

Railtalk

Magazine

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Retro Railtours - Ped power to Southend

Welcome to Issue 57 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Another month and yet again another bloated inbox... we must be doing something right! A big thanks to everyone that has sent us pictures this month, without you all we would have is blank pages (unless of course that you are trying to view the normal version on an ipad, as you will have blank pages already!). But if you have never sent us any photos then please do, we always like to hear from new contributors, young and old. Details of how to get in touch can be found to the right, as always the magazine is nothing with its contributors. During May we went on another excellent railtour, I must thanks James and his team at Retro Railtours for a superb day out. Even though there were a few problems on the return journey with trespassers at Stoke, the tour was a very enjoyable day, with classic traction and an excellent destination, its something that will be remembered for years to come. As always, I look forward to the next.

For more information on future tours visit www.retrorailtours.co.uk

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, 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, Phil Martin, Alan Usher, CJ Sutcliffe, James Paice, Chris Morrison, Yorkie, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Michael J Alderdice, John Edkins and the guys at RailUK.

Welcome

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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 May 28th, Retro Railtours took Class 31 190 and 31 601 on the "Retro Southend Daytripper" from Leeds to Southend via the WCML. Class 67 029 was also in the consist to provide ETS for the superb Cargo-D stock. [Matt Price](#)
This Page: On May 19th, London Midland Class 153 366, which is on hire to Northern, crosses Ribbleshead Viaduct with a Class 158 in tow. [Colin Irwin](#)

Charter Scene



Retro Railtours - The Retro Southend Daytripper
Class 31 601 and 31 190 speed towards Thameshaven Jct. on May 28th with the Retro Railtours working to Southend, a tour that started at Leeds and then went via Stockport, Stoke, the West Coast main line and the North London Line to Barking. [Charlie Robbins](#)



Retro Railtours - The Retro Southend Daytripper

Above: Heading south, Class 31 601 and 31 190 arrive into Stoke on Trent on May 28th. [Brian Battersby](#)
 Below: Because of the fuel range of the Class 31s, the pair only worked the return as far as Nuneaton, where Class 67 029 worked the train forward back to Leeds. [Richard Hargreaves](#)
 Seen here at Nuneaton the pair head off for a well deserved rest. [Richard Hargreaves](#)

Retro Railtours - The Retro Southend Daytripper

Above: Class 31 190 and 31 601 along with Class 67 029 "Royal Diamond" tucked in behind the pair of 31s arrive back into Southend with the return working to Leeds. [Richard Hargreaves](#)
 Below: Class 67 029 is ready for the off at Nuneaton, taking over from the Class 31s. [Brian Battersby](#)



Retro Railtours - The Retro Southend Daytripper

In lovely evening sunshine, Class 31 190 & 31 601 lead
Class 67 029 with Retro Railtours 1260 Thorpe Bay to Leeds
through Church Brampton, May 28th. [Derek Elston](#)



The Northern Belle

Now in Northern Belle livery, Class 47 790 leads 47 810 out of Stoke on Trent on May 28th with a Birmingham International - Alnmouth outing. [Richard Hargreaves](#)





The Northern Belle

Above: On May 7th Class 47 712 and 47 832 speed through Dunham Hill with a York to Bangor Northern Belle working. [Brian Battersby](#)

Below: Class 47 712 and 47 832 are seen with the same charter pausing at Chester for a crew change. [Paul Godding](#)



The Northern Belle

Above: In fading light, Class 47 790 leads 1266 Kensington Olympia - Liverpool Lime Street through Northampton on May 27th. [Derek Elston](#)

Below: Earlier on May 27th, Class 47 810 passes through Northampton station heading towards Kensington Olympia with the outward working. [John Coleman](#)





The Northern Belle

Above: Northern Belle liveried Class 47 790 is seen here working the 1247 Kensington Olympia - Chester through Headstone Lane on May 26th. [Matt Price](#)

Vintage Trains - THE GREAT WESTERN MIDLANDER

Below: GWR Castle Class No. 5043 "Earl of Mount Edgcumbe" thunders her way through Carpenders Park with the London Euston - Tyseley leg of "The Great Western Midlander." [Wayne Radford](#)



Vintage Trains - THE GREAT WESTERN MIDLANDER

Above: GWR 4073 Class No. 5043 "Earl of Mount Edgcumbe" speeds past Chelmscote with "The Great Western Midlander" from Tyesley to London on May 21st. [Steve Madden](#)

Below: The Earl is seen on the return leg of the tour from London Euston back to Tyseley, seen here passing Church Brampton on May 21st. [Derek Elston](#)



Vintage Trains - THE GREAT WESTERN MIDLANDER
GWR 4073 Class No. 5043 "Earl of Mount Edgumbe" is seen on the
relief line at Berkhamstead running couple of minutes early, heading for
London Euston. [Chris Morrison](#)





Steam Dreams - The Cathedrals Explorer

Above: Day one of this eight day tour sees LMS 4-6-2 No. 6201 "Princess Elizabeth" on the Down Fast through Doncaster en route from London Victoria to York. [Steve Thompson](#)

Below: Day three and LNER K4 No. 61994 "The Great Marquess" heads the Stirling to Fort William part of the tour. [Darrel Hendrie](#)



Steam Dreams - The Cathedrals Explorer

Above: LMS 4-6-0 Black 5 No. 44871 and No. 45407 head "The Cathedrals Explorer" railtour over Frodsham viaduct on May 12th. This was day seven from Carnforth to Carmarthen of an eight day tour. [Colin Irwin](#)

Below: After a stop over at Chester, the pair of Black 5s are seen passing Chester racecourse. [Colin Irwin](#)



Spitfire Railtours - The Welshman

On April 30th, Class 37 688 "Kingmoor TMD" and 37 194 worked Spitfire's "The Welshman" from Preston - Fishguard via Carmarthen & the Heart of Wales, seen here at Fishguard Harbour, a destination which owing to delays along the way meant that there was only a 15 minutes stopover before heading back.

Richard Hargreaves



UK Railtours - The Cumbrian Mountain Express

On May 19th, BR Standard Class 8 4-6-2 No. 71000 "Duke of Gloucester" crosses Ribbleshead Viaduct with "The Cumbrian Mountain Express" from London Kings Cross to Carlisle.

The Duke hauled the train from York to Carlisle. [Colin Irwin](#)



Pathfinder Tours - The Cumbrian Mountain Express
On May 21st, BR Standard Class 8 4-6-2 No. 71000 "Duke of Gloucester"
crosses Ais Gill with another "Cumbrian Mountain Express" this time from Gloucester to
Carlisle with the Duke hauling the tour from Carlisle to Crewe. [Colin Irwin](#)





Compass Tours - The North Wales Scotsman
West Coast Class 47 804 and with 47 826 on the rear are seen
passing Redbank with Compass Tours 1246 Holyhead - Dundee
on May 13th. [Dave Harris](#)



West Coast Rail - ECS move

Above: On May 27th, Class 33 207 heads the 5272 Carnforth to Crewe ECS with DRS Class 37 229 "Jonty Jarvis" on the rear. [Chris Stanley](#)

Below: Class 47 760 and 47 826 head through Acton Bridge on May 10th with 5240 Carnforth - Crewe. [Dave Harris](#)



Private Charter

Above: On May 14th, Class 47 270 "Swift" and 47 786 "Roy Castle" depart York over two hours late with a private excursion back to Manchester Victoria. [Colin Irwin](#)

Ruggex

Below: Class 67 025 and 67 029 are seen with a London Paddington - Cardiff "Ruggex" on May 20th. [Lewis Mitchell](#)





Rail Tourer

Above: LMS Royal Scot Class No. 46115 "Scots Guardsman" is seen exiting Blea Moor tunnel with the Stevenage to Carlisle excursion on May 21st, which was steam hauled from Hellifield to Carlisle. [Colin Irwin](#)

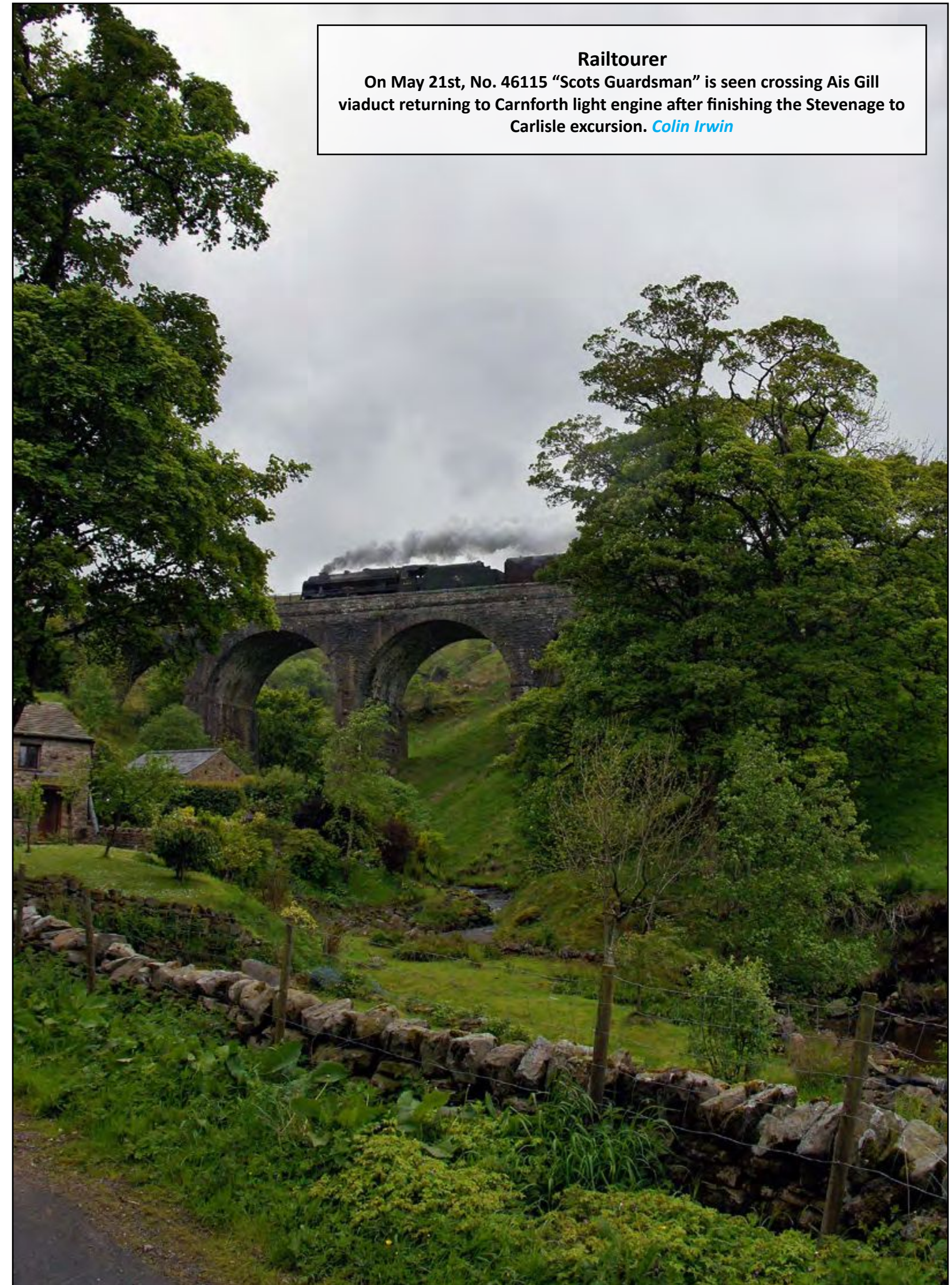
Mid Cheshire Rail Users Association - The North Eastern Express

Below: Class 67 008 is seen at Stockport with the Chester to Newcastle Railtour on May 7th. [Class47](#)



Railtourer

On May 21st, No. 46115 "Scots Guardsman" is seen crossing Ais Gill viaduct returning to Carnforth light engine after finishing the Stevenage to Carlisle excursion. [Colin Irwin](#)





Pathfinder Tours - THE PEMBROKE COAST EXPLORER

Above: Class 66 192 passes Llangewydd heading for Margam, where the King will take over, with the Bristol - Pembroke Dock railtour on May 1st. [Lewis Mitchell](#)

Below: GWR King Class 4-6-0 No. 6024 "King Edward I" is seen heading up Stormy Bank with the return working to Bristol Temple Meads. [Lewis Mitchell](#)



Steam Dreams - The Cathedrals Express

For the first time since the GWR/LNER loco swap in the 1940s an LNER Blue A4 Pacific No.4492 "Dominion of New Zealand" is seen here working the 1294 London Victoria - Bristol Temple Meads through Cholsey on May 26th. [Matt Price](#)





Rail Blue Charters - The West Coast Premier II

Above: Rail Blue Charters 1286 Watford Jct - Edinburgh is seen here passing Vulcan Village with AC Loco Group's Class 86 101 "Sir William A Stanier" at the helm, May 6th. [Dave Harris](#)

Rail Blue Charters - The Great Western Fellsman

Below: Class 67 018 "Keith Heller", rushes past Hixon, Staffordshire with the 1241 Ealing Broadway - Carlisle Rail-Blue Charters "The Great Western Fellsman" on April 30th. [Gary S. Smith](#)



Vintage Trains - The Red Rose

Above: On April 16th, GWR Castle Class 4-6-0 No. 5043 "Earl of Mount Edgcumbe" heads "The Red Rose" railtour from Tyseley - Blackburn, seen here passing through Acton Bridge. [Colin Irwin](#)

Compass Tours - North Country Rambler

Below: Class 47 270 and 47 580 are seen at Colton Jct. with the return Carlisle to Southport working on May 2nd. [Class47](#)





Shepherd Neame - The Spitfire

Above: BR Standard Class 7 No. 70013 "Oliver Cromwell" is seen in wonderful evening sun heading the Faversham - London Victoria leg of "The Spitfire and Faversham Shuttle" on May 22nd. [Matt Price](#)
Below: The return leg of the charter, 1287 Faversham - London Victoria is seen here passing Sevington. [Wayne Radford](#)



Pathfinder Tours - The Curnow Irrupter

Above: Class 37 087 and 37 194 are seen departing St. Blazey on May 28th with the return working of "The Curnow Irrupter" heading for Tame Bridge Parkway. [Steve Andrews](#)

Steam Dreams - The Cathedrals Express

Below: LMS Princess Class 4-6-2 No. 6201 "Princess Elizabeth" heads the return working 1273 York to Kings Cross through Retford on April 28th. [John Martin](#)





UK Railtours - The Thames Taff

Above: Class 66 020 passes Pellet St. on May 22nd with 1265 Paddington - Cardiff Central "Thames Taff". [Lewis Mitchell](#)
Below: DBS Class 66 188 leads the 1265 Paddington - Cardiff Central railtour out of Chipping Sodbury tunnel, the village above the tunnel is actually Old Sodbury. Sister locomotive 66 020 was at the rear of the train. [Gary S. Smith](#)



