rail in minutes. The use of SmartWater and investment and training in people to use the equipment has to be a positive way forward for the industry."

Police will be stepping up visits to scrap dealers in the area to search for any stolen cable. Many dealers who buy stolen metal are often unaware of its chequered past and are as much a victim of the thieves as the railway operators. However, there is a small number of unscrupulous dealers who are happy to take in metal without asking too many questions. Detective Inspector Andrea Rainey, of British Transport Police, said: "The theft of metal and cable is a major issue for the railway and is a high priority crime for us.



"We have been tackling the issue for some time and as part of this work have made visiting scrap metal dealers part of our daily business.

"The vast majority of cable thieves use scrap dealers as a means to sell on the metal they have stolen from the railway. Most of these dealers take in the metal unaware of its chequered past and are as much a victim of the thieves as the railway operators.

"We have been working to educate scrap metal dealers across the country about cable theft and what to look out for when people arrive at their yard with metal and cable to sell.

"Part of this work will now involve educating the dealers about SmartWater and we will be urging all dealers in the area to scan all metal coming into their premises with a u/v light to check for telltale traces of the luminous liquid."

DI Rainey added: "Of course there are also a small number of unscrupulous dealers who are happy to take in metal without asking too many questions.

"In recent weeks BTP has called for new legislation to help tackle those dealers who persist in buying stolen metals. We would like powers which would allow senior police officers to close down scrap metal dealers who fail to abide by industry standard working practices.

"We need the ability to tackle the heart of this problem effectively, allowing us to shut down scrap metal dealers who continue to flout the law and provide a market for thieves through buying and selling stolen metal."

Total incidents on the UK rail network since start of 2006/07 financial year (when it became a significant problem) 2,000+
Total delay (counted in minutes) 1,165,000+

Schedule 8 costs total £25,062,911, Total cost £35,138,704. Schedule 8 cost is the compensation cost Network Rail has to pay to train and freight operators for the delay to their services. The overall cost figure includes an estimation for cable replacement, labour and other "hidden" costs.

NEW £300M RAIL LINK ENTERS SERVICE ON TIME DESPITE ARCTIC WINTER

The new £300m* Airdrie-Bathgate Rail Link entered service as planned on Sunday December 12th.

Completed on time and to budget by Network Rail, the new route allows passengers to travel direct from Helensburgh and Milngavie, in the west, to Bathgate and Edinburgh in the east.

Funded by the Scottish Government, the line re-establishes a direct link lost in the 1950s and increases the range of options available for travel between Scotland's two main cities.

Ron McAulay, Network Rail Director Scotland, said: "Completing this line in just four years was a major engineering and project management challenge. To have delivered the railway on time and on budget is a testament to the skill and determination of our team.

"The line is expected to open up new educational and economic opportunities for those living on the line of route, widen the labour pool available to employers and also offer a greener alternative to the daily car commute on the M8."

Due to the continuing impact of the arctic conditions gripping the Central Belt, the link initially opened as a limited-stop service between Airdrie and Bathgate, via Blackridge.

The severe weather had left the access roads and platform surfaces at some of the intermediate stations on the route impassable, with up to three feet of snow standing at these locations in recent weeks.

The stations at Armadale, Caldercruix and Drumgelloch will be brought into use as soon as possible once the weather improves. A bus replacement service is being provided at these stations.

ScotRail said that the introductory timetable will have an hourly service from Helensburgh to Edinburgh via Bathgate and Airdrie on weekdays. There will also be four Edinburgh-Bathgate services during weekday peak times – double the current number.

Steve Montgomery, Managing Director of ScotRail, said: "I am delighted the new services are up and running across the route.

"It demonstrates the commitment and strength of industry partnerships in achieving significant improvements to the railway in Scotland. I am confident the new services will be a great success."

The introductory timetable, which includes a direct half-hourly service from Helensburgh to Edinburgh at weekends, will be enhanced as more new Class 380 trains are introduced on Ayrshire, Inverclyde and Renfrewshire routes to and from Glasgow Central. The new trains – the largest order of its kind in a decade – will allow Class 334 trains to move from these routes to the Glasgow to Edinburgh via Airdrie and Bathgate line.

The frequency will increase over time between Edinburgh and Glasgow Queen Street Low Level, with daytime trains every 15 minutes to be launched next spring.

The project has seen 15 miles of new track built to connect communities in West Lothian and North Lanarkshire. Bathgate and Drumgelloch stations have been rebuilt as part of the project, with Livingston North and Uphall stations having been upgraded. Three new purpose-built stations have been constructed in Armadale, Blackridge and Caldercruix and 69 bridges along the line of route have either been upgraded or replaced.

Granted royal assent in 2006, more than 1,000 workers were on-site or servicing the worksites during the peak period of construction over the past 18 months and more than 4,500,000 man-hours have been worked on the project.

The longest new passenger line in Scotland for over a century, the rail link is expected to generate new socio-economic opportunities for those it serves and to help encourage motorists out of their cars, easing traffic on the M8.

The original railway between Airdrie and Bathgate closed to passenger trains in 1956 and to freight services in 1982.

*At Q1 2006 prices

Photo: © Network Rail



Train companies confirm fare changes for 2011

Train fares have risen by an average of 6.2% in January 2011, the Association of Train Operating Companies (ATOC) recently announced.

According to the Office of Rail Regulation the average price paid for a single journey is currently £4.89; applying the 6.2% increase to this would see the average single fare rise to £5.19 in January.

ATOC says that above inflation fare rises are the result of a change in government policy in recent years which has sought to sustain investment in the railways by reducing the amount that taxpayers contribute and requiring passengers to pay more.

Michael Roberts, Chief Executive of ATOC said: “We know times are tough for many people but next year’s fare increases will ensure that Britain can continue investing in its railways.

“Even with these fare increases, the money passengers spend on fares covers only half the cost of running the railways – taxpayers make up the difference. The government is sticking with the previous administration’s policy to cut the taxpayers’ contribution to the overall cost of running the railways.

“More and more people are travelling by train and demand is expected to double in the coming decades so it is more important than ever that money is spent on providing better stations, more trains and faster services. Money invested through fares has helped to bring about the record levels of customer satisfaction and punctuality on the railways today. “But, in the longer term we need reform which drives down the cost of the railways by relying more heavily on the innovation and resources of the private sector to give passengers a better service and taxpayers better value for money.”

Q&A

Why do fares go up every year?

Above inflation fare rises are the result of Government policy since 2004, which has sought to sustain investment in the railways by reducing the amount that taxpayers contribute and requiring passengers to pay more.

Even with the increases announced today, the money passengers spend on fares covers around only half the cost of running the railways – taxpayers make up the difference. Money from fares raises around £6bn a year, paying for around half of the industry’s £12bn annual costs.

The previous Government wanted to move to a position where every £1 paid by the taxpayer is matched by £3 from the passenger.

Because of the squeeze on public finances, the current Government has also made it clear that taxpayers should contribute less and passengers more to the overall cost of running the railways to ensure that investment can continue.

Who decides the level at which fares should rise?

Fares are determined largely as a result of Government policy. About half of fares are directly regulated according to a formula linked to the rate of inflation. The rest are set by train companies so that they can honour financial commitments set out in their franchise agreements with the Government.

For several years these agreements have been signed against the background of the Government’s policy to shift the funding of the railways from the taxpayer to the passenger.

Where does the money go?

