

Railtalk

Magazine

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5 Deltics + 1 Whistler = Fantastic Event

Welcome to Issue 62 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Another month, another editorial. This month has been a bit of a quite one of a whole. Many Preserved lines have finished off their year with a vast array of events to see them into the Winter. The most notable being that of the East Lancashire Railway, where they held a “Deltic” event. An excellent weekend, and an excellent record broken (if there officially is one). All 5 locomotives worked the last train of the day the “Beer Ex” producing around 14,850hp.

If the weather reports are anything to believe we are in for a rough couple of months, so in between grabbing snow shots in freezing temperatures, and while you do your Christmas shopping online why not purchase a Railtalk Calendar. Our “hot of the press” 2012 calendars are now available and this year are have over 20 of our finest images from the last year. Have a look in the magazine to see what you think.

They would look brilliant in any enthusiasts home or even at your place of work.

Once again, have a good month and see you again in December.

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, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Fred Gray-North, Stuart Hillis, Graham Court, Matt Edkins, Joseph May 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

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk

Front Cover: Could this be the event of the year. Five Class 55 “Deltic” locomotives in operation at the East Lancs Railway drew huge crowds, many staying all day and into the evening for the first ever 5 Deltics on one train. [CJ Sutcliffe](#)
This Page: Class 45 060 “Sherwood Forester” is seen working the 1E46 10.42 Wansford - Peterborough at Ailsworth on October 2nd. [Steve Madden](#)

Northern Belle

DRS Class 47 790 "Galloway Princess" leads a Northern Belle charter from Carlisle to Chester seen here passing Dunham On The Hill on October 15th. [Dave Harris](#)





Northern Belle

Above: On October 15th, Class 47 832 stands at Preston working 1296 Chester to Glasgow Central. [Derek Elston](#)
Below: Class 47 802 leads the 1233 0605 Manchester Victoria - Kensington Olympia through Northampton on a sunny October 1st. [John Coleman](#)



Northern Belle

Above: Class 47 790 is seen on the rear of the 1233 0605 Manchester Victoria - Kensington Olympia leaving Northampton on October 1st. [John Coleman](#)
Railway Touring Company - THE HADRIAN
Below: LMS Royal Scot Class 7P 4-6-0 No. 46115 "Scots Guardsman" is seen at Carlisle on October 8th having arrived with "The Hadrian" Leicester - Carlisle charter. [Steve Thompson](#)



Northern Belle

Class 47 802 "Pride of Cumbria" with 47 790 on the rear
are seen at Althorp working 1233 06.05 Manchester Victoria - Kensington
Olympia on October 1st. [Steve Madden](#)





Railway Touring Company - The Devonian

Above: Great Western Railway King Class 4-6-0 No. 6024 "King Edward 1" moves off Bristol Barton Hill depot on October 22nd. [Derek Elston](#)

Below: GWR King Class 4-6-0 No. 6024 "King Edward 1" leads BR Standard 7 No. 70013 "Oliver Cromwell" as they approach Plymouth with the 1271 Poole - Plymouth charter "The Devonian" on October 22nd. [Derek Elston](#)



Railway Touring Company - The Devonian

Above: The tour is seen passing Tiverton Parkway heading for Plymouth. [Steve Andrews](#)
Below: GWR King Class 4-6-0 No. 6024 is seen leading BR Standard 7 No. 70013 "Oliver Cromwell" for the return leg from Plymouth to Poole on departure from Plymouth. [Steve Andrews](#)



Railway Touring Company - The Devonian
GWR King Class 4-6-0 No. 6024 "King Edward 1" leads
BR Standard 7 No. 70013 "Oliver Cromwell" round the curve at Dawlish Warren
on October 22nd, heading for Plymouth. [Steve Andrews](#)





Railway Touring Company - The Devonian
The tide was certainly in as the tour heads along the sea wall
at Dawlish. [Matt Edkins](#)

Vintage Trains - Ticket to Ride

On October 1st, Vintage Trains operated a Birmingham to Liverpool excursion, entitled Ticket to Ride. With Great Western Railway 'Castle' 4-6-0 No. 5043 "Earl of Mount Edgcombe" on the rear Class 47 773 is seen here heading through Lea Green. [Colin Irwin](#)



Train of Hope

LMS Royal Scot Class 7P No. 46115 "Scots Guardsman"
heads over Runcorn Viaduct with the "The Train Of Hope"
from Crewe to Carlisle and Hellifield on October 1st. [Colin Irwin](#)





Vintage Trains - Ticket to Ride

Great Western Railway 'Castle' 4-6-0 No. 5043 "Earl of Mount Edgcombe" leads across Runcorn Viaduct on the return leg of the tour to Tyseley from Liverpool Lime Street on October 1st. [CJ Sutcliffe](#)

Railtalk | Forums

Visit Railtalk Online Forums for in depth discussions or chat with the editorial team.