Railway Touring Company - The Yorkshireman

Above: BR Standard Class 7 No. 70013 "Oliver Cromwell" heads the 1221 Watford Junction to York down through Chesterfield on May 7th. [John Martin](#)
Below: BR 4-6-2 No. 70013 "Oliver Cromwell" is seen passing through Swinton (Sth Yorks) with the return working from York to Watford Jct. [Steve Thompson](#)





Railway Touring Company - THE HEART OF WALES EXPLORER

Above: On May 21st, BR 8F No. 48151 "Gauge O Guild" works 1Z60 "The Heart of Wales Explorer" past Margam. The tour originated at Manchester and the 8F worked from Shrewsbury to Newport. [Lewis Mitchell](#)
Below: Class 37 706 leads the tour out of Pengam on its return to Manchester. [Lewis Mitchell](#)



Statesman Rail - LLANDUDNO VICTORIAN STATESMAN

Above: On May 2nd, West Coast's latest acquisition Class 57 001 is seen on the Sheffield - Llandudno Statesman Railtour, seen here passing Waverton. Class 57 601 was on the front. [Brian Battersby](#)
Below: The return is captured at Sutton Coldfield hauled by WCRC Class 57 001. [John Edkins](#)





Spitfire Raltours - The Salopian Viking

Above: Class 37 229 is seen at Crewe on May 28th heading for Newcastle on "The Salopian Viking". [Ian Furness](#)

Below: On the return, Class 37 229 is seen with 1274 Newcastle - Birmingham Int. at Wellington. [Carl Grocott](#)



Statesman Rail - Welsh Mountain Statesman

Above: Class 97 303 and 97 304 are seen with Class 47 826 at Cilcewydd with the 1246 Aberystwyth - Hull

Statesman railtour on May 28th. [Carl Grocott](#)

Below: Class 97 303 and 97 304 are seen en route to Aberystwyth with Class 57 601 tucked inside at the head of the Statesman tour from Hull, the Class 97/3s being attached at Crewe Gresty Bridge. [Ian Furness](#)



Statesman Rail - Welsh Mountain Statesman

Above: Class 97 303 and 97 304 are seen with Class 47 826 at Borth
1Z46 Aberystwyth - Hull Statesman railtour on May 28th. [Carl Grocott](#)





DRS Class 37 218 and 37 607 are seen with 6C51 Sellafield - Heysham on April 28th as they pass through St. Bees. [Carl Grocott](#)



Above: Owing to engineering work on the West Coast main line, some Virgin Voyagers were sent via the Settle and Carlisle route between Crewe and Carlisle, this is the one such working on May 21st. [Colin Irwin](#)
Below: Class 60 071 "Ribblehead Viaduct" rumbles passed Castle Bridge Road, Nottingham whilst working 6E54 Kingsbury - Humber empty Blue TEA tanks on May 11th. [Daniel Stanbridge](#)



Above: Freightliner Class 86 604 leads 90 043 south through Acton Bridge heading for Crewe on April 29th. [Brian Battersby](#)
Below: Class 73 206 leads 66 701, ex Freightliner now GBRf 66 579, 73 141 and 73 207 into Hastings working 0Y22 Hoo Junction - St. Leonards RE loco convoy on May 2nd. [Daniel Stanbridge](#)





Class 92 017 screams through Low Gill with the 4S43
Daventry - Grangemouth (Tesco) bang on time on May 4th.
David Hollowood

With the Cumbrian Coast in the background, Class 37 603 and 37 602
head the 6C53 Crewe - Sellafield through Parton on April 28th.

Carl Grocott



Now carrying the DB Schenker corporate livery Class 92 009 is seen heading through Northampton station on May 27th. [John Coleman](#)



A Deltic on regular freight workings in 2011! Class 55 022 approaches Freemans Level Crossing, Cambois with the 6N51 Lynmouth - North Blyth on May 4th. [Michael J Alderdice](#)





Above: Class 66 201 heads north across Ribbleshead Viaduct with a cement train on May 19th. [Colin Irwin](#)
 Below: Class 92 022 "Charles Dickens" roars up Sandling on May 13th working
 7X80 Dollands Moor - Polmadie Scotrail Class 380 drag. Only two more drags were left after
 this working, with just four units to arrive in the UK. [Daniel Stanbridge](#)



Above: Class 66 114 approaches Birkett tunnel with the returning 6500 Clitheroe to Mossend cement train
 on May 25th. [David Hollowood](#)
 Below: Track Recording Unit Class 950 001 speeds north through Acton Bridge on April 29th. [Brian Battersby](#)





Above: EWS liveried Class 92 001 "Victor Hugo" powers up at Sevington, Ashford [Kent] working 7X80 13:16 Dollands Moor - Polmadie, Scotrail Class 380 move on May 3rd. [Daniel Stanbridge](#)
Below: Class 70 010 heads off the Ellesmere Port branch at Helsby on May 5th with a loaded coal train heading for Warrington. [Brian Battersby](#)



National Express on test units Class 379 004 and 379 025 are seen at Crewe on May 31st, showing Frinton on Sea as the destination! [Richard Hargreaves](#)



Class 20 304 and 20 305, (20 305 being the only 20 running), chop very nicely through Tamworth High Level working 8X09 Old Dalby - Amersham brand new "S" stock move, Class 20 302 and 20 301 were dead on the rear, May 11th. [Daniel Stanbridge](#)





Above: On May 11th London Overground Class 378 233 stands alongside the new platform at Highbury and Islington station after its recent naming, "Ian Brown OBE". [John Coleman](#)

Below: Freightliner Class 70 002 slogs past Beckhouses on May 4th with 6C16, a very heavy engineer's train for Carlisle. [David Hollowood](#)



Above: GBRf Class 66 723 heads for Ellesmere Port on May 5th, seen here passing through Helsby. [Brian Battersby](#)

Below: GBRf Class 66 728 works the 4N50 Tyne Dock - North Blyth approaching Freemans Level Crossing, Cambois on May 4th. [Michael J Alderdice](#)





Above: With the WCML closed for engineering work, Class 67 022 and 67 005 were sent down via the S&C from Carlisle to Crewe, seen here at Ais Gill summit on May 21st. [Colin Irwin](#)
Below: Still carrying traces of its Railfreight Distribution livery, Class 90 036 heads through Acton Bridge on May 5th with the 6L48 Garston to Dagenham. [Brian Battersby](#)



Above: Class 66 232 is seen working 6D65 Willesden to Stud Farm through Ridgmont on the Bletchley to Bedford line, April 7th. [Steve Madden](#)
Below: Can this be beaten for working of the year? Class 55 022 was hired from GBRf to work the "Alcans" from North Blyth to Lynemouth during May, making several newspapers and even BBC Breakfast. Seen here on May 10th at North Blyth. [John Coleman](#)



On May 25th, BR Blue Class 31 106 passes Park Jct. with 1Z12 Bristol - Derby
Network Rail train. [Lewis Mitchell](#)





Above: On May 31st, Arriva Trains Wales Class 175 115 arrives into Warrington Bank Quay station with a service from Manchester to Llandudno. [Richard Hargreaves](#)
 Left: Class 60 015 speeds along the East Coast Main line with the Jarrow - Lindsay oil tanks on May 8th. [Andy](#)
 Bottom Left: Now in regular service, National Express Class 379 016 pauses at Tottenham Hale station on May 11th. [John Coleman](#)
 Bottom Right: The two car Virgin Voyager Class 221 144 has escaped the confines of Central Rivers depot and was seen at Crewe on May 31st. [Richard Hargreaves](#)



On May 30th, Class 60 074 heads through Copmanthorpe with the Jarrow - Lindsay oil tanks in lovely spring sunshine. [Andy](#)





Above: Ahead of its naming ceremony, GBRf Class 66 737 passes Headlands Bridge, Kettering heading for Peterborough on May 6th carrying the new GBRf/Europorte livery. [John Coleman](#)
Below: On May 26th, Tata Steel Class 60 099 is seen at Cholsey working the 6B33 Theale - Robeston empty bogie tanks. [Matt Price](#)



Above: On May 7th DRS Class 37 604 and 37 069 work a Derby to Crewe light engine move. [Richard Hargreaves](#)
Below: On May 20th DB Schenker liveried Class 60 011 passes Coedkernew with the 6B47 Westerleigh - Robeston tanks. [Lewis Mitchell](#)





Above: On May 6th, Colas Rail Class 66 842 heads light engine south through Stafford. [Brian Battersby](#)
Below: Class 66 403 passes through Coedkernew with 6Z97 Beeston - Tidal on May 20th. [Lewis Mitchell](#)

Above: Still carrying the full Fastline freight livery, Class 66 303 heads south through Acton Bridge on May 5th. [Brian Battersby](#)
Below: On May 19th, Class 66 136 comes off the chord at Froest Gate Jct. to connect with the Barking/Gospel Oak Line and the LTS system, hauling the Didcot - Ripple Lane Coal Hoppers through Woodgrange Park. [Charlie Robbins](#)





Above: Class 66 103 leads 66 047 working light engine to Toton through Chesterfield on May 7th. [John Martin](#)

Right: With the wagons blending in with the viaduct brickwork, Colas Class 66 845 crosses the Frodsham Viaduct on April 29th heading for Chirk. [Brian Battersby](#)

Bottom Left: A busy scene at Nottingham as Colas Rail's Class 47 727 burbles past Eastcroft, working 6257 Boston Docks - Washwood Heath with loaded steel IHA's on May 11th. [Daniel Stanbridge](#)

Bottom Right: On May 21st at 04:56 and barely daylight the 0X04 Immingham - Doncaster passes Appleby comprising ten locos, Class 66 109, 66 024, 66 015, 66 105, 66 008, 66 075, 66 103, 60 084, 60 071 and 60 074. [Steve Thompson](#)



On May 8th, Freightliner's Class 90 046 was used with the Virgin Trains WB64 rake of Mk III stock on a service from Stoke-on-Trent to Euston. The train is kept at Wembley and the 5T52 empty carriage stock working to Stoke-on-Trent went to The Potteries via Crewe, seen here passing Colton, Staffordshire, as a herd of cows anticipate rainfall.

Gary S. Smith



On April 12th, DB Schenker Class 60 011, looks in need of a wash as it passes Norton Fitzwarren with the Exeter Riverside to Westbury empty stone. [Jonathan Gill](#)





Above: On test for Chiltern, brand new Class 172 103 passes Headlands Bridge, Kettering on April 24th with a test run to Derby. [John Coleman](#)

Right: DRS Class 20 303 leads 37 059 along the Cumbrian coast with 6C53 Crewe - Sellafield seen here heading through Parton on April 29th. [Carl Grocott](#)

Bottom Left: Class 70 006 heads north through Stafford on May 6th. [Brian Battersby](#)

Bottom Right: East Coast's Class 91 109 "Sir Bobby Robson" is seen at York on May 14th, heading for London Kings Cross. One of the few Class 91s to carry the silver East Coast livery, as it has now officially changed to grey! [Colin Irwin](#)



Sir Bobby Robson



Above: Class 321 431 passes Brantham on a local service to London Liverpool St.

from Manningtree on May 25th. [John Coleman](#)

Left: DBS Class 67 008 gets under way from a signal check at Acton Bridge with the Dowlow - Arpley working on May 10th. [Dave Harris](#)

Bottom Left: A rare outing for Class 40 No. D306 on May 11th as Class 31 190 (D5613) hauls it passed BRUSH, Loughborough working 0240 Fletton - Washwood Heath. [Daniel Stanbridge](#)

Bottom Right: Colas Rail Class 47 739 hauls track machine No. 73909, running as 6272 Penrith CE - Rugby OLE seen here through Warrington on May 31st. [Richard Hargreaves](#)





Top Left: Colas Rail Class 66 845 runs round its train of empty log carriers at Shrewsbury on May 10th before heading north to Carlisle. [Carl Grocott](#)

Top Right: Class 37 409 and 975025 "Caroline" are off on their jollies again, seen here departing Nottingham working 2230 St Pancras - Derby RTC after a quick turn around, May 11th. [Daniel Stanbridge](#)

Left: Freightliner's Portbury - Rugeley and Portbury - Fiddlers Ferry coal trains are normally routed via Hereford but on Thursday 12th and Friday 13th May the 6M07 laden train to the Fiddlers Ferry power station on the Mersey was sent by way of the Lickey Incline in Worcestershire because of night time signalling work in the Newport area.

On the Friday, Class 70 005 heads north away from Bushbury Junction, Wolverhampton with the 6M07 Portbury - Fiddlers Ferry. With the introduction of the class 70 locomotives in December 2009, the freight operating company carried-out tests with the locomotives hauling heavy coal trains up the Lickey incline.

With the GE-built locomotives now 'settled-in', these diverted trains ran on time. [Gary S. Smith](#)

DBS/EWS Class 92 026 "Britten" emerges from Redbank cutting with
4S43 Rugby - Mossend Tesco Express Intermodal, May 9th. [Dave Harris](#)





Above: Regular visitor to the East Coast main line, Euro Cargo Rail Class 66 191 heads through Retford on April 28th with 4D56 Biggleswade to Heck empty PNAs. [John Martin](#)
 Left: Class 90 008 speeds past Hubberts Hill Countryside on a Norwich to London Liverpool St. working on May 25th. [John Coleman](#)
 Bottom Left: Colas Rail's Class 66 843 heads the 6278 Margam - Llanwern through Coedkernew on May 25th. [Lewie Mitchell](#)
 Bottom Right: Class 66 737 is seen working GBRF's 4M40 Washwood Heath to Wellingborough Up Sidings past Great Bowden on April 21st. [Steve Madden](#)





Above: Unique FGW Class 150/153 unit No. 153 399 (Which is 153 369 and half of 150221 (57221)) is seen at Keyham on May 23rd. This pairing is as a result of 52221 sustaining fire damage. [Steve Andrews](#)
Below: East Midlands Trains Class 153 321 and a Class 158 stand at Stoke on Trent on May 28th with a Derby to Crewe working. [Brian Battersby](#)



Above: Class 66 429 heads south through Northampton with an Intermodal service on May 27th. [John Coleman](#)
Below: Class 66 086 backs onto its next working at Wembley Yard on May 28th. [Brian Battersby](#)





Above: Class 156 428 and 156 463 wait their next workings at Liverpool Lime St. on May 7th. [Richard Hargreaves](#)

Below: On April 2nd, Class 150 216 is seen at Solihull heading for Dorridge. To see how things have or haven't changed, have a look in this months archive section for a photo of this unit. [Paul Godding](#)



Above: Refurbished Arriva Trains Wales Class 158 840 departs Chester on May 2nd heading for Holyhead. [Brian Battersby](#)

Below: Class 172 002 waits departure time at Gospel Oak on May 28th. [Brian Battersby](#)





Above: On May 25th, Tata liveried Class 60 099 leads 66 050 at Llangewydd working 6V19 Immingham - Margam. [Lewis Mitchell](#)

Below: On May 25th Class 37 409 and "Caroline" were out in the North Lincs working 2Z01 Skegness -Wakefield Westgate, seen here ascending Appleby Bank in full dull weather. [Steve Thompson](#)