For every pound spent on the railways, on average:

48p goes to Network Rail (which charges operators to access the tracks) and other infrastructure costs

17p on staff costs

17p on miscellaneous costs (including train maintenance, administration, contractors)

11p on leasing trains

4p on fuel / energy

3p to train company profit

Next year’s fare increases will help to ensure that Britain can continue investing in its railways. The money raised from fares makes up a significant amount of the money due to be invested in the railways over the next few years.

How do the fare rises affect different journeys?

Figures from the Office of Rail Regulation show that the average price paid for a single ticket is £4.89. Applying January’s 6.2% rise would see this figure rise to £5.19. Broken down by sector, this means the average price paid for a single journey will rise to:

- £3.79 in London and the South East

- £20.92 on long distance

- £3.37 on regional routes

Why does ATOC publish an average figure?

There are tens of millions of fares in the system to get millions of passengers around the country every day.

We understand that people will want to plan their budgets for next year – in particular during tough times for many people. We are trying to give the public a general steer of how much, on average, fares will go up by in January by giving one overall figure.

If people want to find out how much their fares are going up by, they can go to the National Rail Enquiries website or call their train company from the start of December.

How do I find cheap tickets?

To get a good deal, wherever they can, people should:

- Book early

- Avoid busy times of the day

- Use a Railcard - young people, the over 60s and families can get a third off most tickets

- Go to the National Rail Enquiries website, run by and paid for by train companies, which has up to date information on all the best deals and a Cheapest Fare Finder

What has happened to fares since privatisation?

Fares have risen at a significantly slower rate since privatisation than during the last 20 years of British Rail. The average annual real terms increase since 1996 is 1.3% (including the 2011 rise); this compares to a 2.7% increase during the last 20 years of British Rail.

The average price paid per mile is 19p – in real terms, the lowest level in five years. Season tickets, as measured by pence per mile, are now lower in real terms than at privatisation.

Sales of cheap Advance tickets have risen 80% in the last four years and the number of journeys made on Railcards has risen by 70% in the last decade. Four out of five people travel on discounted tickets.

The perception that rail fares are too high is partly driven by the most expensive, fully flexible Anytime fares on long distance routes. However, only around 2% of journeys are made using these fares.

ACCRINGTON'S NEW ECO RAILWAY STATION UNVEILED

The transformation of Accrington railway station into a comfortable, eco-friendly facility fit for the future was celebrated with an official opening ceremony recently.

The improvements have been funded by Lancashire County Council, Hyndburn Borough council and Network Rail drawing on money from local business development and the Interreg IVB European funding programme and Northern Rail.

Among the first of a new generation of 'Eco Stations', the station features solar panels to supply electricity and hot water, toilets flushed with collected rain water, cycle parking facilities, and improvements to the car park and footbridge. It has been constructed using locally sourced recycled materials and designed to fit in with the town centre conservation area while retaining the station's heritage character.

The station was opened to the public on October 18, but was officially opened this week on Thursday 9 December by Councillor Malcolm Pritchard, the Mayor of Hyndburn, County Councillor Tim Ashton, Lancashire County Council's Cabinet member for Highways and Transportation, Kathryn O'Brien, Interim Area Director North for Northern Rail and Anke Mollers from the Interreg IVB Secretariat.

County Councillor Tim Ashton said: "The new Accrington Eco Station is not just a facility fit for the future but provides a real welcome to the town.

"The new station is safe, warm, airy and comfortable and provides a range of improvements for rail passengers. The primary aim of the new station building and improved interchange facilities is to encourage more people to use the national rail network and to make it more accessible and eco-friendly.

"I hope future developments will link the station into other transport networks including pedestrian and cycle routes, the proposed new bus interchange and local road networks linked to the new Park and Ride."

Kathryn O'Brien, Interim Area Director North for Northern Rail, said: "We're delighted to be a partner in this pioneering project.

Accrington's new station provides much improved facilities for passengers and incorporates the latest environmental developments. "The new Eco Station is based on an environmentally friendly design which is sustainable and reduces energy consumption and CO2 emissions. New features include solar electric, solar hot water and grey water recycling as well as locally sourced materials to reduce construction related carbon emissions.

"A further innovative feature of the project is the inclusion of a learning centre as part of the new station building. We are also hoping to work with the local community to see if there is potential for shared community use of the new building." The station has already achieved an A rating for its Energy Performance Certificate and has received a BREEAM (Building Research Establishment - Environmental Assessment Methodology) "excellent" rating.

The Interreg IVB programme promotes trans-national solutions to Europe wide problems, including the need for sustainable transport and environmentally friendly public facilities.

National Express receives extension of c2c franchise

National Express Group PLC is pleased to have been awarded an extension of the c2c rail franchise by the Department for Transport (DfT).

The franchise will now run for a period of up to two years to 26 May 2013; it was due to expire in May 2011.

Dean Finch, Chief Executive, National Express Group said: "We are delighted to have been awarded the extension. It is testament to our highly professional team who have made c2c one of the best performing train operators in Britain.

"We are resolute in our commitment to customer service and are determined to continue delivering the highest standards of train service performance, reliability and customer satisfaction."

The agreement to extend the c2c franchise will provide a continuity of service for rail passengers. In addition to the continued focus on train service performance, which has seen record-breaking levels of punctuality as high as 98.8%, the franchise extension will see c2c providing services for the London Olympics.

The franchise extension includes key commitments on additional train services and staffing during the 2012 Games.

Other benefits for passengers will include an improved frequency of service at West Ham for connections to Canary Wharf from December 2011 and station improvements.

Virgin Trains' plan to relieve Friday evening crowding approved

The Secretary of State for Transport has given the go-ahead for service alterations which will enable an additional train to operate between London and Manchester on Friday evenings. Approval was given on 15 December 2010.

New trains, a new timetable and a track upgrade have seen Virgin Trains double passenger numbers to 28 million a year over the last six years and is now set to carry its 250 millionth passenger, since taking over the West Coast franchise in March 1997, in early 2011. The number of passengers travelling at weekends has increased by a staggering 45% in the last two years.

The Department for Transport (DfT) approved the proposals made by Virgin Trains to manage crowding on Friday evenings, which has seen some passengers unable to join their chosen train.

Virgin Trains Chief Operating Officer Chris Gibb said: "These changes, which will really benefit our passengers, are a result of a partnership approach between Virgin Trains and the Department for Transport. We are pleased that Transport Secretary Philip Hammond recognises the success that we have had in increasing passenger numbers and has endorsed our plans to run an additional train on Friday evenings".

The DfT approval allows the following service changes to be made:

- A new Fridays only 18:57 London Euston to Manchester Piccadilly service, using a Pendolino, calling at Crewe. This train will have Standard accommodation only.
- The 18:43 London Euston to Crewe will use the Mark 3 set, rather than a Pendolino.
- The 18:46 London Euston to Preston relief service will be operated by a five-car Super Voyager and will call at Rugby, Tamworth, Lichfield Trent Valley, Stafford, Warrington Bank Quay and Wigan North Western. This train has operated as a relief service since January 2009. It will now be part of the Franchise specification.

The service improvements will apply on Fridays from January 7th 2011 throughout the current timetable period to 21st May 2011, except for Good Friday and the Friday of the Royal Wedding, when these changes will apply on the Thursday evening. Virgin Trains Station Manager at London Euston Jill Dyal said: "The Government's approval of our plans is good news for our passengers and will provide over 400 extra seats on the Manchester route when they are desperately needed."

Refurbishment starts at Gerrards Cross station

Chiltern Railways and Network Rail have started work on a station revamp at Gerrards Cross station to improve facilities and station environment ahead of journey time improvements from May 2011.