Upload Your Photos to private or public collection, allowing anyone to view, comment and rate your photos if you wish.

A great addition is also the option to write your own articles for the magazine. Any thoughts, reviews or stories can be posted, which are then published for our readers.



Vintage Trains - Ticket to Ride

Great Western Railway 'Castle' 4-6-0 No. 5043

"Earl of Mount Edgcombe" is seen heading through Rainhill with Vintage Trains's Birmingham to Liverpool excursion entitled a "Ticket to Ride" on October 1st. [Colin Irwin](#)

UK Railtours - The Valley of the Witch
On October 22nd, UK Railtours "The Valley of the Witch" railtour from London Paddington - Onllwyn, visited a number of freight only lines around Swansea. This is Class 66 091 on the rear of the train near Onllwyn, Class 66 061 was on the front. [Lewis Mitchell](#)





UK Railtours - The Valley of the Witch

Above: Class 66 061 is seen at Onllwyn leading the train down the branch. [Lewis Mitchell](#)

Below: Class 66 091 is seen later in the day on the way to Tonna. [Lewis Mitchell](#)



Spitfire Railtours - Routes & Branches 3

Above: Class 37 685 "Loch Arkaig" awaits departure time at Paddington with Spitfire's Routes & Branches railtour on October 22nd. [Derek Elston](#)

Below: Class 37 706 was at the London end of 1237 Spitfires Routes & Branches tour at Paddington. [Derek Elston](#)





UK Railtours - The City of York/The Tees Goblin

Above: Class 90 028 is seen arriving into Peterborough on October 1st working the London Kings Cross - York leg of this charter. [Richard Hargreaves](#)
Below: On the rear of the charter was Class 67 017. [Neil Davies](#)



Private Charter - The Inter City

Above: On October 29th, Great Western Railway 'Castle' 4-6-0 No. 5043 "Earl of Mount Edgcombe" is seen at Birmingham Moor St. having worked a London Marylebone - Birmingham private charter. [Neil Davies](#)
Branch Line Society - Another Rivers Railtour (Mersey & Midlands)
Below: Class 66 206 heads through Water Orton with 1267 Garston to Crewe on October 29th. [Neil Davies](#)



National Railway Museum - Loco move from Shildon

On October 11th, Class 55 022 "Royal Scots Grey" leads 55 002 "The Kings Own Yorkshire Light Infantry", 55 019 "Royal Highland Fusilier", 55 009 "Alycidon" and 55 016 "Gordon Highlander" onto the East Lancashire Railway after arriving from the NRM's Deltic Gathering event at Shildon. [Colin Irwin](#)





PMR Tours - The Royal Scot

Above: in Early morning sunlight Class 57 601 arrives into Crewe with the 1233 Milton Keynes - Carlisle charter which would be steam hauled from Crewe. [Neil Davies](#)

Below: LMS Princess Royal Class No. 6201 "Princess Elizabeth" is seen at Crewe on October 15th ready to work the Milton Keynes - Carlisle charter forward from Crewe. [Neil Davies](#)



Compass Tours -Western Cathedrals Express

Above: Class 47 826 speeds through Kempsey with the 1257 Holyhead to Salisbury charter on October 5th. [Neil Davies](#)

Below: Class 47 500 was tagged on the rear of the charter to Salisbury for the return working. [Neil Davies](#)





Tornado - Positioning move

Above: A1 No. 60163 "Tornado" and support coach pass Irthlingborough Road, Wellingborough on October 19th with 5Z63 Barrow Hill to Southall move. [Steve Madden](#)

Duke of Gloucester - Positioning move

Below: On October 24th, BR Standard Class 8 No. 71000 "Duke of Gloucester" is seen working 5Z71 Peterborough - Heywood with it's support coach through Clay Cross. [Steve Thompson](#)



Tornado - Positioning move
A1 No. 60163 "Tornado" is seen passing Dudding Hill on October 19th working 5Z63 Barrow Hill - Southall. [Nathan Gibson](#)