Above: DB Schenker liveried Class 66 152 heads north out of Wembley Yard on May 28th. [Brian Battersby](#)

Below: On May 31st, Class 142 003 is seen departing Warrington Bank Quay station with a stopping service to Liverpool Lime St. [Richard Hargreaves](#)



Class 37 682 and 37 038 work just one flask on the 6M60 Seaton - Sellafield
as it passes through St. Bees on April 28th. [Carl Grocott](#)



Main: Class 395 012 departs Ebbsfleet with the 1F62 to Faversham from London St. Pancras on May 20th. Inset: A view of the interior seating arrangement. *Both: Dave Harris*





Above: Network Rail Class 97 302 passes fellow classmate 97 303 at Welshpool on May 10th. [Carl Grocott](#)
Below: On May 6th, EWS/DBS Class 90 028 and 90 036 head south through Stafford. [Brian Battersby](#)



Above: Just before a rain storm, Class 66 086 brings the 6C47 coal train from the Tower Colliery sidings to Aberthaw Power Station to a halt at the level crossing at Hirwaun early in the evening of Saturday May 14th. Class 66 175 had brought in the empty train and was now at the rear of the 6C47. [Gary S. Smith](#)
Below: With the Network Rail test train, Class 37 601 leads 37 611 through Filton Abbey Wood, May 17th. [Steve Andrews](#)





Above: Class 66 431 and 66 428 power the 6K73 flask train through Beckhouses after a stand in the loop at Tebay on May 4th. [David Hollowood](#)

Below: In heavy rain, Class 60 074 passes Appleby with 6K25 Santon Foreign Ore Terminal to Immingham Bulk Terminal empties on May 23rd. The irrigation equipment was not needed today! [Steve Thompson](#)



Above: Class 66 434 still in Fastline Freight livery works the DRS 4M71 Tilbury to Daventry "Sugarliner" through Church Brampton on April 7th. [Steve Madden](#)
Below: On hire to First Great Western for the summer are Class 153 325 and 153 333, seen here arriving into Saltash on May 24th. [Steve Andrews](#)





GBRf Class 66 726 heads along the River Clyde at Craigendoran on May 3rd. [Darrel Hendrie](#)

Scot-Rail - life north of the border



Above: As DRS have now taken lease of the ex Fastline's 66's, Class 66 304 works 4A13 Grangemouth - Aberdeen intermodal passing Forgandenny on May 15th. [Robert Duff](#)

Left: DRS locos Class 66 424 and with 66 421 on the rear are seen passing Forteviot with loaded coalfish working 6K28 Montrose - Mossend on May 15th. [Robert Duff](#)

Below: A pair of Scotrail Class 156s head along the River Clyde at Craigendoran on May 9th. [Darrel Hendrie](#)



Scot-Rail - life north of the border

Hired in DRS locos Class 66 431 and with 66 433 on the rear are seen working 6K26
Camperdown Jn - Mossend with the ballast cleaner for DBS on May 15th. [Robert Duff](#)



Fares Advice with RailUK

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

Avoiding Penalty Fare Liability

Q: have found myself unable to obtain a ticket twice in a few days before boarding a train in (what I believe) to be a penalty fare zone. Firstly, I ended a days walking at a station where the ticket office was locked up. No problem a nice shiny ticket machine outside - except the screen was various shades of grey - totally unreadable.

Secondly I reached a station with a permit to travel machine. Except money dropped through it. At this point I noticed the red light and the message along the line of 'when lit machine is not in use'. This station had no booking office.

Neither station had any staff. On each occasion I watched the train arrive, no guard was visible. Boarded, walked the length of the train to find a member of staff. Failed in this regard. If a revenue officer had boarded at the next stop how would I have justified not having a ticket? (None did in either case.) What should I do if this situation arose again to avoid liability?

A: I'd think virtually all revenue protection officers would definitely NOT penalty fare you. You've had no opportunity to buy your ticket so you are not committing any kind of offence.

Starting short on advance ticket connecting service

Q: I know that starting short on an advance ticket isn't allowed but what about this scenario? A relative of mine has bought a TransPennine Express advance single from Blundellsands to Sheffield; so it's Merseyrail from Blundellsands to Liverpool Central, then TPE Liverpool Lime Street to Sheffield. The problem is that, because of the local bus routes to the stations at that time of day, it's much more convenient to start the journey one station short at Waterloo (Merseyside) on the unreserved part of the journey. Is this allowed?

A: It is not allowed - with any Advance ticket you must begin your rail journey at the origin station named on the ticket and finish at the named destination ticket. I am not saying that no one has done this and not got away with it, but it could potentially cause great problems and expense. I cannot therefore recommend to anyone that they do this.

How are tickets priced

Q: How do TOC's set their ticket prices, I mean some are so cheap that I sometimes wonder if the TOC's make a profit, and wonder where the income is generated from... Something else I do not understand is splitting a journey up and how it can be cheaper than a through ticket for example I went from Sunderland to Skegness in 2008, I bought 2 tickets for the journey, Sunderland to York on G.C for 11 quid, then York to Skegness on GNER/East Midlands Trains for 39 quid... How come that option is cheaper than a through ticket

A: The split ticket is cheaper than a through ticket
a) Because it is
b) Because you're limiting your

available routes, for example you may have been able to take a more indirect route that would have been more expensive with split tickets with a through ticket.

Each possible journey has one or more 'flows'. Most only have one, 'Any permitted', but some have others, for example Leeds to Blackpool North has 'route via Burnley' and 'Route any permitted'. Each of these flows has a 'lead operator' who sets the interavailable fare. Once this fare is set, all other train companies on the route must accept it. Competing operators can create their own flow, like with Manchester to Stoke, the any permitted flow is set by Crosscountry, and Virgin Trains have set up in competition a cheaper, Virgin Trains only ticket. But Virgin Trains still must accept Crosscountry's tickets. Crosscountry aren't allowed to create a Crosscountry only flow as they are the lead operator and setting both interavailable and 'competitive' ticket prices would be a conflict of interest. On my earlier example, the lead operator for Leeds to Blackpool North any permitted is Transpennine Express, and for via Burnley is Northern Rail. The lead operator is generally the operator with either the most commercial interest in the given flow, this does not always mean that they are the operator who takes the most revenue from it though.

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.

c2c LOST PROPERTY HELPS POLICE DOGS 'BARK' UP THE RIGHT TREE

National Express train operator c2c is helping the British Transport Police (BTP) and their dog unit by donating old, unclaimed lost property for their dog training purposes.

c2c has delivered the best punctuality in the UK for February, March and April 2011, and along with its industry-leading train service performance, c2c plays an active and positive role in the community it serves. Helping the BTP dog training unit is one example of the ways that c2c is helping the local community. June Carpenter, of c2c's lost property office has spearheaded the scheme and all donations of lost property made to the BTP dog unit have been in the lost property office for more than 3 months and remain unclaimed.

PC Steve Madden BTP Dog Section said: "We hugely appreciate all the donations made to us by c2c, and we take unclaimed lost property such as broken laptops and mobile phones, as well as old clothing, bags and suitcases.

"Everything is used to train our dogs in the most realistic way possible - and it's proved invaluable.

"The dogs become acclimatised to the type of objects they will come across every day, and that way, they're not fazed when faced with them at work.

"As well as the general purpose dogs, mostly Alsatis, we use for public order, the dog section of British Transport includes dogs trained to find drugs, explosives and cash - all of which can be hidden in items of personal property."

Julian Drury Managing Director of c2c said: "As well as working to provide our customers with industry-leading train service performance and high standards of customer service, c2c is always seeking to find new ways in which we can help the local community. Donating old, unclaimed lost property to the BTP dog unit for their training purposes is a simple way to re-use these items and assist the BTP in their efforts to provide high quality policing for the benefit of c2c customers and the wider community."

National Express train operator c2c recently won the 'Best Business in the Community' award (large company winner) at the Essex Countywide Business Awards 2011 in recognition of the positive contribution it makes to the community it serves in London and South Essex.



Photo: Shows left to right: PC Steve Madden with 'Dave' the dog and June Carpenter of the c2c lost property office. ©NXEA

SOLVING A RAIL BOTTLENECK NEAR NORTON BRIDGE

Network Rail has announced its preferred plan to solve one of the few remaining bottlenecks on the key rail line connecting London, Birmingham, Manchester and Scotland. This follows last year's extensive consultation on three options to upgrade the railway around Norton Bridge to the north of Stafford.

The plans will take Birmingham to Manchester trains up and over the main line rather than across it, creating a more reliable railway for passengers, with additional trains and more seats. Extensive analysis of the benefits and impacts of each option is now complete and a preferred scheme identified.

The chosen scheme – known as option A1 – includes a new 4km section of track to the west of the existing main line railway and a bridge flyover to link it with the Stone branch.

Jo Kaye, route director for Network Rail, said: "We'd like to thank everybody who took part in the public consultation. We've now had time to assess the options and whilst the most westerly alignment delivers the best solution, the consultation process revealed the views of different local communities were largely split.

"Our panel of experts has therefore also reviewed a variation of this option. Whilst delivering a range of technical benefits, this alignment gives us an opportunity to take account of the consultation feedback relating to the three options. We need time to develop this further and look forward to exploring with local people ways to mitigate any remaining concerns."

The scheme is a key part of Network Rail's plans for the future of rail. It will improve links between London and key cities in the North West, including Birmingham and Manchester. Bryan Carnes, chief executive of North Staffordshire Chamber of Commerce, said: "Britain relies on rail and this route is critical for the future economic health of so many businesses in Staffordshire. The railway provides an important link with towns and cities across the country, which is essential for effective communication. Investing in the west coast main line to further improve capacity and reliability is exactly what our country needs." Frances Beatty, cabinet member for planning and regeneration at Stafford Borough Council, said: "These are essential improvements for both the local and national rail network. We are pleased Network Rail intends to continue with the work and has undertaken to consult with local people later in the year.

"Whilst we welcome the benefits of the upgrade work, we will continue to work closely with Network Rail to ensure that the impact on our local communities is minimised." Consultation on the preferred option will take place in the autumn before the plans are progressed. Network Rail intends to submit an application to the Infrastructure Planning Commission or its successor body in late 2012 following more detailed discussions with the public, technical and environmental bodies as well as the rail industry.

More trains between Manchester and Scotland

FTPE will now operate a total of 11 services a day (Monday-Friday) in each direction between Manchester Airport and Glasgow / Edinburgh. An additional service in each direction has also been provided between Manchester Airport and Edinburgh on a Saturday providing greater options for day trippers and those travelling away for the weekend. Extra capacity will also be provided between Manchester and Scotland on Fridays between 24th June and 9th September with the 0725 and 1400 Manchester Airport departures to Edinburgh and the 1212 and 1812 departures from Edinburgh to Manchester Airport all scheduled to run with six carriages throughout their journey. This will also provide increased seating for customers on the busy Manchester to Preston corridor.

Additional capacity will be provided on Fridays throughout the year on the 1000 and 1600 Manchester Airport to Edinburgh departures and the 1407 Edinburgh to Manchester Airport departures.

Customers will also be able to take advantage of more trains on a Sunday, with the vast majority of services between Manchester and Edinburgh running as six carriages throughout the full journey. Over 360 seats will be available on each of the 9 services in each direction on a Sunday, meaning a total of 1600 seats in each direction throughout the day. An 80% improvement on the current availability coupled with great value fares between Manchester and Edinburgh starting from £18.00 single.

Edith Rodgers, FTPE's Customer Services Director commented on the changes; "It is great news that we have been able to provide more services and capacity on our very popular Manchester Scotland services. Customers now have even more choice and flexibility and we are sure that they will appreciate the stress free journeys and the range of great value fares we have on offer."

"I would add that some of the departure times have changes and whilst we have provided posters at stations and new timetables we are urging passengers to check the details of their journey before they travel."

The amended timetable will be in operation from Sunday May 22nd until Sunday 10th December 2011.

Capital services in under two hours and 30 minutes

Timetable changes introduced on Sunday 22 May 2011, will see some First Hull Trains services completing their journey in under two hours and thirty minutes.

When First Hull Trains was launched in 2000, the company operated three trains a day to London and the fastest journey time was over three hours. With the new timetable due to come into effect in May 2011, will see a number of the companies 90 services a week arriving at their destination in under or around two hours and 30 minutes for the very first time.

The revised timetable, which is good news for travellers, has been changed slightly with First Hull Trains benefitting on some services from better access to the route. The changes will also see more consistent 'clockface' scheduling with the first two trains in the morning leaving Hull at twenty-five past the hour, the next two leaving at thirty past the hour and the final three in the day leaving at ten past the hour. With the exception of the first and last two trains of the day departing London, all other services will leave at forty-eight past the hour.

David Townend, sales and marketing manager, said: "The new timetable is the result of a huge amount of hard work between our performance and planning team and Network Rail. We are really pleased that, 11 years on from our launch, that we continuing to improve journey times to this extent."

Local rail consultant, David Walford, said: "First Hull Trains has spent more than £2m refurbishing its trains, reliability and punctuality continues to improve and in May WiFi will be introduced alongside a new range of products as the company revamps its menu offering. Journey time improvements really are the icing on the cake. It is great to see our long distance local train operating company continually improving in this way."

The Summer/Autumn National Rail timetable started on Sunday 22 May and runs until Saturday 10 December 2011.

MORE SEATS FOR c2c CUSTOMERS IN MAY TIMETABLE

National Express train operator c2c's new summer timetable commenced on Sunday 22 May and featured almost 6,000 additional seats each weekday for customers, following the completion of the company's train refurbishment programme. The upgrade for c2c's fleet of Class 357 trains has seen all 74 four-carriage trains refreshed in a new white livery with dark blue doors as part of the scheduled maintenance programme. The completion of this work enables c2c to reintroduce two extra four-carriage trains providing 21 more services each weekday with eight-carriages, instead of four while the refurbishment work was undertaken.

In response to feedback received from customer forums and c2c's Passenger Panel, 14 of the longer 21 trains in service from the start of the new timetable will operate on the route via Grays where the greatest need is. There are some very minor other alterations to services in the c2c timetable from 22 May and customers can pick up timetables from stations or view these on the c2c website at: c2c-online.co.uk

Julian Drury Managing Director of c2c said: "The completion of the upgrade programme for our fleet of trains is excellent news for our customers, enabling the full reintroduction of the available seating capacity on the c2c network from the May timetable change.

"I am grateful to our customers for their patience while the upgrade has taken place and in listening to their feedback, we are pleased to be able to provide extra carriages on services with the greatest need."

Martin Smith, the new Chairman of c2c's Passenger Panel said: "Customers on c2c will be pleased to hear that the full fleet of refurbished trains is now available for service, and that some of the specific capacity issues on the Grays services are being addressed in the new timetable. The Passenger Panel would welcome feedback from customers, and we look forward to working with c2c on further improvements to the service in the future."



CABLE THEFT ON THE INCREASE AS MILLIONS OF PASSENGERS SUFFER

- Nearly £43million lost in just three years
- 52% jump in attacks in past year - averaging over six per day
- Millions of passengers affected and delayed by more than 16,000 hours over the past three years

Cable thieves are ruining the lives of millions of passengers and costing the railway industry some £15 million a year as they target the railway for metal to sell as scrap.