Gerrards Cross commuters will benefit from a major refurbishment of the station with a redecoration and refurbishment of the toilets, waiting rooms and shelter on the southbound platform and improvements to accessibility, toilets and the waiting room on the northbound platform.

In addition, Chiltern Railways and Network Rail will also be making improvements to cycling facilities, extending the canopy on the southbound platform, adding a canopy to the lift on the northbound platforms and refurbishing and redecorating the footbridge.

Chad Collins, General Manager South of Chiltern Railways said: "We listen to what our customers tell us including the things that they would like to see improved at their local station. Working with Network Rail we have focused on delivering enhancements to Gerrards Cross station which will greatly improve the experience for our customers."

Gary Tordoff, Network Rail route enhancement manager, said: "The improvements being made at Gerrards Cross will give passengers what they want – a lighter, brighter, more pleasant station."

Gerrards Cross will benefit from 14% journey time reductions from May 2011 and passengers will have brand new trains serving the station. The station refurbishment is set to be completed by Spring 2011.

TRAIN PERFORMANCE HIT BY SEVERE WINTER WEATHER

The severe winter has affected train performance across most parts of the country. During the 28 day period up to 11 December (period nine), especially in Scotland, the north east and across the south east of England train performance dipped to 81.7% of trains arriving on time compared with 89.4% for the same period last year.

Robin Gisby, Network Rail's director of operations and customer services, said: "Passengers will appreciate that these harsh weather conditions make it very difficult to maintain both capacity and punctuality. We took an early decision to keep as many people moving as possible by prioritising which routes to keep open to run the maximum number of trains possible. Reliability becomes more important to passengers than high levels of punctuality.

During period nine, 18 of the 19 operators saw their performance dip compared to the same period last year. Chiltern Railways was the most punctual operator during the period with 94.4% of trains on time. Fourteen operators saw significant movement in their performance (over three percentage points).

Photo: © Network Rail



View from the Outside

I hope you all had a good Christmas and New Year! This month has been a good one for me, but I did feel sick on the train home from London recently... travelling second class!

You see we travelled to London in first class! It was a special festive price of £25, and I must recommend it to everyone, you can certainly tell the difference. If only the prices weren't normally so expensive... But then I suppose first class would be full and nowhere near as unique if everyone did it and could afford it!

The whole London thing was a Christmas present for me and Andy, and I would like to take this opportunity to say a big thank you to David the co-editor who gave us the present! Andy and I stayed in a posh hotel with free food and drink (my favourite part) and with a large window with a very large view over Heathrow airport (Andy's favourite part)... Although I must admit I really did enjoy the airport view too!

Andy however wasn't fussed about the free food because there was a McDonalds across the road from the hotel. I must add that the break in the hotel was a special deal

and therefore if you want to enjoy the same luxury and photography opportunities as we did (with access to the health club) then you should contact David for details.

Why is it that when I am on a tube journeys in London all my time seems to be looking at loads of strange men. At one point I actually breathed a sigh of relief on an overground train as a man that was stood talking to himself walked through to another carriage. I don't think I will ever fully relax on a train or tube in London, and more often than not it's because we can never get a seat!

Until next month when your day will be ruined yet again by my boring ramblings....Well, sorry but it's not my fault that Andy and David nag at me each month when my article's late... Oh I'm sure you enjoy it really. 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

Record Christmas sales at Virgin Trains despite the snow

Virgin Trains had record sales during the run-up to Christmas, despite some of the worst December weather for more than 40 years.

Ticket sales increased 5% during the seven days leading up to Christmas (December 18-24), compared to the same period in 2009. More than 430,000 tickets were sold during the week on the West Coast line, serving Scotland, North-West England, north Wales and the Midlands.

The rise came as Virgin Trains maintained a full advertised timetabled service throughout most of the week before Christmas, in spite of snow that closed many airports and brought the road network to a standstill.

Virgin Trains ran services to all destinations throughout the freezing conditions, and staff and partners such as Network Rail, and train maintenance companies Alstom and Bombardier worked around the clock to ensure services kept going. This meant that, during December, Virgin Trains ran well over 90% of services on its 750-mile network.

Many travellers who abandoned flights to and from Ireland decided to travel by train and ferry and others took the train to and from Glasgow rather than risk heavy airport disruption. Thousands more customers also travelled with Virgin Trains after their services on other routes were disrupted, although these figures are not included in the record sales.

Virgin Trains also saw a record number of seat reservations made over the two-week period (December 15-January 3) with over 620,000 made, up 14% on the previous year.

Chris Gibb, COO, said "The period ahead of Christmas was extremely difficult for customers and staff but I am proud that we maintained a service throughout, working closely with our partners in the rail industry. The increased ticket sales show that our customers appreciated the level of service we were able to offer in very difficult circumstances."

WYMONDHAM MARKS LONGER NORWICH – CAMBRIDGE TRAINS

Mid-Norfolk MP George Freeman joined National Express East Anglia at Wymondham station on Friday 17th December, to formally launch the introduction of longer trains on the Norwich – Cambridge route.

Over 800,000 journeys are now being made on the route each year which has seen consistent growth since the service was launched in 2002 and an increase in passenger journeys of over 70 per cent in the last 5 years.

The rail link was launched 8 years ago following a successful campaign to restore a regular direct train service between the two cities amid strong support from county councils, MPs, rail user groups, and the business community who recognised the need for improved direct services, avoiding the need to change trains at Ely. Utilising new, fast and comfortable two carriage Class 170 diesel trains the service was an instant hit, encouraging additional journeys by train and offering an excellent alternative for road users on the A11. There are now 17 trains each way (34 trains in total) on Mondays to Saturdays, plus 12 trains each way (24 in total) on Sundays.

The service has attracted users with a variety of needs. Daily commuting from towns such as Wymondham, Attleborough and Thetford has increased and students travelling between the universities in Cambridge and the UEA in Norwich, as well as business users and leisure travellers continue to benefit from the hourly services.

To support the continued successful growth of rail travel along this key corridor, NXEA has replaced the two carriage class 170 trains with three carriage Class 170 trains - effectively increasing seating capacity by 50% on most services, by proactively taking advantage of opportunities presented by the deployment of extra trains elsewhere on its network. In addition, it has introduced an earlier service from Cambridge and a later service to Cambridge on Sundays.

Andrew Chivers, Managing Director of National Express East Anglia said:

"We are committed to improving service standards across all our routes. The Norwich – Cambridge line is a great success story and we want to encourage even more passengers to take the train by providing more seats on our services. The upgrade from two carriage Class 170 trains to three carriage Class 170 trains which we've now introduced enables the growth in passenger numbers to continue. Allied with the additional Sunday services it makes the train an excellent and sustainable alternative to the A11.

Full details of the new timetable for customers are now available at stations and on the website at:

www.nationalexpresseastanglia.com

Photo: NXEA's Operations Director Mark Philips and NXEA's Head of Corporate Affairs Jonathan Denby



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.

Well this month I have to thank the Editor and Meggy Moo for this suggestion. Apparently this is their favourite place to visit when in London, and they say that the food is excellent.

Bonapartes on London's Waterloo station concourse, situated on the left hand side when looking with the platforms behind you.

Previously they both have had sandwiches and again these have been substantial and good value for money.

So that's Bonapartes in London's Waterloo station, I will put it on my must do list!

Also this month, I must mention Pumpkin once again. Yes I know that I do mention them a lot, but when travelling around by train, they simply are the most convenient place to get something to eat.

One thing at Pumpkin stands out more than any other and that is the bacon roll for £1 when purchased with a cup of tea or coffee, take off the BITE card discount as well and this only comes to about £2.80.