Pathfinder Tours - The Ousing Dove

Class 60 065 waits on the Up Goods by Hatfield Colliery ready to work
Pathfinder Tours 1Z29 05:45 Bristol Temple Meads to Monk Bretton "Ousing
Dove" railtour on October 15th. [Steve Thompson](#)





Pathfinder Tours - The Ousing Dove

Above: Class 66 024 arrives into Thorne North with Pathfinder Tours 1Z29 05:45 Bristol Temple Meads to Monk Bretton "Ousing Dove" railtour on October 15th. [Steve Thompson](#)
Below: Class 60 065 is seen on the rear of the tour, having been attached at Hatfield and Stainforth. [Steve Thompson](#)



Rail Tourer - The Peaks and Fells Explorer

Above: Class 47 237 stands at a very wet Carlisle on October 8th on the rear of 1Z32 0610 Cleethorpes - Carlisle "Peaks and Fells Explorer". [Steve Thompson](#)
Below: Class 47 854 was the leading loco for this tour to Carlisle on October 8th. [Steve Thompson](#)



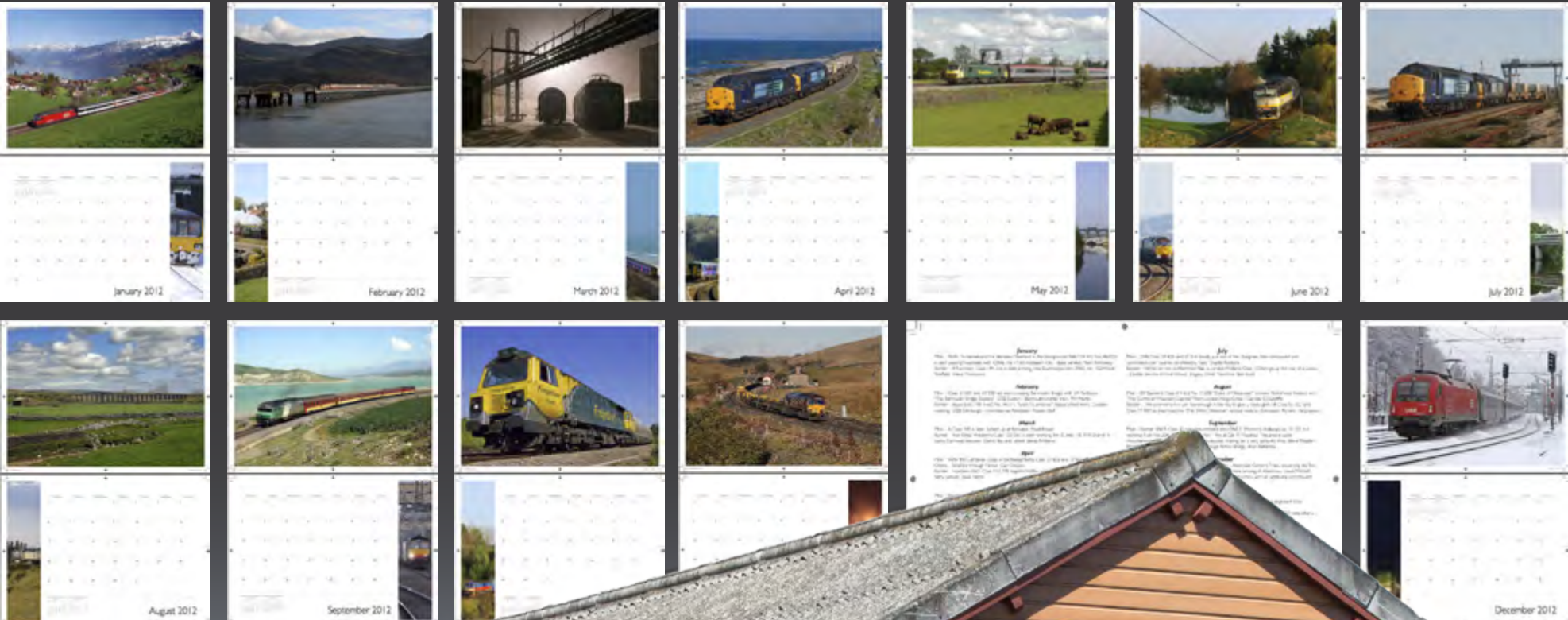
Railtalk | Calendar 2012

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DB Schenker Class 60 011 hauls the 6F38 Fiddlers Ferry Power Station - Liverpool Bulk Terminal through Rainhill on October 1st. [Carl Grocott](#)