Criminals are targeting the cables which control vital rail infrastructure such as signals and points, causing delays to tens of thousands of trains and millions of people. Figures released by Network Rail reveal a £43m cost to this crime-spree over the past three years, resulting in over 16,000 hours of delay.

Dyan Crowther, director, operational services at Network Rail, said: "These criminal acts have to stop. Every day passengers and essential freight deliveries upon which our economy relies are being delayed by thieves looking to make a quick buck at our expense.

"I cannot over-emphasise just how serious these crimes are. Cable thieves deny passengers the service they rightly expect and, through the massive cost to the industry, deny everyone improvements to rail services.

"We are doing everything we can to protect the railway and will continue to work closely with British Transport Police and other rail partners to do everything in our power to deter thieves and bring those who attack our network to justice."

In 2010/11:

- £16.5m was lost through cable theft
- Nearly 1,000 individual attacks on essential rail systems - a 52% jump on the previous year
- Passenger services delayed by more than 6,000 hours
- BTP recorded 3,000 crimes
- BTP made more than 900 arrests

Alan Pacey, Assistant Chief Constable of British Transport Police, said: "The railways have seen significant delays and cancellations as a result of thieves cutting and stealing signalling and power cables from the side of the track.

"But we are working to tackle the issue and in the past few months have seen significant jail sentences handed down to cable thieves put before the courts.

"We are determined to send a clear message that such attacks on our critical infrastructure are unacceptable and the police and rail industry are working together to tackle the problem."

Methods used to deter and catch the thieves include:

- Dedicated BTP task force, increased patrols, intelligence led policing. Priority second only to terrorism.
- Network Rail has recently funded extra, dedicated officers
- Partnership working with the Serious Organised Crime Agency (SOCA).
- National intelligence cell with members from BTP, Network Rail and soon external non-rail partners.
- Use of the Network Rail helicopter, CCTV, forensic marking, trembler alarms and other devices to protect the cable.
- Fast response teams to get trains on the move as quickly as possible.
- Introduction of new type of cable that is easier to identify and harder to steal.
- Use of approved scrap yards for disposals of used materials.

Gary Cooper, head of operations at the Association of Train Operating Companies, added: "Train companies want to do all they possibly can to reduce the number of cancellations and delays caused by cable theft, which regularly leads to considerable disruption for many of their passengers.

"Operators and the industry as a whole are determined to crack down on the thieves, whose actions lead to extra work for staff and cost of millions of pounds, money which could otherwise be invested in improving services for passengers. The thieves are also putting themselves at risk of serious injury. "Train companies are working closely with Network Rail and BTP to reduce and eventually eliminate this dangerous and disruptive crime, but tougher measures are needed to help tackle it." Anyone with any information about cable theft should contact British Transport Police or Crimestoppers where they can report the crime anonymously and could receive up to £1,000 reward if their information leads to a conviction. BTP can be contacted on 0800 40 50 40 and Crimestoppers on 0800 555 111.

Historic day for Britain's East Coast Railway

The new four-hour "Flying Scotsman" is the flagship service in East Coast's keenly-anticipated new timetable, which represents the biggest improvement to the route in 20 years – providing 19 new services per weekday, more than three million seats per year and many faster journeys.

The timetable also sees the introduction of services seven days per week from London to Harrogate and London to Lincoln – for the first time in 20 years.

Alongside the timetable, East Coast has launched major improvements for customers travelling First Class, including a new Quiet Coach and complimentary food and drinks, served at seat for no extra charge.

The "Flying Scotsman" service will depart Edinburgh Waverley each weekday at 05.40. It will only stop at Newcastle and will then take just 2 hours 37 minutes to arrive at London King's Cross at 09.40.



East Coast has named a locomotive "Flying Scotsman" to mark the revival of this historic service. It has branded the train in a unique, bold and contemporary style which respects the heritage of the route. It uses the iconic Gill Sans font which was originally introduced by the London and North Eastern Railway (LNER) in the 1920s and applied to its world-famous "4472 Flying Scotsman" steam locomotive. East Coast Managing Director Karen Boswell said: "East Coast's fantastic new locomotive and service writes an exciting new chapter in the 149-year history of the Flying Scotsman.

"It's part of our policy of bringing back train names and restoring pride, passion and even a touch of glamour and romance back to the East Coast railway. "It's also about listening to what our customers want: many of them have asked us to bring back train naming and to provide an early morning fast express service from Edinburgh, the Borders and North East England to arrive into London well before 10.00. We'll achieve both in style with our new Flying Scotsman." Recent evidence suggests that East Coast has been attracting more airline passengers to switch to its trains, particularly from Edinburgh and Newcastle.

Karen Boswell added: "The Flying Scotsman, improved First Class offer and timetable will help us to continue to grow our market share against the airlines. They represent the biggest improvements to the East Coast route for a generation and will bring more seats, more services and many faster journeys for millions of customers.

"We'll have 117 extra services per week and plan to serve more than a million meals a year – a tenfold increase compared with the current provision – as we continue to grow and improve this great railway."

Commenting, Passenger Focus' Passenger Link Manager Guy Dangerfield said "Passenger Focus welcomes the extra seats East Coast is providing in this new timetable, including the new Lincoln to London route, the evening train from London to Harrogate and the four hour morning train from Edinburgh to London. "East Coast's commitment to deliver better customer service on the route will be welcomed by passengers and Passenger Focus will monitor reaction through our twice-yearly National Passenger Survey."

TOP MARKS FOR CUSTOMER SERVICE TEAM AT IPSWICH STATION

Ipswich MP Ben Gummer visited Ipswich station on Monday 9 May to make a presentation to National Express East Anglia's (NXEA) customer service team who work at the Suffolk station in recognition of their achievement in receiving top marks in the most recent Service Quality survey undertaken at the station.

The Service Quality survey is an independent mystery shopping programme regularly undertaken on behalf of the Department for Transport at nominated stations across the network. All of the areas assessed at Ipswich station in the most recent survey - including the car park, ticket office, footbridge, platforms, customer toilets and waiting areas - scored the maximum 100% in meeting the criteria specified for standards of presentation and customer service.

Andrew Goodrum, NXEA's Customer Services Director said: "I am very proud of the customer service team at Ipswich station in achieving the maximum 100% in the most recent mystery shopping survey. It reflects their dedication and efforts in providing high standards of customer service at the station, under the leadership of Station Manager Alan Boagey."



Photo: Ben Gummer MP (centre), with Station Manager Alan Boagey (far right) and the customer service team at Ipswich station. ©NXEA

DB Schenker Rail links Tata Steel works in Wales and the Netherlands

On behalf of the worldwide operating steel producer Tata Steel, DB Schenker Rail has set up a shuttle service connecting the company's steel works in IJmuiden, the Netherlands, with the works in Llanwern, Wales.

The trains, with a total weight of up to 1,800 tons, convey steel rolls for the British packaging industry four times a week. The route leads through Belgium, France and the Channel Tunnel to the delivery destination, the Tata Steel works in Trostre, a town in the southwest of Wales. From there, the empty wagons proceed to the Tata Steel works in Llanwern - also in Southwest Wales - where they are loaded for their return journey through Wales, England, the Channel Tunnel, France and Belgium to their final destination in IJmuiden. DB Schenker expects to transport a total of some 220,000 tons of steel during a six-month period.

"DB Schenker Rail presented a transport concept in line with our current requirements for a swift and reliable means of transport between the various works of our European organisation," explained Derk Triezenberg, General Manager Logistics and Transport of Tata Steel in IJmuiden. The concept is based on a carefully considered combination of goods flows from the Netherlands to Wales and back. A new type of wagon with a capacity of 68.5 tons will be used for transport. These wagons are equipped with hoods to keep the steel rolls dry at all times and are also fitted with a special rubber lining, which offers the added advantage that the rolls require no further exterior packing.

Thanks to the Channel Tunnel, DB Schenker Rail is able to achieve a transit time of less than 24 hours. "During the past few years, DB Schenker has invested heavily in the development of a seamlessly organised European transport offer," says Karsten Sachsenröder, Member of the Management Board Sales of DB Schenker Rail. "This enables us to respond swiftly and adequately to the latest market demands such as those of Tata Steel. The use of the Channel Tunnel is naturally a unique feature of this concept." Tata Steel Ltd. is the second-largest producer of steel in Europe.

New Pendolino on track for service this summer

A new 125mph Pendolino train will enter service with Virgin Trains this summer, giving customers another boost as record numbers of passengers flock to the West Coast Mainline, the Department for Transport (DfT) and Virgin Trains have agreed. Virgin Trains and the DfT have joined forces to introduce the tilting train as soon as it has completed safety testing, expected in July.

The agreement means that the 439-seat train will run on Virgin Trains' busiest routes, and enable more capacity to be provided on other routes. The new Pendolino will operate mainly on the Birmingham-Scotland and London-Glasgow routes, which have seen growth of more than 30% in the last two years. It will provide 183 more seats than are currently available on the Super Voyagers that serve the Birmingham-Scotland route.

A five-carriage Super Voyager will then be transferred to services between London and North Wales, meaning that some of the busiest trains on the route will now have ten carriages.

The number of journeys on Virgin Trains has more than doubled in six years - from 14m in 2004 to over 28m in 2010 - making it the fastest-growing franchise over that time. The massive growth has led to very busy services at some times, and the additional train will help relieve crowding issues. Transport Secretary Philip Hammond said: "Tackling crowding and reducing the cost of our railways are two of the biggest challenges facing the rail industry at the moment. I am delighted that we have reached agreement to bring these carriages into service ahead of schedule."

"But this is just part of the Government's plans to increase capacity for the West Coast main line - when all the new Pendolino vehicles and trains are in service in December 2012, there will be 106 new carriages in operation on the line."

"Across the rail network we plan to deliver more than 2,100 new carriages by 2019. These carriages are already beginning to arrive and, by the end of the month, 140 additional carriages are expected to be in service."

Tony Collins, CEO of Virgin Rail Group, said: "This is exactly what our customers want - more seats and space for their journeys. As soon as the Department for Transport asked for operators to suggest uses for the new train, we didn't hesitate to put forward our proposals. It shows great partnership with DfT officials and the minister that we can bring this train into service as soon as it has finished its testing."

The new nine-carriage train, which arrived in the UK in December, is part of an 11-carriage Pendolino recently manufactured by Alstom in Italy. Four 11-carriage Pendolino trains are being introduced over the next 18 months. An additional 62 new Standard carriages will also be added to 31 existing nine-carriage trains by the end of December 2012.

It is not possible to introduce the full 11-carriage set in the summer, for operational reasons. The new train - set number 390054 - will be increased to an 11-carriage train as part of the new West Coast franchise, which begins on 1 April 2012.

WORK STARTS TO IMPROVE ACCESS AT DENMARK HILL STATION

Major improvement works to create a step-free route between the entrance and all four platforms at Denmark Hill station has started. The project includes the installation of a new footbridge and three new lifts, which include CCTV and telephone links, to make it easier for everyone to use train services, especially those with reduced mobility, parents with young children or people with heavy luggage. The first phase of the work is to remove vegetation from either side of the railway to make space for the new bridge. The major construction work is due to start from May.

Dave Ward, Network Rail's route director for Kent, said: "Improving access to stations is an important part of building a bigger and better railway. We want people to make their journeys by train, so need to make our stations as easy to use as possible. The new lifts and footbridge will achieve this help better meet the needs of passengers and businesses in Denmark Hill."

Vince Lucas, service delivery director for Southeastern, said: "We continue to be committed to making travel on the railway as easy and comfortable as possible. The work here at Denmark Hill is another important step in ensuring this and will be a real benefit for the local community, especially with King's College Hospital so near by."

The main construction work is scheduled to be completed in summer 2012. Train services should be largely unaffected for the duration of the construction work, however Network Rail will be working closely with Southeastern to keep any disruption for passengers and line-side neighbours to a minimum.

SHEEP SHEAR COST OF MAINTAINING RAILWAY BEAUTY SPOT

Network Rail has unveiled its latest secret weapon to help drive down the costs of maintaining the railway – a flock of sheep. The four-legged additions to the workforce will dramatically cut the company's annual £50,000 bill to maintain Great Stukeley railway cutting in Huntingdon, home to rare orchids and wildflowers and a designated site of special scientific interest (SSSI). Network Rail owns and manages 146 SSSIs across Britain, which are protected by law because of their importance to the nation's natural heritage for their habitats, plants, animals or geology.

The Great Stukeley site stretches for 2 miles along the East Coast Main Line, one of the busiest railway lines in the country, and covers approximately 35 hectares. Regular and careful maintenance is required because rare flowers and native grasses risk being crowded out of their natural habitat if invading species are not regularly cut back – a laborious and costly process.

That is set to change thanks to a new arrangement with Huntingdonshire District Council, which has agreed to take on responsibility for managing the site on Network Rail's behalf. By signing up to a Natural England Environmental Stewardship scheme, funding is now available to the council to help maintain the site and provide a qualified shepherd to manage the flock of twenty Wiltshire Horn sheep that have been brought in to graze there. Rather than rely on Network Rail maintenance staff and volunteers from environmental charity BTCV, the sheep will chew their way through the majority of non-native vegetation and help return the cutting to its natural state. The Wiltshire Horn breed has a short fleece that naturally moults in the spring, making the sheep less likely to get caught in the thorny scrub bushes they are helping to keep in check.

Steve Featherstone, director of maintenance at Network Rail, said: "Britain's railway network provides a 20,000 mile green corridor spanning the length and breadth of the country, home to some of our rarest species and a major source of biodiversity. The partnership we have with Huntingdonshire District Council means we can continue to improve standards at Great Stukeley while driving down costs – which is good news for nature lovers and taxpayers alike." Matthew Johnson, ranger at Huntingdonshire District Council said: "This is a great opportunity for all organisations including Huntingdonshire District Council to work together for the benefit of the area. A considerable amount of effort goes into maintaining an area like this. Having the sheep there to graze will be a huge help and the funding will help towards reducing costs and resources, enabling the rare flowers and native grasses to continue to flourish."

Dr Tom Charman from Natural England said: "Natural England is very pleased to be working in partnership with Network Rail, Huntingdon District Council and BTCV to safeguard this special site. Chalk grassland is a rare habitat in Huntingdonshire and despite being next to the East Coast Main Line this site supports some fantastic plants and animals, such as pyramidal orchids, marbled white butterflies and great green bush crickets. "Bringing in the Wiltshire Horns is a really innovative and cost-effective way to prevent scrub and coarse grasses taking over and will help keep this site special. As they speed past, rail passengers may even be able to spot the trackside changes at Great Stukeley over the coming months as the sheep start to make a difference and more wildflowers and insects appear."