Opening Hours:

Monday to Friday 6:30 am to 11 pm
Saturday 7:30 am to 11 pm
Sunday 8am to 10 pm

"Although very much a functional place with few endearing qualities in terms of design or atmosphere, Bonapartes is fair with its prices and offers and excellent vantage point to watch the hustle and bustle of the station."

Andy says that the food is excellent and on his last visit he had the fish and chips that were delicious. Meggy Moo had the vegetarian lasagne which also was great and came with chips, and the drinks that they had were very large and good value for money.

This really is exceptional value for an on station establishment and I hope that they keep this promotion going for many months to come.

As I always say, 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

CrossCountry freeze costs of online Advance fares for 2011

From Sunday 2 January 2011 customers using CrossCountry services will be able to get even better value for their rail journeys.

All 70,000 First Class and Standard Advance fares for journeys on CrossCountry's services are being frozen at their 2010 prices for customers booking tickets through crosscountrytrains.co.uk. Advance fares can be purchased for most journeys on CrossCountry's extensive range of services from Scotland to the South Coast and South West and from Wales to the Midlands and East Anglia. They are amongst the most popular rail fares sold by CrossCountry, with an average 60,000 customer making journeys using Advance fares each week.

CrossCountry offers an extensive range of great value Advance fares including Standard single journeys starting from as little as £29.00 from Birmingham to Edinburgh; £19.50 from Reading to Manchester, and £27.00 from Bristol to Newcastle.

Andy Cooper, CrossCountry's Managing Director said: "We are delighted to be offering our customers the chance to make real savings next year by holding the cost of some of our most popular tickets at 2010 prices. But you don't have to wait until January to buy your tickets, as these great value Advance fares are available to buy now for journeys up to 12 weeks ahead.

"People are continuing to reap the advantages of arranging their rail journeys online and our website is a place where you will always be able to find the cheapest available fare. Our January price freeze is just another great reason to check out our website before looking elsewhere if you want to save money on your rail journeys

East Midlands Trains completes installation of WiFi on Meridian trains

Rail passengers using East Midlands Trains' services to London are now benefitting from access to the internet whilst they travel, with the train operator's brand new on board WiFi service.

East Midlands Trains started the roll out of its new on board WiFi in September this year, with the service being piloted on six of its key business trains. The new WiFi service is now available on East Midlands Trains' entire fleet of 27 Meridian trains, which are used to operate the majority of services from Sheffield, Derby and Leicester to London, and a number of services between Nottingham and London.

With the Meridians now complete, East Midlands Trains is turning its attention to the HST (High Speed Train) fleet. A total of four HSTs have now been fitted with WiFi, and the remaining seven trains will be complete by early 2011.

David Horne, Customer Service Director for East Midlands Trains, said: "We are very pleased with how the WiFi service has been received by our customers. Now that the Meridian fleet has been completed, customers will be able to access WiFi on the vast majority of our trains to and from London. We have also introduced the iPass corporate WiFi facility which is being used by our customers.

"We now provide complimentary access to the internet through our First Class lounges at Derby, Leicester, Nottingham and London St Pancras and the newly-opened Business Lounge at East Midlands Parkway. The roll out to our train services is now helping passengers to work even more efficiently whilst on the move."

The new WiFi service, which is currently being installed on all train services to and from London, offers passengers easy access to the internet, email and other online applications, whether for work or leisure purposes. First Class passengers will benefit from complimentary access to the service, whilst other passengers will need to pay a small charge using a debit or credit card through the online secure payment page.

Details of how to use the new service can be found in leaflets displayed on board the trains installed with WiFi or by asking a member of the on train team.

Looking slightly frozen! Class 158 824 stands at Wolverhampton
on December 18th with an Arriva Trains Wales working to Birmingham International.

Paul Godding

A Different View

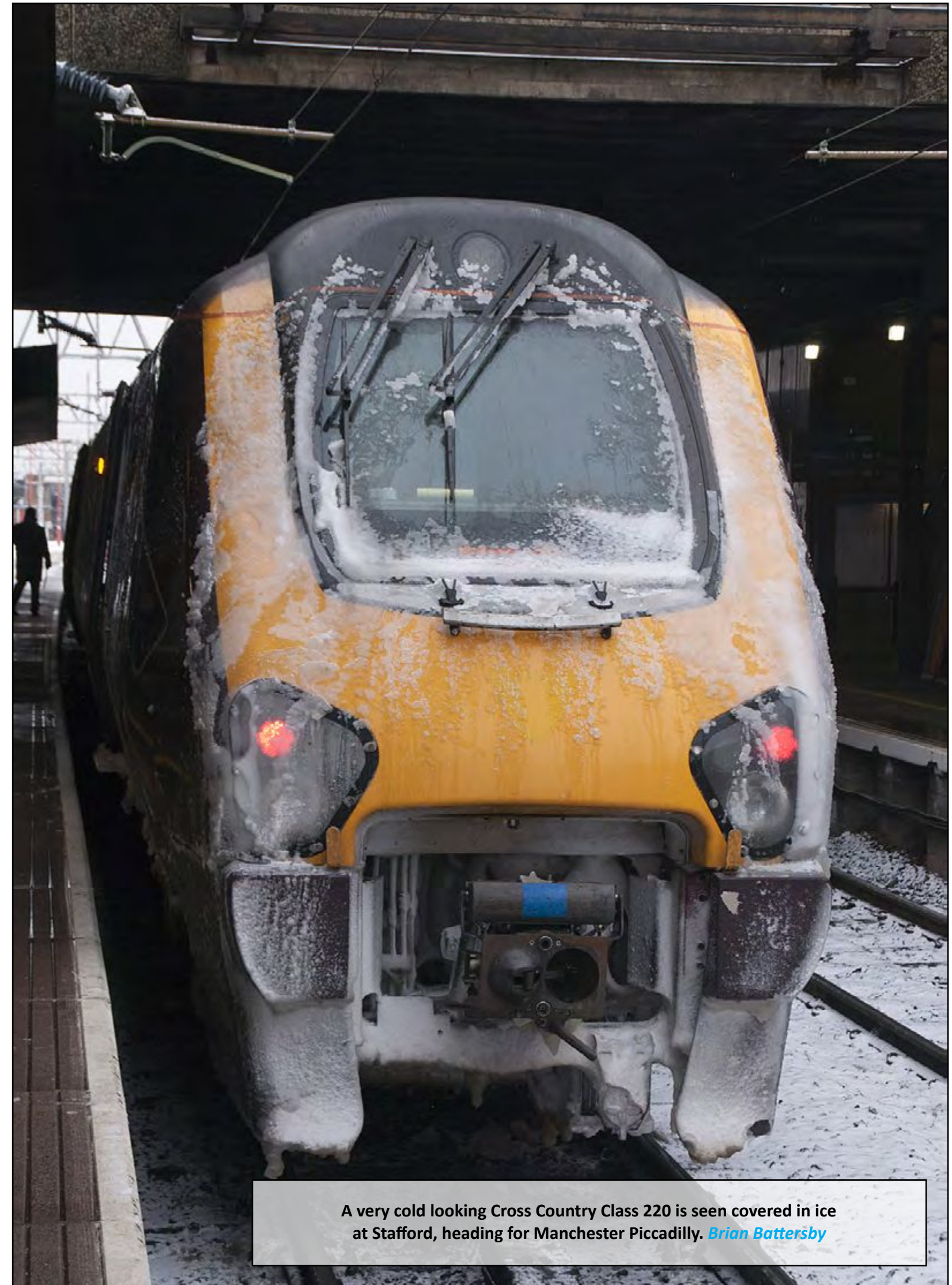




The snow and ice on the overhead catenary certainly causes a great deal of arcing as shown by Class 320 307, with just a brief pause as it passes under the bridge. [Jonathan McGurk](#)