Above: Class 20 096 and 20 227 head through Crowle with the Grimsby to Malton RHTT working on October 28th. [Steve Thompson](#)
Below: London Midland Class 153 334 is seen parked up at Shrewsbury on October 10th. [Phil Martin](#)



Above: Freightliner's Class 90 045 heads south through Acton Bridge on October 6th. [Brian Battersby](#)
Below: On October 7th, Class 60 065 is seen working the Preston - Lindsay Oil Refinery, with a pretty clean rake of ICA's. [Steve Thompson](#)





Above: On October 8th, Class 60 007 heads through Kidderminster with the 6V05 Round Oak - Margam loaded steel working. [Richard Hargreaves](#)

Below: Merseyrail have outshopped Class 508 111 in all over Beatles Livery. [Brian Battersby](#)



Above: Brand new London Midland Class 172 213 is seen at Birmingham Snow Hill on October 22nd. [Paul Godding](#)



New Tesco-branded curtain-sided containers are being imported from China. The first train transferring the containers from Felixstowe to Daventry ran on Saturday October 15th and was routed via Ely because of engineering work on the Great Eastern main line. DRS Class 66 431 takes the 4Z26 from Felixstowe to Wembley past Needle's Eye, near Barrow, Suffolk.

Gary S. Smith



The signal box at Kennet station, Cambridgeshire was scheduled to be closed on November 11th. New colour-light signals were already in place and demolition of the box, with the removal of the semaphore signals, was expected to be swift. One of the old signals had been this LNER-design, concrete post bracket signal but with a replacement steel dolly. Class 170 273, in remains of its Anglia livery but with National Express East Anglia white strips, approaches the station on October 18th.

Gary S. Smith



Class 97 302 and 97 304 are seen at Shrewsbury on October 4th
with the 3571 Crewe - Crewe RHTT working. [Carl Grocott](#)



On October 15th, Class 70 002 is seen leaving Ironbridge Power Station and crossing the Albert Edward Bridge over the river. [Phil Martin](#)



Network Rail's Class 31 465 heads through Bolton Percy
with the 3Z04 Derby RTC - Heaton working on October 24th. [Andy](#)



Colas Rail's Class 66 848 speeds the 6J37 Carlisle to Chirk through Hellifield on October 26th. [David Hollowood](#)





Above: Class 66 597 makes a colourful sight as it heads alongside the canal at Crowle with the 6M05 Roxby - Northenden Binliner on October 28th. [Steve Thompson](#)
Below: A pair of Ex Virgin Trains Class 57s speed through Headlands Bridge, Kettering on September 27th. [John Coleman](#)



Above: Not all RHTT workings are loco operated. The fleet of Network Rail MPV's have also been very active this year. This is MPV Nos. 98909 & 98959, as seen at Shrewsbury on October 10th. [Phil Martin](#)
Below: On October 5th, Class 20 901 and 20 905 are seen at Scunthorpe with the Grimsby - Malton RHTT working. [Steve Thompson](#)





Above: GBRf Class 66 705 passes through Hadley, shortly after leaving the Telford International Railfreight Park with a pair of barrier vehicles on October 19th. The formation had been sent to Telford on the previous Monday to recover a Class 508 EMU from storage at Donnington but there were problems with the barrier vehicles which needed repairs and the train, the 5008 Donnington RFT - Eastleigh Yard, was taken back to Hampshire without an EMU. [Gary S. Smith](#)
 Below: Not many Class 508s remain at the terminal as can be seen in this photo on October 18th. [Richard Hargreaves](#)



Above and Below: On October 18th, vehicles from Class 508 206 were collected by road for transportation to Eastleigh. Although only a few months earlier they had travelled up to the site by rail, their decaying condition meant that they could not be hauled by rail down to Eastleigh. [Richard Hargreaves](#)



The first running of the MML RHTT on October 4th was worked by Class 66 070 and 66 109, seen at Mill Road, Wellingborough running as 3J92 Toton TMD to West Hampstead. [Steve Madden](#)