Ed Green, BTCV senior projects officer, said: "As an organisation committed to protecting and improving the environment, BTCV has been working with Network Rail and Natural England for five years on this important site. Our work at Great Stukeley led to the project winning the Biodiversity Protection Award in the Network Rail Environment Awards 2008. The introduction of the sheep is a great way to ensure the long term, sustainable management of the site and we look forward to seeing them chomping their way around Great Stukeley whilst our volunteers continue their efforts to maintain and improve the habitat for the rare flowers and grasses."

Network Rail is responsible for more than 30,000 hectares of green space along the railway. As part of its biodiversity action plan, the company aims to improve and maintain the status of its SSSIs to 'favourable' (meeting the set conservation objectives) or 'recovering' (meaning that the necessary management measures are in place and that a favourable condition will be reached in time). Since 2003/04, the proportion of Network Rail owned SSSI land in favourable or recovering status has increased from 49.2% to 79.9%.

In 2000, Natural England agreed a target to bring 95 per cent of SSSI land in England into a favourable or recovering condition by December 2010. The delivery of this target is coordinated by them, and 21 of Network Rail's SSSIs are included in it. The company has set up a £6.1m investment programme to move these 21 sites into a favourable or recovering status. Natural England has reported that 82.1% of these are now in favourable or recovering status – a great improvement on last year's 52.2%.

FIRST STEPS TO TRANSFORM BIRMINGHAM'S SOUTH SIDE

The first steps to transform the south side of Birmingham city centre were taken recently with the submission of the planning application to construct a new John Lewis department store at Birmingham New Street station. The detailed planning application submitted to Birmingham City Council outlines plans for a new 250,000 sq ft John Lewis department store to be located on the south side of the redeveloped New Street station. The plans will also see the upgrade of the Pallasades Shopping Centre above the station.

Andrew Skidmore, programme sponsor for Network Rail, commented: "The rebuilding of Birmingham New Street is well underway and is set to deliver the first benefits to passengers when phase 1 completes at the end of next year. "The project will also deliver huge economic benefits to Birmingham by opening up the city for regeneration. Today's plans make the economic case for the redevelopment even stronger, by directly creating 650 new jobs and kick starting the transformation of the south side of the city."



The planning application follows a public exhibition in March where people had the chance to look at the plans and feed back their comments. More than 1,650 people visited the exhibition and over 300 comments cards were returned. The response was overwhelmingly positive with more than 93% of respondents agreeing with the plans to redevelop the south side of New Street station.

The feedback also showed that:

- People were strongly supportive of the project and new department store as long as they created employment opportunities for local people and brought other economic benefits for the city.
- The design for the redeveloped station was popular with people making it clear they wanted the design of the new department store to fit in with and complement the existing designs for the redevelopment of New Street.
- There was optimism about what the project will do to improve retail in Birmingham city centre.
- Support for the scheme and station redevelopment would remain strong as long as disruption continues to be kept to a minimum during construction

As the project develops, Network Rail will continue to work closely with Birmingham City Council and John Lewis to address these areas and the other feedback received during the consultation.

Over 1 million pounds of improvements for Bucks passengers

Chiltern Railways has celebrated after over a million pounds of improvements for rail users in Buckinghamshire were officially unveiled. In partnership with Network Rail and Bucks County Council, Chiltern Railways invested £630,000 to make improvements to Aylesbury station and Princes Risborough station. The company also invested £500,000 to restore a 1960s "bubble car" to help with providing additional capacity during busier times of the day on the Chiltern Railways line.

For the official celebration the company asked Josh Hailey from year 3 at Oak Green School to unveil a plaque at Aylesbury station. The company has a strong community relationship with the school and previously the children have created beautiful hanging baskets at a number of stations and are currently working on a project called 'Helping Hands' where they will produce a piece of art for Aylesbury station. To recognise our continued community relationship and to recognise what the children have done for us we have dedicated a plaque to the school for all their hard work. Chad Collins, General Manager South at Chiltern Railways said: "We're delighted to be officially unveiling these improvements for our passengers today and we're proud of the results. Aylesbury station now has a larger and brighter waiting area with additional seating and cycle parking. We've also got additional ticket gate which will mean less congestion during busy periods. We have also refurbished the toilets and installed light sensors in the toilets and energy efficient hand dryers reducing our energy consumption."

The celebrations at Aylesbury concluded with the children from the school waving off the new class 121 bubble car on its journey to Princes Risborough to be greeted by Buckinghamshire String Quartet for a ribbon cutting to celebrate the improvements at this station. Chad continued: "At Princes Risborough, we now have a larger waiting area, with access for our disabled passengers through wide sliding doors and refurbished toilets and additional cycle parking. We'd like to thank all our customers at both stations for their patience whilst this work took place."

Kate Marjoribanks, Engineering Director at Chiltern Railways said: "The introduction of our new class 121 bubble car is a significant benefit to all our Chiltern Railways passengers. Having this train on our line enables us to free up more trains for our busier periods. Many of you will have already travelled on our other 121 bubble car and this will still be in operation, but our new train enables us to spend time keeping it maintained and still free up other trains."

Chris Rowley, area general manager for Network Rail, said: "The improvements at Aylesbury and Princes Risborough have given passengers lighter, brighter stations, better cycle parking and new toilet facilities. This investment has made travelling by a rail a more attractive and enjoyable option for local people and we'll continue working with our colleagues at Chiltern Railways to deliver a top-class service for passengers."

Jim Stevens, Head of Transport for Buckinghamshire added, "Chiltern Railways provides a high quality and reliable service across the county meeting the transport needs of both business and the public. We are proud to partner them in their endeavours to continually improve their service."

Eurostar Launches Guaranteed Boarding for its Business Premier Customers

Eurostar, the high-speed passenger service linking London, Paris and Brussels has launched a guaranteed boarding service for its flagship Business Premier class.

The Eurostar Business Premier 'Boarding Guarantee', will exclusively offer Business Premier passengers guaranteed access to the train of their choice regardless of their reservation. This means business customers can feel confident that if they arrive late or even early for their train they will be able to board another service, without going to the ticket office. The 'Boarding Guarantee' is available at Eurostar stations on the same day of travel as the original booking. Wherever possible, customers will be accommodated in Business Premier coaches and where this is not possible, travel will still be guaranteed in either Standard Premier or Standard class.

Nick Mercer, Commercial Director for Eurostar said: "Business plans can change quickly, which is why we're committed to offering our Business Premier customers a service that is as flexible as their schedule requires. Our new Boarding Guarantee is part of range of improvements and investments in our Business Premier class in 2011, which will help to ensure it remains the benchmark for short haul business travel."

The Force is Strong in First Capital Connect

Guests from a galaxy far far away popped down to Elstree & Borehamwood Station to celebrate the completion of a new transport interchange and the town's rich film history.

The redevelopment programme, which commenced in September 2010, has transformed the old forecourt into a new transport interchange – providing customers with:

- Better designed road access
- Step free access across the new forecourt
- New bus shelters and waiting areas
- Safer walking and cycling routes
- Additional cycle parking
- Additional disabled parking spaces in a more convenient location

The programme also includes a number of improvements that pay tribute to the town's TV and film heritage, including star paving and film star lamp post banners. Further works are due to be completed by First Impressions, the film studio's heritage group, with the installation of a stainless steel wall display.

The Star Wars characters were joined by Eastenders actress Barbara Windsor, who unveiled a plaque commemorating her filming career in the house, and Pink Panther actor Burt Kwouk.

FCC Managing Director, Neal Lawson, said:

"Elstree & Borehamwood Station is vital in connecting the community to central London and beyond - airports at Luton and Gatwick and international rail at St Pancras.

"However rail travel is often only part of a customer's journey and today marks our joint efforts with the Council and community to improve integration and transition to other forms of transport when you arrive or leave the station."



Explore Provence with Eurostar direct services to Avignon this summer

Eurostar, the high-speed passenger service between the UK and mainland Europe is offering direct weekly summer services to Avignon in the heart of Provence, from 9 July to 10 September 2011.

With these special direct summer services it is quick and easy for passengers to visit the stunning Provence region of France. The less than six hours journey from London St Pancras allows passengers to enjoy the magnificent views of the French countryside, before they arrive in the heart of this beautifully historic city of art and culture. Book early to avoid disappointment and if direct services are full, Eurostar offers connecting services all year round, which take just under six hours to arrive into Avignon TGV station, which is located just outside the town centre.

Direct tickets are available from £109 return in Standard class and £249 return in Standard Premier. Connecting fares are also available from over 300 towns and cities across the UK, including Cambridge from £131 return, Birmingham from £133 return, Bristol from £139 return and Newcastle from £149 return.

Tickets for the Avignon direct summer service and for connecting services all year round are available from www.eurostar.com, by calling 08432 186 186, at Eurostar stations or from travel agents.

Virgin’s Pendolino fleet clocks up 100 million miles

Virgin Trains’ iconic Pendolino tilting train fleet, designed, built and maintained by Alstom, has just clocked up 100 million miles since the first train entered service in June 2002.

The 52-strong fleet is now covering 16.8 million miles a year meaning that each train is covering a million miles in little more than three years. Top of the mileage table is Pendolino 390022, named Penny the Pendolino, which clocked up two million miles at the beginning of May 2011.

Over 28-and-a-half million passenger journeys are now made with Virgin Trains every year, up from 14 million a year just six years ago. Virgin Trains now carries more passengers a day (78,700) than the population of several key towns it serves - Runcorn (61,500); Carlisle (72,100); Crewe (68,400); Stafford (64,300); and Rugby (62,600). The half-a-million passengers carried a week is more than the population of Edinburgh (486,733) and more than twice the population of Stoke-on-Trent (242,257). In a year Virgin Trains carries the equivalent of over ten times the population of Greater Manchester (2.6 million).

The state-of-the-art 125mph Pendolino trains emit on average 76% less carbon dioxide per seat than domestic airlines and are also saving energy and reducing pollution as they return energy to the electrical feeder stations every time they brake. The 52 tilting trains, designed, built and maintained by Alstom, are fitted with electronic control systems that cause the traction motors to provide braking effort by generating electricity back into the supply system. The generated electricity which is put back into the supply system achieves an overall energy saving of around 15% percent.

Regenerative braking used on the Pendolino trains also reduces the use of the friction brakes, dramatically reducing brake-pad dust and pollution, to provide a double environmental benefit.

In travelling two million miles in just over eight years, Penny the Pendolino has covered the equivalent of four return trips to the moon; over 80 trips round the Earth; or 2,487 return trips from Glasgow to London.

The Pendolino trains were designed with a life-expectancy of 30 years, by which time the fleet will have covered 500 million miles, equating to over nine-and-a-half million miles per train.

In providing a 24/7 maintenance regime for the Pendolino fleet, Alstom has taken best practice from operating Pendolino trains in the UK and incorporated it into its International fleets. To ensure that the trains can meet their demanding schedule every day Alstom has perfected a ‘Pit Stop’ approach to Pendolino servicing at its’ maintenance depots, whereby all parts and staff are in the right place at the right time when the train arrives on the depot.

Virgin Trains Chief Operating Officer Chris Gibb said: “This is a landmark for our Pendolino fleet, which also provides valuable benefits to the environment. We know that our passengers care about the environment and they can travel in the knowledge that by choosing to travel by train, they are doing their bit to save the planet and reduce consumption of energy. The Pendolino trains are used on our services to Manchester, the West Midlands, Liverpool, Cumbria and Scotland.”

The high frequency services operated by Virgin Trains have been described as “the most frequent long-distance inter-city service in Europe”, by Brendan Fox, Editor of Thomas Cook’s European Timetable.

Alstom Transport UK Managing Director Paul Robinson said: “This milestone again demonstrates Alstom and Virgin’s round the clock teamwork in providing a safe, high-performance Pendolino fleet every day. We are fully committed to supporting Virgin in delivering a world-class intercity service.”

Virgin Rail Group welcomes West Coast franchise extension discussions

Virgin Rail Group (VRG) confirms that it is in discussions with the Department for Transport (DfT) regarding an extension to the current West Coast rail franchise agreement.

VRG is a joint venture between Virgin Group and Stagecoach and operates the West Coast franchise through its Virgin Trains brand and the franchise was due to expire in March 2012.

The discussions, which follow an approach from the DfT, involve the terms of a franchise extension until early December 2012. VRG is also in discussions with the DfT about its plans for new Pendolino carriages that have been programmed to be available to go into passenger service by December 2012.

As previously announced, VRG has pre-qualified to bid for the new Intercity West Coast rail franchise. The Government confirmed today that the new franchise will start on 9 December 2012 and run until 31 March 2026, with an option to be extended by up to 20 months.

Virgin Rail Group Chief Executive Officer Tony Collins said: “We are pleased to have been invited by the Government to discuss an extension to the current West Coast franchise. This would mean we would continue to run services for passengers for an additional eight months at an exciting and challenging time for the country with the Olympic Games next year. “We look forward to continuing our discussions with the Department for Transport with a view to concluding a commercial agreement that will be in the interests of passengers and deliver value for money to taxpayers.”

Unlimited Free WiFi

First Hull Trains is one of the first train operating companies in the country to offer unlimited free WiFi on all of its services... The new free service, which was installed earlier this year and tested extensively ahead of its introduction, was launched on May 23rd by First Hull Trains’ MD, Cath Bellamy.

The announcement follows the company’s recent £2m refresh programme with all First Hull Trains’ Class 180 trains receiving an internal and external makeover. Also in recent weeks, the company has announced a brand new healthy options and organic summer menu and a timetable that will see some journey times reduced to less than two hours and thirty minutes - for the first time since the company was formed in 2000 [in 2000 journey times were around three hours].

Cath Bellamy, said: “Customers can now make even more of their journey with our free onboard Wi-Fi. They can catch up on emails, work, play, shop, download, unload, use Facebook or tweet as they enjoy a fast connection to the internet on board our even faster trains.

“By using multiple, best available mobile data connections, we can ensure that our customers get a strong internet connection as they travel. This means that online sessions will not be interrupted. It’s all really very simple. Any WiFi enabled device will work including all mainstream laptops, PDAs, smart phones and web browsers are supported. We are delighted to offer the service free of charge to all of our customers.”

Jayesh Nandwana is a Technical Manager with Fibrwrap UK, a company that specialises in innovative polymer products that strengthen buildings and structures. He is a regular traveller with First Hull Trains who has welcomed the new WiFi service: “I travel weekly with First Hull Trains. I always find the company to be very efficient and the staff are the friendliest of any company that I deal with. Being able to send and receive emails and to have the ability to surf the Internet during my journey is fantastic news. It will make a huge difference. Congratulations to Cath and her team for a job well done.”

Commenting on the new WiFi service, Chief Executive of Hull and Humber Chamber of Commerce, Dr Ian Kelly, said: “We supported First Hull Trains before the company was formed because we could see the potential economic benefits of a more regular direct train service to the Capital. Since then, the company has gone from strength to strength. The recent refurbishment work, new and improved on board menus and services, faster journey times and now free WiFi mean that service levels continue to improve beyond our initial and ongoing expectations. First Hull Trains is a business that we are all very proud of and we are delighted to see the company’s product and service offering continually improving.”

The company has created an easy to use, step-by-step guide which is available on all services.