Above: London Midland - making good use of technology. [Class47](#)
Below: I think that this destination blind probably refers to the outside temperature at its destination of Birmingham.
Class 350 123 seen at Stafford on December 18th. [Brian Battersby](#)



A very cold looking Cross Country Class 220 is seen covered in ice
at Stafford, heading for Manchester Piccadilly. [Brian Battersby](#)

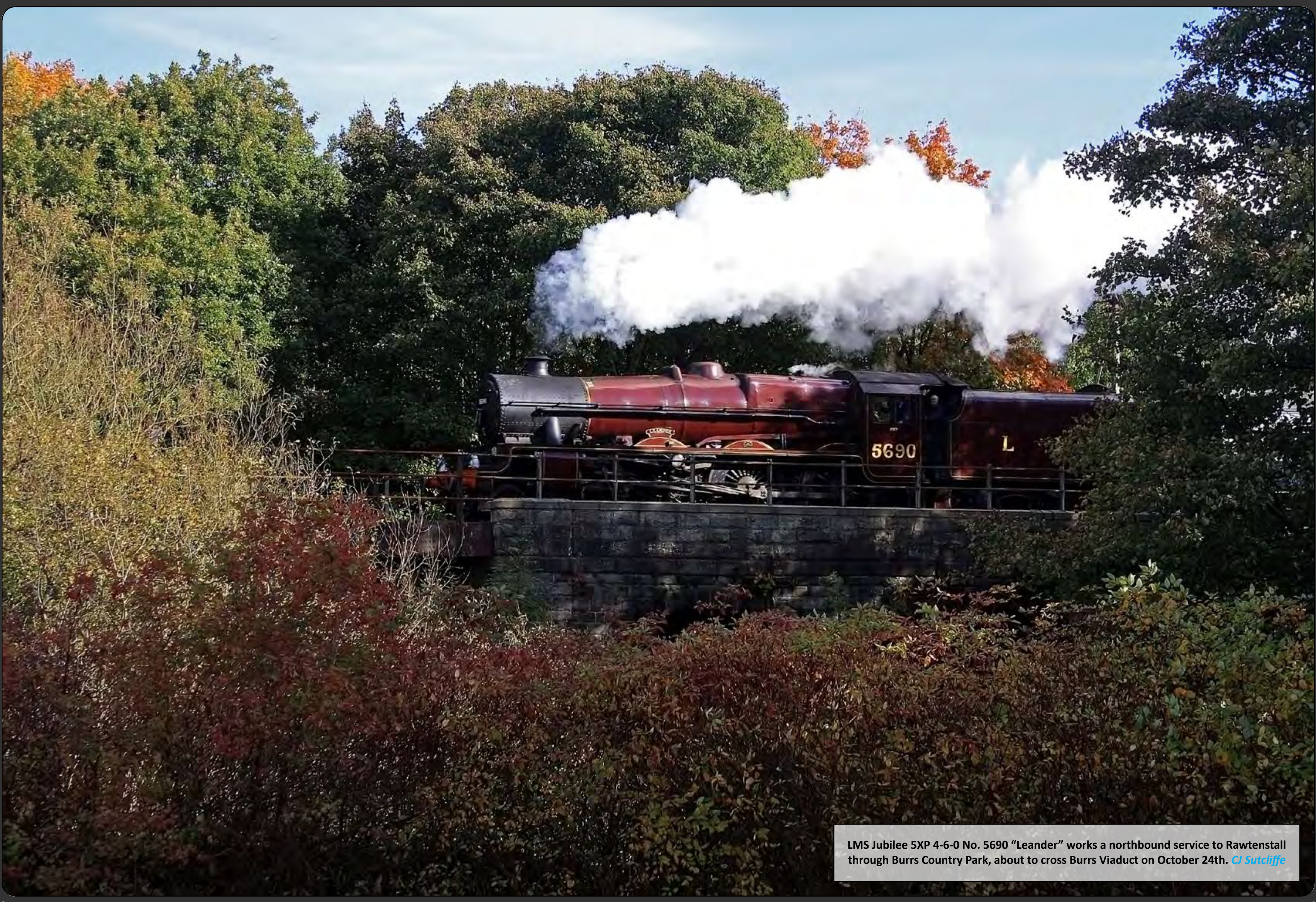


ELR Autumn Steam Gala
BR Standard 5 4-6-0 No. 73129 leads LMS Black 5 4-6-0 No. 45337 across Burrs viaduct
between Bury and Summerseat heading northbound on October 24th.

CJ Sutcliffe



LNER Peppercorn A1 4-6-2 No. 60163 "Tornado" operates tender first towards Bury on a service to Heywood crossing Burrs viaduct on October 24th. [CJ Sutcliffe](#)



LMS Jubilee 5XP 4-6-0 No. 5690 "Leander" works a northbound service to Rawtenstall through Burrs Country Park, about to cross Burrs Viaduct on October 24th. [CJ Sutcliffe](#)

LMS Black 5 4-6-0 No. 45337 is seen here ascending the ski jump with a service from Heywood to Rawtenstall. [CJ Sutcliffe](#)



LNER Peppercorn A1 4-6-2 No. 60163 works towards Bury from Heywood with a service to Rawtenstall seen just before crossing the M66 on October 27th. [CJ Sutcliffe](#)

LMS Black 5 4-6-0 No. 45337 crosses 7 arches viaduct between Heywood and Bury,
working a service from Heywood to Rawtenstall on October 24th.

CJ Sutcliffe



Heaton Park, Manchester



Blackpool Tram day at Heaton Park.
Several Blackpool trams were transported to Manchester especially for this event on November 21st. Built in 1901 this is Blackpool Marton Box No.31.
Colin Irwin



The trolley is rotated on ex Blackpool Rail Grinder No.752.
Colin Irwin



Making a special journey from Blackpool for the event was open top Balloon car No.706."Princess Alice." *Colin Irwin*



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

A KING FOR THE GCR

The Great Central Railway is delighted to announce a visit from King Class locomotive No 6023 'King Edward II' which will take place in the Autumn of 2011.

The four cylinder locomotive wearing BR blue livery will be a star attraction at the four day October Gala which takes place from the 6th to the 9th, presented in association with Steam Railway Magazine.

Bill Ford, President of the GCR said, "We are honoured to host King Edward II and the Great Western Society. We've not seen this class in action on the double track and it will look splendid, particularly with our new Pullman carriages."

The Great Western Society chairman, Richard Croucher said, 'The Great Western Society has been invited to bring 6023 King Edward II to the autumn gala on the Great Central Railway in October, which we are very pleased to receive and accept.

It will give the Society the chance to accumulate some further mileage with 6023 in preparation for its introduction to the main line during the autumn of 2011. We are aware that many people are looking forward to seeing this locomotive in action again, both, on the main line, and on Heritage railways, after 49 years absence.

The locomotive is also expected to undertake some higher speed testing and trials besides passenger work while at the GCR.

More details about the King's programme will be announced closer to the visit.



Excuse me, we appear to have come off route at Starr Gate, Which way is Blackpool?