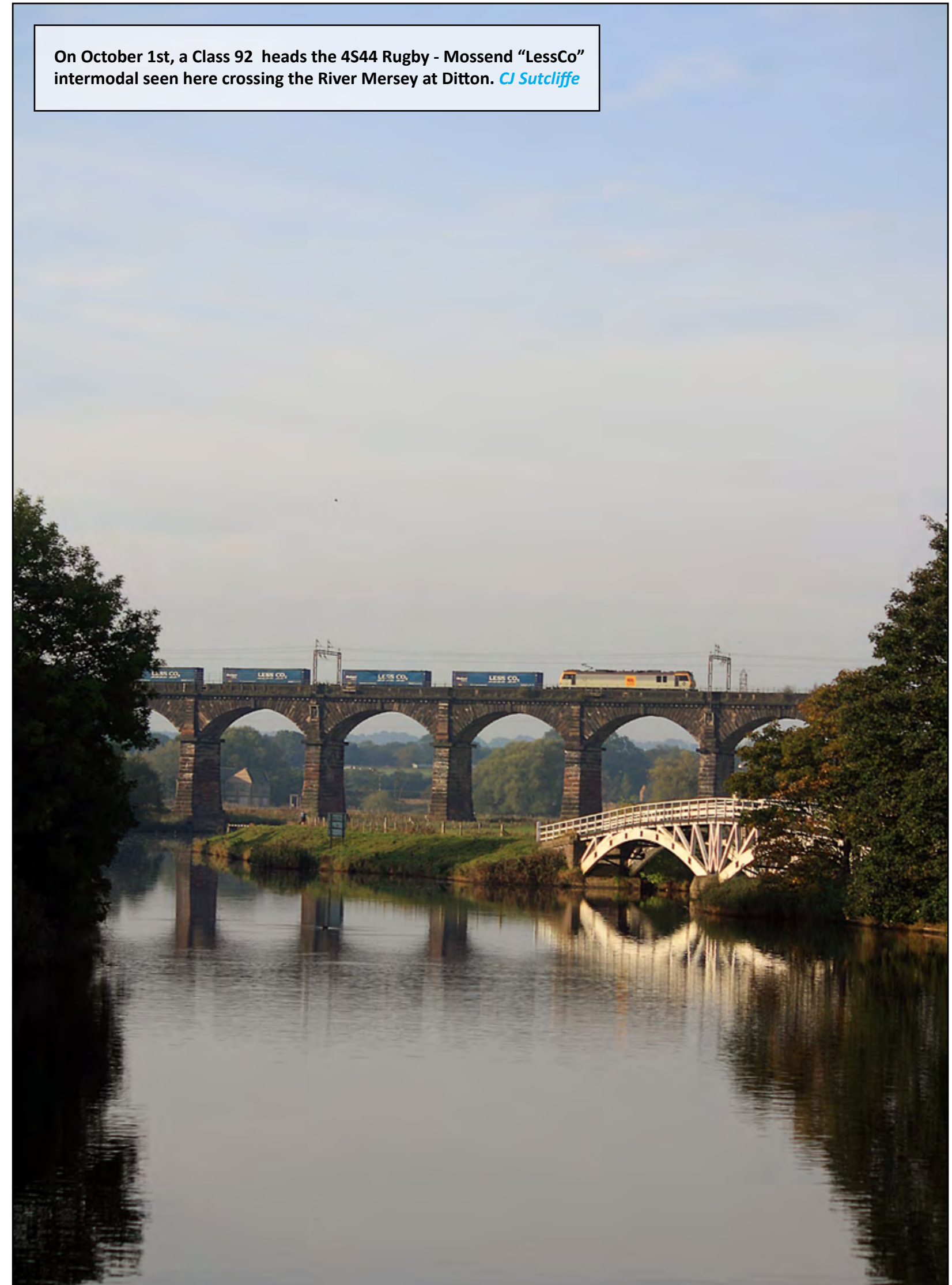


Above: Class 150 202 in unbranded Centro livery stands in one of the bay platforms at Plymouth displaying Penzance in the destination blind on October 22nd. [Derek Elston](#)

Below: Colas Rail's Class 47 749 & 47 739 catch the early morning sun at Rugby, on October 20th. [Derek Elston](#)



On October 1st, a Class 92 heads the 4S44 Rugby - Mossend "LessCo" intermodal seen here crossing the River Mersey at Ditton. [CJ Sutcliffe](#)



Class 60 011 works an empty coal service to Liverpool past Rainhill signal box on October 1st. [CJ Sutcliffe](#)