OLYMPIC AND PARALYMPIC TIMETABLE BOOSTS RAIL SERVICES FOR LONDON 2012 GAMES

Longer trains running more frequently and later into the night will help get more than 8m people to and from London 2012 Games venues and help keep London and Britain moving next summer, thanks to a special timetable being prepared by the railways.

The Olympic and Paralympic timetable, being drawn up by Network Rail and train companies with input from the Olympic Delivery Authority (ODA), will include:

- More than 2,000 extra services during the Olympic Games;
- More than 1,500 extra services during the Paralympic Games;
- Earlier starts to services;
- More maximum-length trains;
- Extended peak-hour periods offering more frequent trains and;
- Later evening trains leaving London to reach major cities.

The railway industry has worked with the ODA to develop the timetable earlier than usual, so spectators can buy tickets and book seats from late June 2011 – more than a year before the opening ceremony. The Olympic Games run for 16 days from Friday 27 July to Sunday 12 August 2012, with the Paralympic Games running for 12 days from Wednesday 29 August to Sunday 9 September.

David Higgins, chief executive of Network Rail, said: “The Olympics is about sport, not transport. Our job during Games time is to provide smooth, seamless journeys for spectators travelling to and from Olympic and Paralympic venues, whilst continuing to offer the service which keeps millions of people moving across Britain each day.”

Michael Roberts, chief executive of the Association of Train Operating Companies, said: “The rail industry is committed to offering fast, flexible, reliable and affordable travel for the millions of spectators expected at Olympic and Paralympic events. As well as being able to book their London 2012 Games train fares up to 12 months in advance – a UK first – spectators will also be able to take advantage of thousands of extra services, earlier starting and later trains to make sure they don’t miss a second of the action.”

Rail Minister Theresa Villiers said: “For the Games to be a massive success we need effective transport links that can get the millions of sports fans where they need to go, when they want to travel. This work demonstrates how the transport industry at large is focussed on bringing all travel modes to life for the Games.”

Peter Hendy, London’s transport commissioner, said: “All London 2012 transport improvements are on track and Londoners are already benefiting from this early Games legacy. We’re confident we will get all athletes, officials and spectators to their events on time, and keep London and the UK moving. To ensure everyone can get to and from their events and enjoy all that London has to offer the Tube will also run around an hour later than normal, with extra services running later in the evening during the Games’ busiest days.”

Hugh Sumner, ODA director of transport, said: “Travelling to the Games will be very much a part of the spectator experience and we need to get it right. The UK’s transport network has responded to the requirement for enhanced services during London 2012. Longer, later and more frequent trains are being provided to ensure as best we can that spectators are able to get to their events on time and get back home afterwards – even if they decide to stay for a bite to eat or a sports session overruns.”

More trains

Nearly 4,000 additional services will run during the Olympic and Paralympic Games, with services boosted to venue cities and on main lines across the country. Network Rail has recently upgraded the London Overground network so it can carry more than three times the amount of people into the Olympic Park, and a signalling upgrade on High Speed 1 will allow an increase in Javelin® services between London St Pancras International and Stratford International.

Longer trains

During the Games, demand will be very different. The normal morning and evening peak hours will be extended and there will be a third peak when the Olympic Park or other venues close, meaning longer services all day in and around London with more carriages in the hours before and after events at host cities around the country.

Earlier trains

A number of additional early trains will run, at full-length, from major cities to ensure spectators can reach London in time for events with morning start times.

Later trains

The biggest boost for services in the Olympic timetable is the number of additional late-night services for spectators to get home after events. In many instances trains from London to major cities are planned to leave several hours later than usual – for example, last service from London to:

Exeter	00.30	calling Bristol Temple Meades, Taunton
Liverpool Lime Street	01.00	calling Rugby, Nuneaton, Runcorn
Cardiff Central	01.00	calling Swindon, Chippenham, Bath, Bristol Temple Meads, Bristol Parkway, Newport
Birmingham New Street	01.10	calling Rugby, Coventry, Birmingham International
Oxford	01.30	calling Slough, Reading, Didcot
Manchester Piccadilly	01.30	calling Stoke, Macclesfield, Stockport

Standby trains will also be available at some London terminus stations should events run later than planned and to allow for late-notice changes to Olympic schedules.

The Tube will run around an hour later than normal during the Games and extra Tube services will also run later in the evening on the Games’ busiest days. This will see the last trains leaving the Olympic Park at around 1.30am and central London around 2.00am, with trains reaching their final destinations before 2.30am.

Disruption-free Olympic summer

So trains can run later and start earlier, Network Rail has suspended all disruptive engineering works on rail routes serving Olympic venues for almost three months next summer. Key routes will be kept clear from the end of June to early September, starting four weeks prior to the Games through until the end of the competition. As well as lines that directly feed venues and suburban and metro routes across London, mainline rail routes across the country will be free of disruptive improvement work.

Transport for London is also suspending all planned weekend engineering closures on the Tube network during the summer of 2012.

Flexible, value for money train fares

The 2012 Games train fares, which will be available to buy from late June through a dedicated website covering all Britain’s train operators, will offer passengers good value for money and will allow for discounts, such as with Railcards, to be used on top. They have been designed to be flexible to enable spectators to change the time they return should an event run later than expected, or if they simply wish to stay longer.

2012 Games train fares can to be used by event ticket holders to travel to and from London and all cities hosting Games events: Coventry, Newcastle, Glasgow, Manchester, Cardiff and Weymouth. Ticketed spectators travelling to Games events in and around London will also be given a free Games Travelcard with their Games event ticket, allowing free travel within zones 1–9 on the London public transport network throughout the day of their event. For other Games destinations, the ticket is valid to the closest National Rail station to the venue.

View from the Outside

Andy lost his photos this month on his iMac when his drive failed but fortunately with some special software he has managed to recover most of them. If you are like him then your pictures are very precious and hold a lot of memories.

This month I have so many exams I am not at one with the world, all I can think of is the fact that my next exam is Monday and I am having to write this article! I cannot wait until after they are over and all I have to worry about is getting up at ridiculous o'clock to go on an outing with Andy.

Because of my exams this month I missed out on some good days out, but I was very good and stayed at home missing the as Great Central North, which I always enjoy as it has a duck pond! So upsetting for me....I told Andy that he should include the features at preserved railways that are visited which are not rail related, just like the Great Central North which has a lovely Country Park adjacent to it... or create a nice revision space for me to work in whilst Andy takes photos, preferably sheltered from wind and rain since we are in Britain after all!

He could also let me know where all the drink machines are to stop me moaning to Andy.

I did get out once this month though when I went with Andy to the Keighley and Worth Valley Railway but unfortunately I was put off a bit because it was really windy and really rainy! I enjoyed the carriages though where you have no aisle (Composites), and therefore no one could bother you!

That was somewhere I could revise all day, travelling around with a day rover, leaving Andy to get off and head into the rain and wind without me! Anyway I had better get back to revising, I wish my exams were about trains, then I could ask all of you lot for help.

Until next month, happy training.

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

DB Schenker Rail operates first freight train over High Speed 1

The introduction of regular European sized freight trains on High Speed 1 moved a significant step forward in May following the successful operation during the early hours of Friday 27 May 2011 by DB Schenker Rail of the first freight train on the route.

A container service from Hams Hall in the Midlands to Novara in Northern Italy was operated on High Speed 1 to test the operation of a loaded freight train on this railway. The assessment was declared an outstanding success by both DB Schenker Rail and High Speed 1, with a fault free operation being completed.

The work to introduce freight services onto High Speed 1 has been supported by the European Commission's Marco Polo programme. The train was the first of five such loaded freight train trials that will take place on High Speed 1 before the end of June 2011.

Once these trials have been completed DB Schenker Rail will connect the UK via the High Speed 1 route to the rest of its pan European rail freight market, opening a new service for customers to export and import goods more efficiently using larger wagons.

Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "Another significant step forward to enable larger freight trains travelling from anywhere across Europe on the DB Schenker Rail pan-European network to London has been taken. The opportunity to increase modal shift between road to rail on cross Channel operations is fast becoming a reality."

Nicola Shaw, Chief Executive of High Speed 1, said: "HS1 is the UK's only high speed rail line and the connection we provide to mainland Europe is open to freight and passenger operators. We are delighted to be working with DB Schenker Rail and other freight operators. These successful trials pave the way for the introduction of regular freight services to and from the UK and into Europe."

FIRST BRIDGE SPAN SWUNG INTO POSITION AT CHEADLE HULME STATION

A significant milestone was reached over the May bank holiday weekend at Cheadle Hulme railway station with the installation of the first span the new passenger bridge as part of the accessibility improvements.

Funded by the Department for Transport, Access for All is a programme to provide step-free access at the station for everyone. As part of the programme it will see the introduction of three passenger lifts and a footbridge linking all platforms from the car park and drop-off area. The improvements will make the station more accessible to everyone, especially those in wheelchairs who will be able to use the station for the first time.

Network Rail and train operator Northern are working to deliver accessibility improvements at Cheadle Hulme station with delivery partner Spencer.



Paul Sumner, scheme sponsor for Network Rail said: "It has been a real team effort to keep the station working normally and the project on schedule. When complete, the benefits will have made the challenges of this scheme worthwhile." Tony Perrin is the project manager for Spencer. He said: "This bridge lift is one of the most crucial aspects of the project. It requires careful planning to install the bridge in a short railway closure period. Working on a live station such as this always has challenges, as you have to work with restricted access to ensure there is no disruption to normal station operations.

"There is always a tangible air of excitement when carrying out a bridge lift on this scale. This is a real landmark moment in the project at Cheadle Hulme, which showcases the close working between Network Rail, Northern and Spencer."

Lee Wasnidge, area director for Northern Rail, comments: "We are delighted to work with our partners to make these fantastic improvements allowing passengers, who have previously been unable to travel by train, to use the rail network. This will really make a difference to a large number of passengers at Cheadle Hulme station."

The second span is due be lifted into position this coming weekend (7/8 May), and the scheme is expected to be complete in July 2011.

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.

This month I was very pleased to have a report from someone who has travelled to my homeland of Wales. Gary Smith kindly told us of a bakery in Cardiff that is well worth a visit.

It is the

Cornish Bakehouse Church Street,
Cardiff,
South Glamorgan,
CF10 1BG.

And you might think that it was the award winning Cornish Pasties that he liked, well no actually the sandwiches are the best thing on offer, apparently!.



However I have to say that the Premium Steak Traditional Cornish Pasty is actually my favourite, sorry Gary.

This pasty has actually won the "Best Pasty in London" and the "Star Buy Award" from the London's Evening Standard Newspaper.

Heres what is said about it

The hand crimped, traditional Cornish Steak pasty is one of our best sellers. The potato, swede and onion are all freshly prepared and placed onto a short crust pastry ring.

We've added to tradition by making the portion of diced skirt beef more generous than usual. This is then layered over the vegetables by hand before our secret seasoning is added.



To find the Cornish Bakehouse in Cardiff is very easy, just go straight out of the main Central station pass all the busses on the left to the lights and turn right. When you get to St. Marys St. turn left and Church St. is on your right hand side. They are just next to the Central Market.

Here is just one review:

Granted, the fare is slightly more expensive than Greggs and that ilk and it is still a chain store, so you may feel you aren't quite getting the personal touch you like on your pasties (for my money, I don't want a personal touch anywhere near my pasty. If I can believe it was made entirely by machine and that none of the filling has ever been touched by a large Cornish man named David, I'm happy), but the food is still great and you get what you pay for. Word of warning, though. If you're dating a Cornish girl, never mention that you like this place. They will instantly bludgeon you to death with a pasty they consider properly crimped.

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

HUGE BOOST FOR OLYMPIC RAIL ROUTE AS UPGRADE IS COMPLETE

A three-year £550m upgrade is complete and a new timetable has been launched on Transport for London's (TfL) London Overground services which will deliver up to double the number of trains on this key Olympic rail route.

The upgrade, funded by TfL, the Olympic Delivery Authority (ODA), the Department for Transport, Network Rail and the Stratford City Implementation Group, means that London Overground services from Richmond and Clapham Junction to Stratford will run four times an hour every day, increasing the total number between Willesden Junction and Stratford to eight trains per hour in the peak. This is an increase from the 4 trains per hour (tph) that currently operate on that section.

In addition four trains per hour will run every day on the Gospel Oak to Barking line and up to eight trains an hour between Highbury & Islington and Dalston Junction on the East London route.

As part of the upgrade Transport for London also funded a fleet of 57 brand new air-conditioned trains, and a station refurbishment programme that has delivered cleaner and safer and well-staffed stations with better access, new information, help points, lighting and CCTV. The work is the latest example of 2012 transport infrastructure improvements delivered well ahead of the Games, and means an early transport legacy for Londoners that will be enjoyed for many years after the Games.



The new timetable is the result of the first major revamp of the line since 1869, which saw intensive civil engineering and complex signalling work take place in more than half of London's boroughs. Network Rail upgraded and replaced more than 200 signals, renewed more than seven kilometres of track and 69 sets of points, lengthened 30 station platforms and carried out additional improvements at seven other stations.

The Mayor of London Boris Johnson, said: "Three years ago London Overground was rundown, neglected and an embarrassment to the capital. Three years later we have transformed it into one of the nation's top performing railways, running double the number of trains, and it has been named the most punctual service in the country. It will be immensely popular with 2012 Games goers but will be of benefit to Londoners for many years beyond the Olympics." Mike Brown, Managing Director of TfL's rail division which manages the railway, said: "The new timetable provides the high frequency, highly reliable, air conditioned service TfL promised when it took over the railway.

"London Overground is now providing a turn up and go service, attracting 55 million passengers each year with direct links to the Tube network for parts of the Capital not previously well served by rail. When the South London extension is completed in 2012, London Overground will be a complete orbital network around our city."

Hugh Sumner, Director of Transport for the Olympic Delivery Authority, said: "Spectators using the London Overground to get to and from sporting events across the capital will benefit from a service which will not only be more frequent, but also more spacious, comfortable and punctual.

"In addition to improvements made on the East London Line, upgrades to the North London Line will also play a key role during the Games in bypassing central London to get spectators to the Olympic Park. This investment is helping create a transport legacy long before the Games have even started."

Robin Gisby, Director of Operations at Network Rail, said: "The London Overground network is a perfect example of how investment in rail can boost services for passengers and leave a legacy which will help support economic growth. The partnership we have in place with TfL is delivering results for London and we will continue working together to deliver a high performing and reliable railway in the capital, every day."

A Different View



SPALDING	
TRAIN DEPARTURES	
Platform 1	PETERBOROUGH
TRAINS TO SLEAFORD/LINCOLN DEPART FROM PLATFORM 2 EXCEPT 1647 DEPARTS PLATFORM 1	
Platform 2	SLEAFORD, RUSKINGTON METHERINGHAM, LINCOLN

Could this be the most original and reliable train departure board on the whole of the rail network. Seen at Spalding on May 10th. [Derek Elston](#)



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Class 37 516 leads 37 503, Class 55 No. D9009, Class 56 301 and Class 52 No. D1062 through Filton Abbey Wood on May 17th. The locos were returning north after starring at the Swanage Gala. [Steve Andrews](#)



During a visit to the Great Central Railway North at Ruddington, a couple of Class 56 cabs were sighted in the yard. Too good an opportunity to miss, here we see Class 56 311 looking through the centre headlight of the spare cabs.