Northampton & Lamport



Class 37 679 sheeted, snow covered and looking in very poor condition at the Northampton & Lamport Railway on December 27th. [Derek Elston](#)

A derelict and graffiti covered Class 117 DMS No. 51359 is stabled in the sidings of the Northampton & Lamport Railway, on December 27th. [Derek Elston](#)



Peckett 0-4-0ST No. 2104 stands in the frozen yard
at the Northampton & Lamport Railway on December 27th.

Derek Elston





Above: A derelict Fowler 0-4-0 shunter, No. 21, stands in the sidings at the Northampton & Lamport Railway on December 27th. [Derek Elston](#)

Below: Class 47 205 stands sheeted over and snow covered at Brampton & Lamport station. [Derek Elston](#)



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 for all the
up to date news on 58016!

Plym Valley Railway

0-4-0 tank loco "Albert" is seen working a Santa Special from Lee Moor Crossing to Marsh Mill on December 5th.

Steve Andrews



Churnet Valley Railway

Class 37 109 is seen at Froghall on November 26th.

Martin Hart



Wensleydale Railway



Above: Class 20 166 and 20 020 stand at Leyburn Station on January 3rd heading for Leeming Bar. An excellent "end of the season" event which was well attended and despite a late start, managed to get back on schedule. [Class47](#)

Below: Class 47 715 "Poseidon" runs round its train at Redmire. [Andy](#)

Bottom Right: Class 03 144 waits at the entrance to the station at Leeming Bar. [Class47](#)



ALL CHANGE FOR BANBURY! FINAL LOCO LINE UP REVEALED FOR GCR WINTER GALA 28TH, 29TH, 30TH JANUARY 2011

The Great Central Railway is unveiling a 'guest heavy' engine line up for a spectacular three day Winter Gala in January 2011. Five non resident locomotives will be in action and an 'autocoach' is also visiting!

Themed around the key junction of Banbury each of the 'Big 4' companies will be represented, with no locomotive dating from after nationalisation. The accent will be firmly on the Great Western.

Topping the bill is the national collections GWR 'City' No 3440 'City of Truro'. It is coming to the GCR's Leicestershire metals after a Christmas spell at sister company GCRN in Nottinghamshire. Already at the railway is GWR 4575 class No. 5526 which along with another guest, GWR 1400 class No. 1450 will operate on a visiting autocoach (W178). Appearing in black livery for the first time is GWR 2800 class No. 3850. Adding a dash of LNER flavour will be K4 No. 61994, 'The Great Marquess', it's last appearance in action at the GCR after a four month visit.

From the home fleet, the Southern Railway is represented by King Arthur class No. 30777 'Sir Lamiel'. Ever popular Black 5 No. 45305 flies the LMS flag and resident GWR Hall No 4593, 'Pitchford Hall' is expected to complete the line up.

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. 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 traffic, so it feels like a natural fit for one of our galas."

Two gala highlights will undoubtedly be the autocoach in action on the double track (making a perfect vantage point to watch passing trains) and the appearance of the heavy freight 2800 No. 3850 on the GCR's famous mineral wagon train, a once everyday sight recreated for the first time. The event will start on Friday with three locomotives, No. 3850, No. 5526 and No. 45305 in action on passenger trains. In the evening the shed apron will be open from 5pm to 8pm to see the locomotives being prepared for the following day.

Please note this is not an illuminated photographers evening (though photography is welcome!)

Also on Friday evening there is a special enthusiasts dining train, with a reduced rate available to anyone with a travel ticket for any three days of the gala. The full fleet of up to eight locomotives will be in action on Saturday and Sunday working to an intensive timetable, which will include two demonstration mail drops each day. There will be guided tours of the Loughborough shed on each day of the event.

The previously advertised visit of LMS Jubilee 'Leander' will now not take place.



Metro Cammel Class 101 DMU No. 101 678 pauses at Redmire on January 3rd, with just a hint of sun getting through the clouds. [Andy](#)





55 022 'ROYAL SCOTS GREY' CELEBRATES 50 YEARS IN STYLE!!

As many will know 2011 marks the 50th anniversary of the introduction to British Railways service of the iconic production version of the English Electric Type 5 'Deltic' Diesel-Electric locomotives.

It gives me great pleasure that the 1st of the Class to be built, 55 022 continues today to operate on the Main Lines of the UK Rail Network, still hauling long trains, carrying hundreds of passengers at a speed of 100 Miles Per Hour. I'm sure that this fact is something that the EE designers would not have thought possible, back in 1961 when the majority of the small fleet of 22 locomotives were delivered!!

Despite being the first of the type off the production line, D9000 was the second locomotive to be delivered from EE's Vulcan Foundry, as the loco was slightly delayed following installation of its short lived experimental flashing headlight. D9001 began the types BR career on 23rd February 1961, D9000 followed 5 days later on the 28th. The remaining Class members, followed steadily until D9021 made the last entry in to service on 16th March 1962.

D9000 was originally allocated to 64B, Edinburgh's Haymarket depot, where she spent the majority of her working life. The loco was named 'Royal Scots Grey' at Edinburgh Waverley station on 18th June 1962 and re-numbered 55 022 as the EE Type 5s became Class 55 under the British Rail TOPS Scheme. The loco worked East Coast Main Line express services, until the type was replaced by the HST-High Speed Trains in 1976, and continued to earn her keep on secondary East Coast services and visited various parts of the UK during her final few months in BR Service working Railtours. The loco was the last to haul a passenger train in BR service, when she hauled the return Edinburgh to Kings Cross leg of 'The Deltic Scotsman Farewell' on 2nd January 1982, arriving at Doncaster Works three days later before being purchased by the Deltic 9000 Fund for preservation, eventually leaving the works on 8th September 1983.

A few years in preservation followed, initially being based at the Nene Valley Railway and visits to open days and other preserved railways became routine. In 1996 the loco was moved to Glasgow St. Rollox works, where work was completed to re-gain main line certification allowing 'RSG', to be the first Deltic to haul a passenger train on the National Network, when she departed for Kings Cross on 30th November. Unfortunately 22 only managed to get as far as Berwick, but after a return to St. Rollox she settled in to a second mainline career working charters throughout much of Britain and also marked the Class's return to scheduled work with regular operation for Virgin Trains. The owners changed their name to Deltic 9000 Locomotives Ltd. (DNLL) and made its final passenger journey under their ownership on 11th August 2002, completing a trip between Liverpool Street and Norwich. By this time DNLL's finances were exhausted and the loco was stored at Hornsey TMD until purchased by Beaver Sports in July 2004.

A thorough overhaul and extensive renovation including re-skinning of most of the bodywork was completed by Deltic Preservation Society Commercial Services, Contractors at Barrow Hill, with the loco being once again registered for main line operation in August 2006. The last 4 years have seen the loco work to many parts hauling passenger charters, as well as operating regularly at her East Lancashire Railway home and at other preserved railways and events.

To celebrate 'Royal Scots Grey's 50th birthday a series of special trains are being operated by Spitfire Railtours over the 1st weekend of March. Friday 4th see's a Preston to London Euston 'positioning move', followed by the main tour on Saturday 5th, a very fitting Kings Cross to Edinburgh and return journey, exactly what D9000 was designed to do all those years ago!! Followed on the Sunday, by a Paddington to Preston journey, all three days giving a total of around 1250 miles of travel behind EE's finest.

Full details and a booking form can be found on our website www.royalscotsgrey.com or can be obtained by calling Beaver Sports on 01484-512354. We hope that all will join us in wishing 'Royal Scots Grey' and happy 50th Birthday and we look forward to many more years enjoying that distinctive Napier roar throughout the UK.....