Richard Hargreaves



2011 Diesel Gala
Class 25 059 waits to back onto its next working at Keighley
on May 21st. [Paul Godding](#)



The NRM's Class 37 No. D6700 is seen on the shed at Haworth, along with Class 08 266 and the ongoing restoration of LMS Class 4F. [Paul Godding](#)

Visiting from the Wensleydale Railway, Class 47 715 runs round at Oxenhope on May 21st. [Richard Hargreaves](#)



WHIST



“Deltic” Class 55 019 passes Class 56 311 at Keighley, whilst in the background is Class 20 031. [Richard Hargreaves](#)



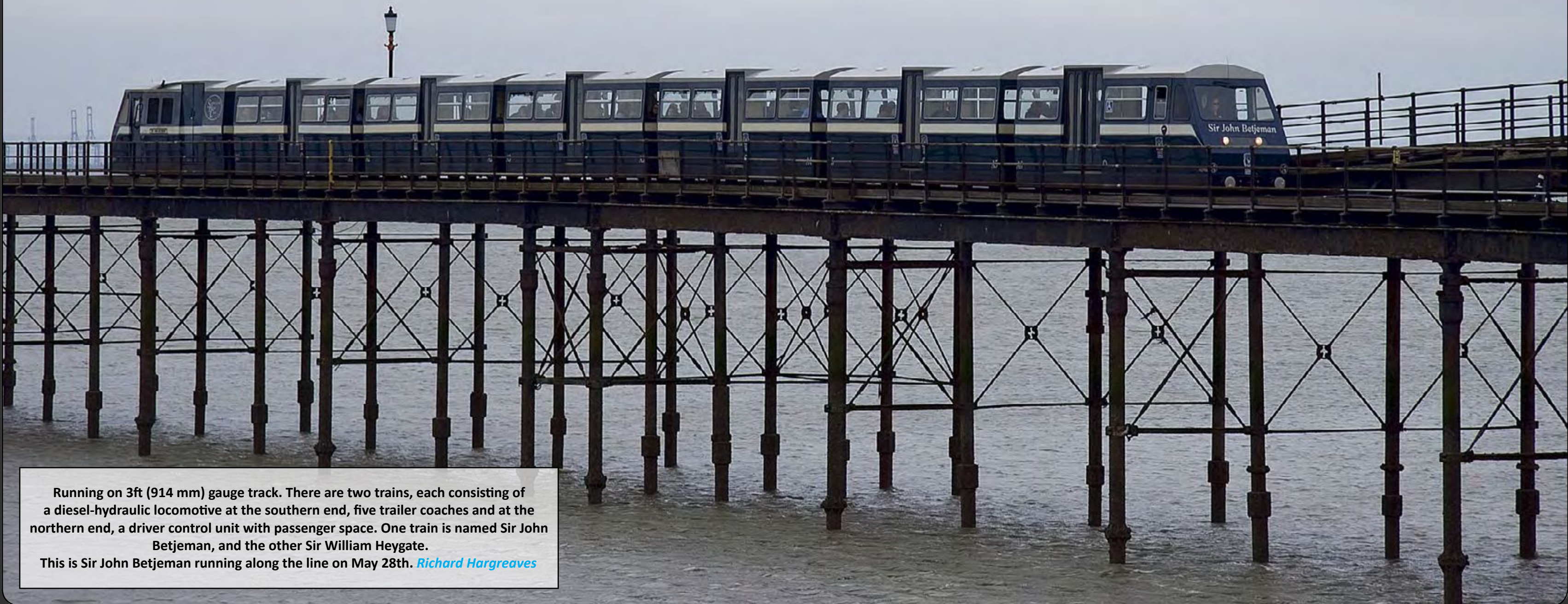
Above: Class 25 No. D7629 passes just outside Haworth station, May 22nd. [Ben Bucki](#)
Below: Visiting Class 47s "County of Essex" and "Posiedon" double head a Keighley bound train, seen just outside Haworth station on May 20th. [Ben Bucki](#)



Above: Vulcan Foundry-built 0-6-0 No. D0226 "Vulcan" waits to depart Keighley with the local train to Ingrow West on May 21st. [Richard Hargreaves](#)
Below: Class 55 019 "Royal Highland Fusilier" arrived into Keighley on May 21st. [Paul Godding](#)



Southend Pier Railway



Running on 3ft (914 mm) gauge track. There are two trains, each consisting of a diesel-hydraulic locomotive at the southern end, five trailer coaches and at the northern end, a driver control unit with passenger space. One train is named Sir John Betjeman, and the other Sir William Heygate.
This is Sir John Betjeman running along the line on May 28th. [Richard Hargreaves](#)

Severn Valley Railway



Severn Valley Railways 1960s Weekend
Class 26 No. D5310 was one of the stars at the 60s weekend. On loan from the
Llangollen Railway, the loco is seen here at Bridgnorth. [Richard Hargreaves](#)



Above: Class 52 No. D1062 "Western Courier" heads through Highley on May 20th. [Richard Hargreaves](#)
Below: LMS 4-6-0 5MT Black 5 No. 44871 arrives into Bridgnorth with a service from Kidderminster. [Richard Hargreaves](#)



Above: BR 8F No. 44871 waits at Arley for fellow 8F No. 45407 to pass on May 20th. [Richard Hargreaves](#)
Below: Warship Class 42 No. D821 "Greyhound" is seen at Hay Bridge, May 22nd. [John Edkins](#)



LMS 4-6-0 SMT Black 5 No. 45407 "The Lancashire Fusilier"
arrives into Bridgnorth on May 22nd. [Richard Hargreaves](#)



Swanage Railway



2011 Diesel Gala

Above: Ex Fastline Class 56 301 screams loudly and covers the area in a lovely mess with Class 33 103 behind it and "Deltic" Class 55 No. D9009 on the rear working a Norden to Swanage service on May 7th. [Daniel Stanbridge](#)
Below: On May 8th, Western D1062 runs into Harmans Cross with a shuttle from Norden. [Derek Hopkins](#)



Above: In faded EW&S livery Class 37 503 sits in the headshunt at Norden awaiting to work a train to Swanage on May 6th. [Daniel Stanbridge](#)
Below: Class 73 136 and 73 205 in true ED style, thump nicely away from Harmans Cross working the 13:10 Norden - Swanage service about 20 minutes late on May 6th. [Daniel Stanbridge](#)





Above: Fastline liveried Class 56 301 is seen on the rear of the Harmans Cross to Norden shuttle between Corfe Castle and Harmans Cross on May 7th. [Derek Hopkins](#)
 Below: Class 56 301 arrives into Swanage with a train from Norden on May 7th. [Derek Hopkins](#)



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Class 33 012 pauses at Corfe on May 7th. [Derek Hopkins](#)



Above: On May 6th, Class 55 No. D9009 “Alycidon” starts up during a run round at Norden. [Derek Hopkins](#)
Below: Class 52 No. D1062 pulls away hard from Harmans Cross heading for Swanage. [Derek Hopkins](#)



On May 7th Class 33 103 is seen working the Norden to
Harmans Cross Shuttle between Corfe Castle and Harmans Cross.

Derek Hopkins



Class 37 503 leaves Norden in fine style on May 7th.

Derek Hopkins



C58LG

Morris lubricants support C58LG

The Class 58 Locomotive Group are pleased and proud to announce that they are now supported by Morris Lubricants and thanks to a donation of oils and lubricants to the group, the restoration of 58016 will now be flowing a lot smoother.

Morris Lubricants is a British independent family owned company that has been manufacturing lubricants in Shrewsbury, Shropshire, since 1869. One hundred and forty years of development has seen the company grow to one of Europe's leading oil blenders and marketers, with a solid reputation for quality and service. Whilst supplying the Marine, Automotive and Classic Steam markets for many years, their support of the Class 58 Locomotive Group opens the door to the diesel preservation world, of which there are well over 300 mainline examples currently in preservation.

Restoration work on the only preserved Class 58 continues at Barrow Hill Railway Centre and we are continually looking for more support. More information on the group's activities can be found on our recently re-launched website www.c58lg.co.uk.



Join The *Class 58 Locomotive Group* and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

North Yorks Moors Railway

NYMR - 175th Anniversary Gala
British Rail Standard 4 2-6-0 No. 76079 leads Southern 4-6-0 S15 No. 825
on a Grosmont to Pickering service on May 8th seen here shortly after
departure from Goathland. [Class47](#)



British Rail 4MT Tank No. 80072 double heads with Standard 9F 2-10-0 No. 92214 on a Grosmont to Pickering service on May 8th seen here shortly after departure from Goathland. [Class47](#)



Ecclesbourne Valley Railway



On May 2nd, Derby Lightweight single unit railcar M79900 "Iris" stands at Wirksworth prior to working the Ravenstor shuttle.

Derek Elston

Dubs Returns to the UK



Another loco has been Re-Patriated this month as Dubs "A" Class 4-8-2 Tank loco No. 196 arrived safely at Portbury Dock, Bristol on May 12th aboard the vessel "Bergen" from South Africa.

Dubs 'A' Class 4-8-2 Tank was built in Glasgow in 1899 for the Natal Government Railways, her Dubs Works Number was 3819 and she became NGR No. 133. In 1910, the NGR was absorbed into South African Railways and the engine was renumbered SAR No. 196. In point of fact, No. 196 spent far longer in Industrial Service than she did working on the main line as a change in SAR locomotive policy saw her sold to Daggafontein Mines as early as 1933.

A further move to Amcoal's Springfield Colliery took place in 1967 where she was partnered by another Glasgow veteran, NBL 'G' Class 4-8-2 tank works no. 16069 of 1904. The Dubs' fire was dropped for the last time in 1980 having spent more than 47 of her 81 years in Industrial ownership. [All Photos: John Alsop](#)



Chinnor & Princes Risborough



Class 17 "Clayton" No. D8568 is seen at Chinnor prior to its first run back in service, April 29th. [Martin Hart](#)

Paignton and Dartmouth



Above: Great Western Railway 42XX Class 2-8-0T No. 4277 rounds the curve in to Kingswear. [Kai Pernau](#)
Below: Class 03 No. D2192 "Titan" is seen just outside Kingswear with some track equipment. [Kai Pernau](#)



Black 5 No. 45491 arrives at GCR

The Great Central Railway has welcomed two new arrivals in May. Ex-LMS Black 5 No. 45491 and a Sentinel shunter are both privately owned and are undergoing restoration. The '5' was built in 1943 and has not steamed since it finished its first career with British Railways. It requires boiler work but has a new tender. Returning it to operational condition is expected to take more than a year after which it will run at the GCR. The line was synonymous with the class in the days before closure in the 1960s. The locomotives were often called upon to work semi-fast passenger trains between Nottingham Victoria and London Marylebone, besides freight services. The GCR is already host to a Black 5 in the shape of No. 45305 which is the custody of 5305 Locomotive Association. Phil Wainwright, the locomotive's owner said "I am delighted that the engine is now with the GCR; the loco crew there are renowned for doing brilliant work and it will be fantastic to see her running. GCR and the 5 are the perfect pairing!" The Sentinel shunter 'Neepsend' also requires restoration. The locomotive was a resident of the GCR in the early 1970s as the preservation of the line began. Both locomotives have come to the GCR from the Midland Railway Centre at Butterley.

FIRST TRAIN TO RUN ALONG GREAT CENTRAL RAILWAY'S BRANCH LINE SINCE 1959!

History was made on Monday May 16th as the first train ran along the branch line since the track lifting train in 1959. The volunteer managed project to restore the branch line towards Mountsorrel has completed its first phase and 300m of track is now in place. And, on May 16th, the first locomotive was driven over its metals in 50 years. The GCR is now the only double track heritage main line in the UK with a branch line connection. The extended length of the branch will allow demonstration industrial trains to run with the three restored replica Mountsorrel Granite Company wagons, showing how a main line would have interfaced with an industrial railway in the days of steam. This will provide the possibility of added attractions at future GCR galas. Of course, this is only the beginning. The completed branch line will open up huge opportunities for GCR and its visitors. The project focus now turns to fund raising for the next phase of track laying. Enough rail to lay a further 450m of track is available to the project but we need to raise £16,000 to fund sleepers and other fittings to go with it.

Donations can be made to the project's appeal fund please send cheques made payable to "DCRT" (David Clarke Railway Trust) with "Mountsorrel Railway" written on the back to:

112 Balmoral Road, Mountsorrel,
Loughborough, LE12 7EW.

A series of diary reports with photos detailing the track laying are being updated to the project website

<http://www.mountsorrelrailway.org.uk>

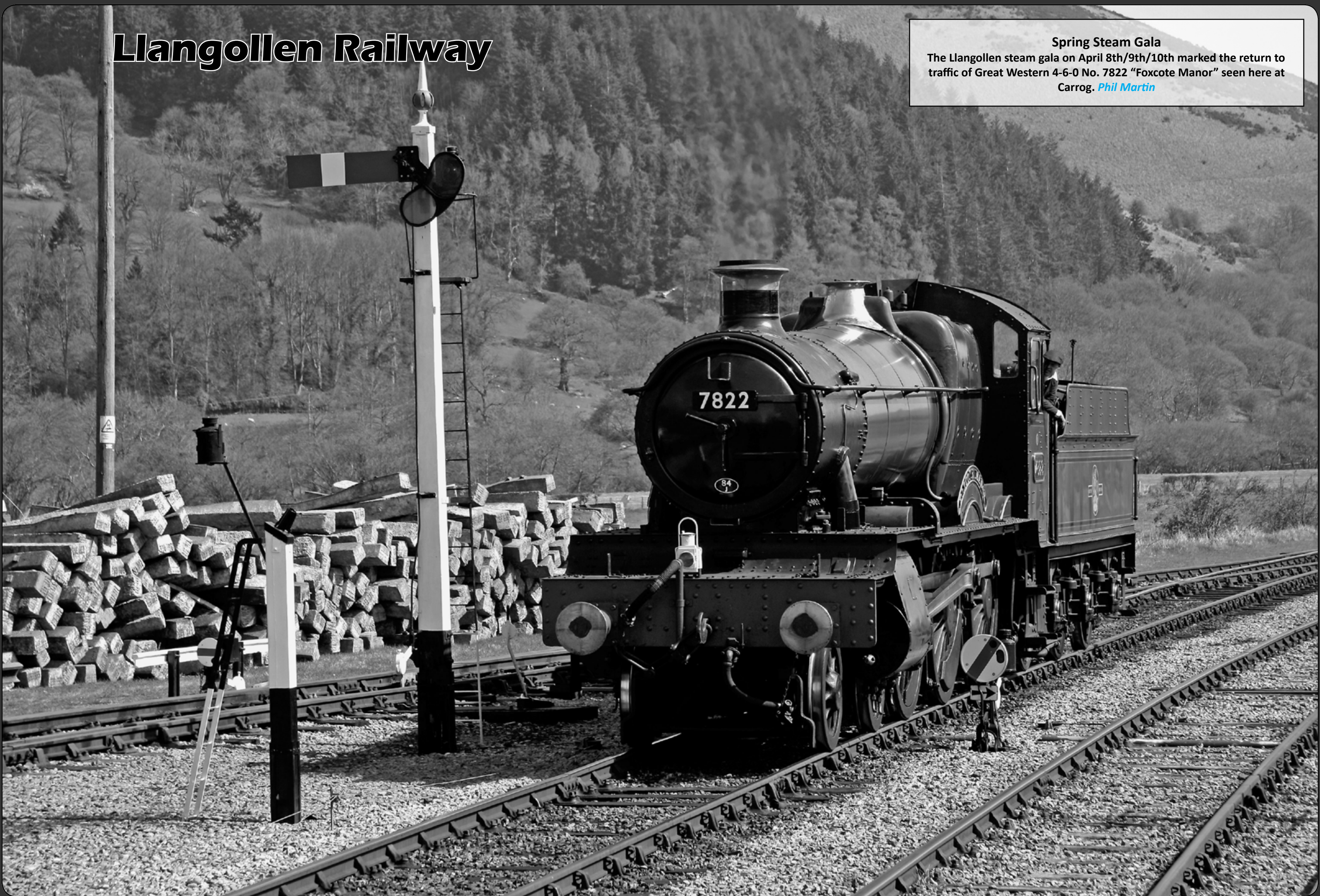
Please take a look.