Photo: Class 55 022 "Royal Scots Grey" is seen heading towards Battersby from Whitby. [Class47](#)



Bo'ness & Kinneil Railway

Class 37s 50th Anniversary

The delightful setting of Bo'ness on January 2nd was ideal for a trip out on some Class 37s. Starting with one of their own locos, Class 37 025 "Inverness TMD." [Class47](#)





Above: Only just returned to traffic in time for this event was Class 37 175. [Andy](#)
Below: Visitor to the line, Class 37 906, waits to depart at Bo'ness. [Class47](#)



Mid Hants to become 7 days a week commuter railway

The demonstration ultra light rail service from Medstead & Four Marks to Alton in Hampshire is set to operate for four weeks from 24 January 2011.

The lightweight railcar will connect with South West Trains' service to London Waterloo, will be wearing GOCO livery and will be our first service to paying passengers. Assuming that the demonstration is successful, we will be aiming to move to a permanent service during 2011.

These lightweight railcars are capable of serving locations that would normally be considered too small for a rail service (though the Parish does have a population of 7,000 including many London commuters looking for a connection to the mainline).

The railcar has a flywheel to store energy, allowing the use of a smaller engine and hence minimises emissions. Also, we will be looking into sourcing waste oils that can be recycled into biodiesel, so that we can truly describe the service as 'zero carbon'.

The scheme is possible through the support of Hampshire County Council and Mid Hants Railway.

Finance has been provided through a special issue of loan stock from Lightweight Community Transport and Go! Co-operative members.

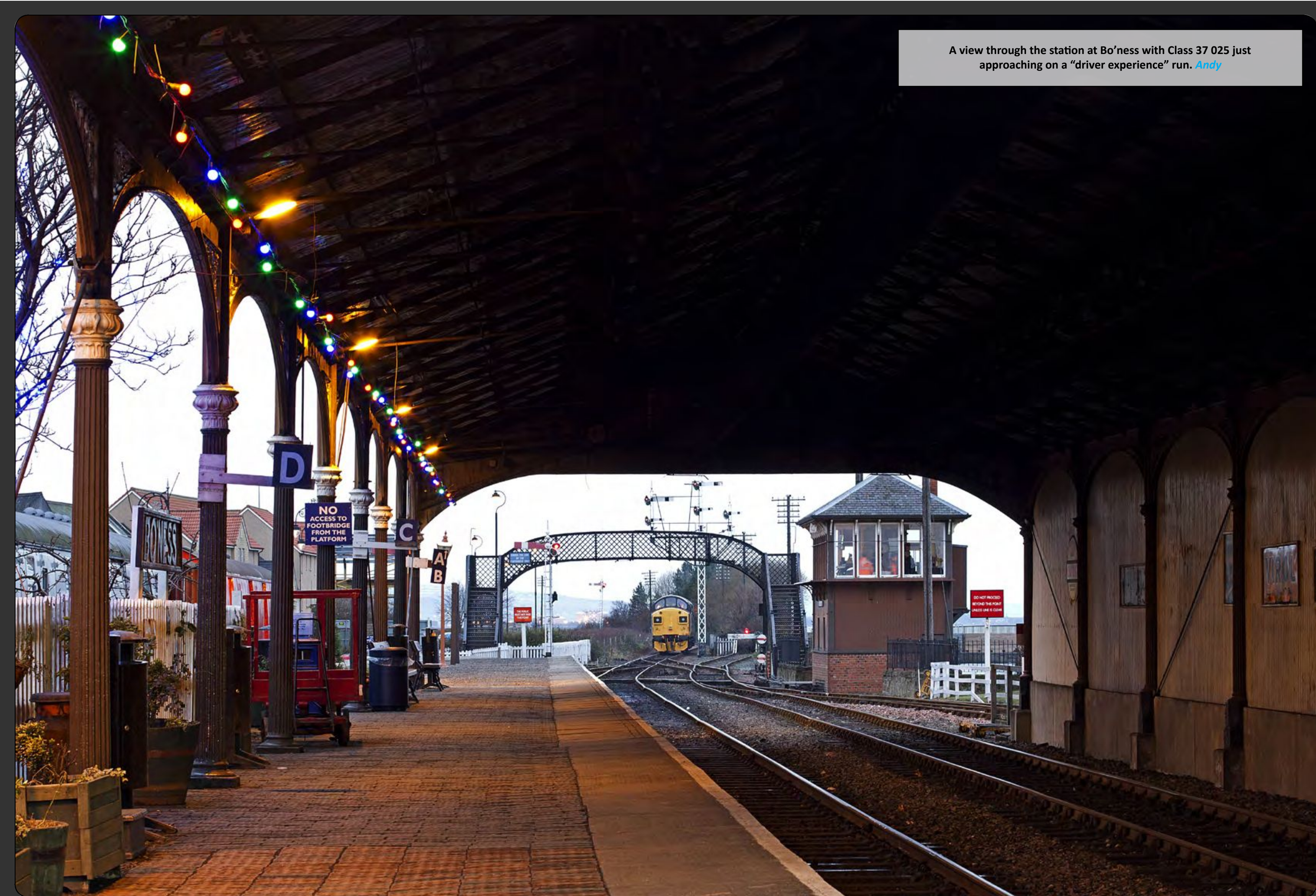
We are very excited about finally starting to deliver a service to the public - we hope you will join us on a GOCO members open day in January, when you can experience the service, meet the team delivering it, and join with us in celebrating our progress.

For further information please go to www.goco.coop/train.

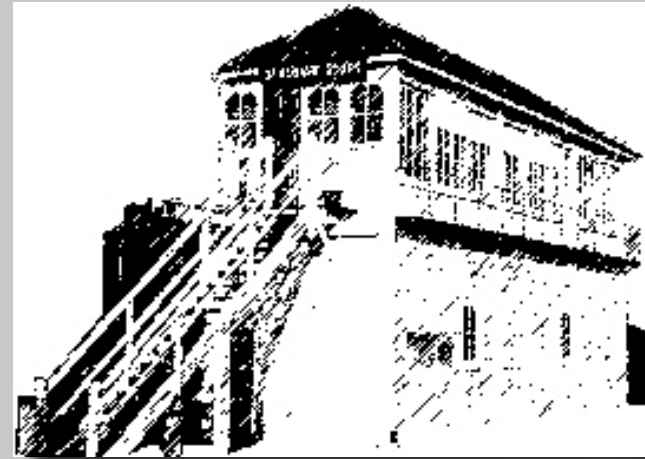


Another view of Class 37 906, with West Coast's Class 37 685 just visible behind the shed. [Andy](#)

A view through the station at Bo'ness with Class 37 025 just approaching on a "driver experience" run. [Andy](#)



St Albans Signal Box Preservation Trust



St Albans South Signal Box wins National Heritage Award!

The restoration of St Albans South Signal Box by a local Preservation Trust received national recognition at the 2010 National Railway Heritage Awards presentation ceremony held on December 1st at Merchant Taylors' Hall in London. Pete Waterman OBE presented Mr Keith Webster, Chairman of the Trust, with a plaque naming the Trust as winners in the structures section of the prestigious Invensys Signalling Award for 2010. The award was given for the restoration in the past four years of this Grade 2 listed Midland Railway signal box by the Trust. After the presentation, Mr Webster said "We are absolutely delighted to receive this award against some very worthy opposition. We started out by just wanting to tidy the place up and we ended up creating an asset for the whole community, not just for railway buffs! The volunteers who come along and provide cups of tea and huge amounts of effort are the ones who contribute the most to ensuring that this unique heritage asset is worthy of such recognition. Also I can't ignore the many visitors and armchair supporters who have all enjoyed and contributed to the success of this restoration. My thanks goes to all involved in the work and the judges who recognised our efforts." This is the second award given to the Trust; in 2009 St Albans Civic Society gave the Trust its top award for 2008 in local recognition of the Trust's work.