Llangollen Railway

Spring Steam Gala

The Llangollen steam gala on April 8th/9th/10th marked the return to traffic of Great Western 4-6-0 No. 7822 "Foxcote Manor" seen here at Carrog. [Phil Martin](#)



Great Western Railway 2-8-0 No. 3802 leads No. 7822 "Foxcote Manor"
with a special Talyllyn Railway charter at Glyndyfrdwy on April 8th.

Phil Martin





The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado back on the main line and hits Didcot

Tornado, the new £3m steam locomotive, is back on the rail network following her extended winter maintenance period at the National Railway Museum in York. The locomotive is wearing a different livery of BR Brunswick green, in place of her now familiar LNER apple green, which the original A1s carried for most of their lives up until the last one was scrapped in 1966. Over the duration of her first boiler certificate Tornado will carry all of the A1's historic liveries of LNER apple green with 'British Railways' on the tender, BR blue and BR Brunswick green, with both crest and emblem.

Following light engine test runs, Tornado visited the North Yorkshire Moors Railway (www.nymr.co.uk) arriving on 25th May and staying until 5th June. On Thursday 26th May, a symbolic day for the North Yorkshire Moors Railway as it marked the 175th anniversary since the Whitby-Pickering line was first opened in 1836, Tornado hauled a special 'Anniversary' Pullman dining service during the evening. Following her visit, Tornado then carried out a loaded main line test run and was then fully re-certified for main line service ready for her first her first main line train in her new Brunswick Green livery which will now be 'The Canterbury Tornado' on Saturday 18th June from Poole (Tornado from Willesden) to Canterbury and return promoted by Pathfinder, operated by DB Schenker.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:

"It's fantastic to have Tornado back on the Network Rail main line where she belongs. The Trust would like to take this opportunity to thank Steve Davies and the team at the NRM for their kind hospitality during Tornado's extended winter maintenance period, our hard working volunteers and contractors for doing such a magnificent job and all of our friends and partners for their loyal support over the past few months."

60163 Tornado is to pay a whirlwind visit to Didcot Railway Centre, from 9th to 17th June 2011, immediately before her first main line passenger train of the season. It is expected that many people will wish to see 60163 Tornado, as the locomotive has recently had a change of livery to British Railways Brunswick green.

The only date that this world famous locomotive will be in steam and working at the centre is Saturday 11th June 2011. On all the other days, the locomotive will be on static display. Also in steam on 11th June will be newly completed steam railmotor No 93. It was officially launched on 28th May 2011 following a 13 year restoration involving a brand new vertical boiler and power bogie and a substantial Heritage Lottery Fund grant. The steam railmotor is the forerunner of today's multiple unit trains, being an example of the first generation of trains that were self-propelled and could be driven from either end.



Locomotive's Brunswick Green Debut with 'The Canterbury Tornado'

Tornado, the new £3m steam locomotive, will be back on Network Rail on Saturday 18th June 2011 with her debut main line passenger train in her new Brunswick green livery following her extended winter maintenance period at the National Railway Museum in York. 'The Canterbury Tornado', promoted by Pathfinder Tours (www.pathfindertours.co.uk), will run from Poole (Tornado from/to Willesden) to Canterbury and return. The locomotive is now wearing a different livery of BR Brunswick green, in place of her now familiar LNER apple green, which the original A1s carried for most of their lives up until the last one was scrapped in 1966. Over the duration of her first boiler certificate Tornado will carry all of the A1's historic liveries of LNER apple green with 'British Railways' on the tender, BR blue and BR Brunswick green, with both crest and emblem. 'The Canterbury Tornado' will run diesel hauled from Poole and pick up points below through to the London area where Tornado will take charge for the run to Canterbury. The train is expected to be routed over the traditional 'boat train' route via Bromley, Sevenoaks, Tonbridge and Ashford, before arriving at one of this country's most historic cities at around 12:45.

Departing around 15:55 the train resumes its journey through Kent, with a run along the Dover-Folkestone coastline to Ashford and then back to London over the North Downs, where wite will run into London Victoria station. Here there will be an opportunity to appreciate Tornado, take a photograph or get up into the cab and meet the driver. Then, with a diesel in charge again, the train will reverse out of Victoria station back to the joining points to conclude what will be a memorable day. There is also an optional afternoon visit to the East Kent Light Railway. Passengers will be taken by coach from Canterbury to Eythorne for a diesel-hauled ride on this remnant of the Colonel Stephen's empire, which lasted until 1987 to serve a coal colliery and is now restored for passenger use as far as Sheperdswell. Supplementary fare: Adult £14, Junior £10, including transfers and train ride.

Peter Watts, General Manager, Pathfinder Tours, said: "We are delighted to be running the first tour with Tornado in her new Brunswick green livery, a personal favourite of mine. 'The Canterbury Tornado' is a tour with something for everyone. As well as the unique opportunity to be on the first main line train hauled by a Brunswick green Peppercorn class A1 since 1966, there is the very special experience of dining in luxury on the train and the delights of Canterbury itself. During the expected three hour break passengers can visit the Cathedral, St Augustine's Abbey and St Martin's Church, the oldest parish church still in constant use. Perhaps step back into the Middle Ages at Canterbury Tales. Or just look around the city, admiring such delights as the riverfront weaver's cottages."

Photo Above: Tornado being prepared for her test runs (A1SLT/Michael Glen).

Photo Left: Tornado on her recent main line test run (Alan Weaver/A1SLT).



KIRKBY STEPHEN EAST

“Stainmore 150” Events in 2011

During 2011, there will be a full programme of events held in Kirkby Stephen and the local community.

Sunday 19th June 2011 ‘Steam Gathering’ with special guest - Mrs Sheila Dibnah

Sunday 3rd July 2011 Classic Car Rally

Bank Holiday Weekend 27th - 29th August 2011

‘Stainmore 150’ - a 3 day festival to mark the 150th anniversary of the opening of Kirkby Stephen East

We have recently been delighted to hear that we have received a grant of £33,400 from the Heritage Lottery Fund towards the cost of organising our programme this summer.

Details are now almost finalised, and they will now include:

A series of exhibitions in Kirkby Stephen during June, July and August.

A Festival over the August Bank Holiday weekend, 27-29th August 2011, based at Kirkby Stephen East to mark the 150th Anniversary of the first passenger train in 1861. This will also witness the first passenger train to depart from the station since closure almost 50 years ago.

A series of presentations held in a number of local communities over the winter months (October 2011 - March 2012).

Various steam locos will be visiting KSE during the weekend of 27-29th August including 78019.

For upto date information please log onto

<http://www.stainmore150.co.uk/> or <http://www.kirkbystepheneast.co.uk/>



Above and Below: Two views of Kirkby Stephen East as it used to be.
Mark Keefe/Stainmore Railway Company



Cambrian Heritage Railway



Above and Below: The Cambrian Heritage Railways hopes to reinstate the infrastructure required to develop and operate the heritage railway from Gobowen to Llynclys Junction (for Pant) and to Blodwel. Here is a look at their current base and some of the stock acquired. [Colin Irwin](#)



GREAT CENTRAL RAILWAY OPENS BRAND NEW CAFÉ AT QUORN AND WOODHOUSE

One hundred and forty thousand pound private investment creates new jobs and provides brand new family facilities. The next arrival at Quorn and Woodhouse railway station is a brand new family café! It will be officially opened on Saturday July 23rd by TV antiques expert Paul Atterbury. The one hundred and forty thousand pound project to create a forty six seater family friendly facility plus a brand new toilet block is approaching completion. The café is expected to create 10 new jobs for the local community. The building has been carefully designed in Great Central house style to blend in with the adjacent grade two listed station. There will also be a picnic area to give visitors a grandstand view of the passing trains. Project Manager for the Great Central Railway, Tony Sparks said, "With an ever growing number of events taking place at Quorn station, like our wartime weekend, bonfire night and steam galas, the new café will allow us to cater for the thousands of people who visit us. It's just one of a number of developments planned for the site."

A significant amount of the money for the new development was provided by the Leicester Railway Society. Their president, Horace Gamble will assist Mr Atterbury at the opening ceremony. The rest of the project capital has been raised privately. Bill Ford, president of the Great Central Railway said, "I'd like to thank Leicester Railway Society for a warm hearted gesture to the GCR. They've ensured our visitors will receive a warm welcome at Quorn and Woodhouse station in future. The new café will be a tremendous asset to the railway and will operate in addition to the atmospheric war time tea room on the station platform." The new café has been named Butler-Henderson, after the locomotive which ran on the line in the 1920s. It is the only surviving Great Central Railway passenger locomotive and is currently on display at the National Railway Museum. The locomotive was named after the Butler-Henderson family, one of whom was a member of the board of the Great Central Railway. The opening ceremony will take place during the railway's annual mail by rail gala featuring the famous non-stop mail drop, which also takes place at Quorn station.

HERITAGE SHUNTER CELEBRATES BIRTHDAY AT 'MINI DIESEL GALA' ON THE GREAT CENTRAL RAILWAY

D4067 - fresh from a repaint into rail blue livery is marking its 50th birthday at the GCR in June. The railway is hosting a mini diesel gala which will also see visiting Class 37 37275 in action as well as another loco, yet to be announced, to work alongside the Class 10. The 'gronk' will delight fans of shunter haulage by making one full line trip (16 miles) between Loughborough Central and Leicester North each day. It will also make two round trips to Rothley. It's believed to be the oldest class 10 in preservation.

Two steam locomotives are also expected to feature at the event. Subject to availability GWR Hall No. 4593 'Pitchford Hall' will be one of them, lending a mixed traction flavour to the event which will see a busy timetable operating on the Leicestershire line's double track metals.

Full day rover tickets will be available from the booking office and all day breakfasts are served in the griddle car on some trains.



Severn Valley Railway

On May 1st, Class 52 "Western" No. D1062 "Western Courier" speeds towards Highley with a Kidderminster - Bridgnorth service. The loco was filling in for poor availability of the steam fleet. [Richard Hargreaves](#)



Great Western Railway 4-6-0 78xx Class No. 7812 "Erlestoke Manor" arrives into Bridgnorth with a working from Kidderminster on May 8th.

Richard Hargreaves



Deltic Class 55 012 "Crepello" exits the fuel shed at London Kings Cross, 1978.
Another Deltic can just be seen on the far left of the photo. [Derek Elston](#)

From the Archives





Above: BR Western Region diesel multiple unit formed of Nos. 52053 and 53629 are seen here at the old Gunnislake Station on 24 March 1992. The station became the terminus of a truncated branch which was opened by the Plymouth, Devonport and South Western Junction Railway in 1908 from Bere Alston to Callington. Callington closed to all traffic in 1966 but due to the narrow roads and Gunnislake being the first road bridge north of Plymouth's Tamar Bridge, passenger services were retained, it then becoming one of the few truncated branch lines retaining a service for part of the original route. Gunnislake Station however was 1 mile from the village it served and the station was accessed from the village by a continuous steep hill. In 1994, the old station was closed in order to allow for the demolishing of a low bridge over the main road between Gunnislake and Callington and a new park and ride station was built south of the old station, which is still open for business today. The old station is now a road serving a new housing estate, with no traces of the old station being visible. [David Mead](#)

Below: The standard service today is operated from Plymouth to Gunnislake using generally Class 150 units. Here Class 150 280 is seen at the new 1994 station on 04 May 2009. The over-bridge in the background has gone and the trees and white houses to the back left would have been where the original station was situated. The train ride from Plymouth is very scenic which includes a reversal from the former L&SWR line at Bere Alston and Tamar Valley Views both of the open estuary and the Tamar gorge from the Calstock viaduct. [David Mead](#)



Above: Anglian liveried Class 86 221 is seen on the blocks at London Liverpool Street, August 7th 1999. [Paul Godding](#)
Below: Class 87 021 departs Crewe on August 14th 1981. [Pete Cheshire](#)





Above: Class 37 517 in Loadhaul livery is seen on display at Crewe Basford Hall on August 28th 1995. [Paul Godding](#)
Below: Class 56 049 in large logo blue livery is seen stabled at Hither Green, 1985. [Derek Elston](#)



Above: Yellow Peril Class 47 803 heads through Bedford on September 3rd 1994. [Paul Godding](#)
Below: Having already had its bogies removed, Class 47 555 is seen on a flat wagon at Wigan Springs Branch during a visit on August 29th 1999. [Dennis Falcon](#)





Above: Class 31 154 and 31 466 arrive into Crewe from Derby, June 1997. [Brian Battersby](#)
Below: In faded large logo livery, Class 73 133 stands at Victoria on Gatwick Express duty 6. [Derek Elston](#)



Class 47 306 "The Sapper" departs Caerphilly on March 18th 2000. [Paul Godding](#)





Above: Class 47 249 is seen getting torched at CF Booths on March 20th 2003. [Paul Godding](#)
Below: Class 37 029 is seen hauling a failed Metro Cammell unit at Gloucester. [Derek Elston](#)



Above: Class 37 025 is seen under repair at Doncaster Works, date unknown. [Derek Elston](#)
Below: Class 150 216 arrives into Shrewsbury on April 30th 1999. [Paul Godding](#)



With steam heat oozing out of the loco, Green Class 40 106 is seen at the head of the "Cambrian Express" railtour at Birmingham New St. in August 1979. [Chris Morrison](#)



The Back Page

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



Class 97 301 is seen with 2 Network Rail coaches and DVT 9702 working 2Q24 Immingham TMD - Derby RTC, at Bigby Road on it's way to Holton Le Moor, May 13th. [Steve Thompson](#)