Photo Below: Presentation - Mr Keith Webster, Trust Chairman (centre) with Mr Pete Waterman OBE who made the presentation with the Chief Engineer of Invensys Rail (on left). © [Duncan Philips/NRHA](#)
Photos Opposite: St. Albans Signal Box Exterior and Interior. © [John Webb](#)



An appeal for funds - both locos out of action

Here is an update on the condition of the CFPS Class 40s, as can be seen the society is going to have to spend a considerable amount of money on repairing both locos and your help would be appreciated. Lee Kenny explains whats required:

40 135

Due to issues with 40145 as detailed below, the scheduled plan to move D335 from The ELR to Barrow Hill on Monday 20th December 2010 had to be postponed. We are now intending to move the loco to Barrow Hill in mid January. Martin Walker has again kindly agreed to the use of 55022 Royal Scots Grey to undertake the move.

Thank you to Martin & his support crew for doing the honours and helping The CFPS once again. I would also like to thank HNRC & The Management team at Barrow Hill for making provision for both of our locomotives to be on site at the same time whilst repair work is undertaken. Once D335 arrives, the first job for the HNRC team will be to lift the loco and inspect the damaged segmental bearing assembly at No.1 end. Then assess the condition of No.2 end and report back to The CFPS with the findings, along with a quotation for any suggested repair work.

40 145

The planned move for 40145 to travel to the Boden Engineering Company workshops at Washwood Heath for a repaint has had to be postponed. This is due to a recent issue being discovered with the main generator on the locomotive. Sincere apologies to Neil Boden for the inconvenience this has caused him.

The main generator has developed a fault with internal windings that turn the engine over when the start button is depressed. It is drawing over 1500 amps from the loco batteries but not turning the engine over. The batteries and start circuit have been fully checked and no fault has been found. I believe that this fault has been slowly developing over the last few years. With the recent spell of severe cold weather and possible damage being caused when the traction motor flashed over in September, I feel that this has made the fault much worse. The last time the main generator was overhauled was back in 1980 by BR, so I suppose 30 years use is a good innings! Thank you to David Peacock for attending Barrow Hill and confirming the diagnosis given by HNRC & the CFPS Engineering team.

HNRC have now been contracted to undertake a power unit removal and split the main generator from the engine. It will then be sent to Bowers Electricals for investigation and overhaul. Bowers have a good reputation for the quality of their work and are approved suppliers to HNRC, DRS and many others. Whilst the generator is away under repair, The CFPS engineering team will clean the engine room and then repaint and spruce up the area to create a nice clean environment to work in for when the power unit returns from its overhaul. This unforeseen problem means that The CFPS requires financial support towards meeting the repair costs of the main generator. The Committee wish to appeal to The Society members, all other railway enthusiasts and the general public for their help.

We recognise the difficulties caused by the prevailing financial climate but urge everybody to consider helping our cause, either by way of making a donation (cheque, credit card via Paypal) and / or by purchasing items listed in our sales section. How about making a regular donation by setting up a monthly standing order to the society. Please visit our website, www.cfps.co.uk.

Any contribution will be gratefully received and would help us to get 40145 back to full health and operating on The Mainline once again.

Repair work recently undertaken and completed on 40145 is as follows:

New turbo charger fitted to "A bank" generator end.

Cubicle has been fully checked over & cleaned.

Oil & Filter change.

4 x Exhaust bellows have been renewed.

Cracks in air manifolds have been repaired.

Corroded exhaust stacks have been repaired and re-lagged.

No.4 traction motor has been renewed and tested.

All 4 x cab door foot tread plates have been renewed. Whilst metal work was cut out the air pipes under the floor have been inspected, cleaned and painted with anti corrosive paint to protect them. One of these pipes was severed back in 2006 and it seemed prudent to check the condition of the others whilst we had the opportunity.

Other areas of corroded bodywork have been cut out and replaced.

I would like to take this opportunity to Thank HNRC once again for their many hours of hard work, particularly Shaun Wright & James Williams for their diligence, commitment and continued support to the CFPS.

If anyone wishes to join the engineering team and assist with the varied work planned in 2011 at The ELR and on our two locomotives, then please contact Mark Hornby by email at engineering.support@cfps.co.uk

Please note that all new volunteers will need to be members of The ELR and attend and complete a BASIC SAFETY COURSE at The ELR. The course is free but compulsory in order to help you become safety conscious and protect yourself and colleagues when working on or close to the railway.

Photo: Class 40 145 on the main line, don't let it just be a memory. [Carl Grocott](#)



East Lancashire Railway



Santa Specials

Above: On December 24th, Class 50 015 passes Springside Farm on the last day of Santa Specials. [Ian Furness](#)
Below: LMS 4-6-0 Black 5 No. 44871 pauses at Ramsbottom on December 19th with a Santa Special. [Ian Furness](#)



Class 122 No. W55001 along with Class 121 W56289 are seen departing Bury heading for Heywood on December 19th. [Ian Furness](#)





Deltic Class 55 007 "Pinza" stands on the blocks at London Kings Cross with an East Coast mail train in 1979. [Derek Elston](#)



Above: New Class 56 058 is stabled at Wellingborough for crew training purposes, May 22nd 1979. [Derek Elston](#)
 Below: Class 56 105 pauses at Crewe with a fuel oil train on a cold December 23rd 1995. [Richard Hargreaves](#)



Above: Class 86 235 "Novelty" is on a on a north bound mail train at Crewe on June 23rd 1979. [Derek Elston](#)
 Below: Class 20 188 works nose end first under Westbridge Northampton. Date unknown. [Derek Elston](#)





Above: ScotRail liveried Class 47 469 is seen at Christchurch on July 1st 1986 with the 0812 Newcastle to Poole service. [Derek Hopkins](#)
Below: An unidentified Class 81 stops at Carlisle with a northbound parcels working in 1982. [Derek Elston](#)



Above: Class 60 070 pauses at Newport on November 6th 1999. [Paul Godding](#)
Below: Class 86 243 and a Class 87 stand at Edinburgh in June 1997. [Brian Battersby](#)





Above: Class 40 049 gets the chop inside Crewe Wks Old Foundry on August 11th 1985. [Derek Hopkins](#)
Below: Class 33 119 stands at Bournemouth on August 4th 1985 with a Waterloo to Weymouth service. [Derek Hopkins](#)



Above: A pair of Class 50s are seen at London Waterloo with services to Exeter in 1982. [Derek Elston](#)
Below: Class 37 273 gets transformed into 37 410 at Crewe Works on August 11th 1985. [Derek Hopkins](#)





Above: Adorned with the Union Jack and named "Golden Jubilee" Class 86 227 stands at Norwich on April 15th 2004. [Brian Battersby](#)

Below: National Power liveried Class 59 201 rounds the curve at Knottingley in February 1997. [Brian Battersby](#)



Above: Class 501 141 stands on the blocks at Watford Junction. Date unknown. [Derek Elston](#)
Below: Class 307 130 pauses at Leeds whilst working the local service to Doncaster. [Derek Elston](#)



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



On December 4th Class 86 639 and 86 604 are seen paired up at Crewe. Another year passes in the history of these locos and they seem to carry on regardless. Many newer classes have passed from main line use yet these locos seem to live on. No doubt 2011 will be just another year for them. [Richard Hargreaves](#)