Above: Class 20 905 and 20 901 pause at Knaresborough with an RHTT working to York via Leeds on October 27th. [Andy](#)
Below: On October 22nd, Class 90 024 leads 67 015 and 90 035 into Crewe. [Richard Hargreaves](#)





Above: Class 66 101 works the 6S00 Clitheroe to Mossend loaded cement, through Gisburn on October 26th. [David Hollowood](#)
Below: Class 90 045 approaches Milton Keynes with a north bound liner on October 15th. [Derek Elston](#)

Above: First Great Western's Class 57 602 "Restormel Castle" is seen on the blocks at Paddington after arriving with the sleeper from Penzance on October 22nd. [Derek Elston](#)
Below: DBS Class 60 011 is seen with 6F74 Liverpool Bulk Terminal to Fiddlers Ferry Power station passing Winwick Jct. on October 15th. [Dave Harris](#)



Class 66 081 attacks the western side of Copy Pit with 6E32 Preston to Lindsey, seen here at Cliviger. [David Hollowood](#)





Above: On October 28th, Class 60 024 passes Knabbs Bridge with the 6K25
Santon - Immingham Bulk Terminal working. [Steve Thompson](#)

Below: On October 24th, DRS Class 37 603 passes Burton On Trent southbound on 4Z40 Shirebrook to Daventry with
brand new flats for the new 40' containers. [Stuart Hillis](#)



Above: On October 19th, Class 60 039 works 6A83 Acton - West Drayton. [Nathan Gibson](#)
Below: Class 60 007 is seen stabled at Margam on October 10th ready to work the 6B07 to Robeston. [Lewis Mitchell](#)



This month is proving to be a boom time for Class 20 lovers. With all the interest in the Yorkshire RHTT workings and their pool of six locos, and the GBRf hired fleet this has to be one of the best Autumns for many years. This is Class 20 304 and 20 301 arriving at Wellingborough Up Sidings with 6Z20 Old Dalby - Wellingborough U.S. on October 18th. [Steve Madden](#)



On October 28th, GBRf Class 66 728 passes along the canal at Crowle with a loaded coal train. [Steve Thompson](#)





Above: Newly refurbished Class 60 054 is seen working the 6Z17 Whitemoor - Aldwarke through Clay Cross on October 24th. [Steve Thompson](#)
Below: Freightliner's Class 66 593 is seen working the 4027 Garston to Southampton service approaching the foot crossing at Warkworth on October 6th. [Steve Madden](#)



Above: On October 14th, Euro Cargo Rail liveried Class 66 062 is seen with just two empty wagons as it passes south through Burton on Trent. [Stuart Hillis](#)





Above: Class 66 555 is seen at Chesterfield with the 6M91 Theale to Earles on September 12th with a rake of empty PCAs. [John Martin](#)

Right: On October 6th, Freightliner's Class 70 002 heads through Helsby with an Ellesmere Port to Fiddlers Ferry working. [Brian Battersby](#)

Below: DB Schenker liveried Class 66 152 is seen working the 4021 Hams Hall to Southampton at Warkworth near Banbury on October 6th. [Steve Madden](#)



Class 60 071 is seen passing through Stormy Bank with the 6B33
Theale - Margam on October 1st. [Lewis Mitchell](#)



On October 28th Class 31 106 is seen working the 3Q24 Derby - Grimsby Town through Knabbs Bridge. *Steve Thompson*





Above: Class 158 856 is seen departing Worksop on September 9th with a Worksop to Nottingham service. [John Martin](#)

Right: A rare working to Coalville Mantle Lane on October 18th as Colas Rail's Class 66 847, which was on hire to Freightliner, arrived light engine from Rugby, and coupled up to a waiting rake of 13 empty Freightliner stone wagons which then departed for Bardon Hill. [Stuart Hillis](#)

Bottom Left: Arriva liveried Class 67 001 is seen at Harrowden Road Jct, Wellingbrough on the rear of an engineers train on October 2nd. [John Coleman](#)

Bottom Right: Class 66 701, 66 715, 66 725 and 66 741 are seen passing Appleby with 0C09 Doncaster Dn. Decoy - Immingham Mineral Quay on the evening of October 9th. [Steve Thompson](#)



Network Rail's Class 97 304 and 97 302 are seen working the 3571 Crewe - Crewe RHTT working through Newtown on October 27th. [Carl Grocott](#)





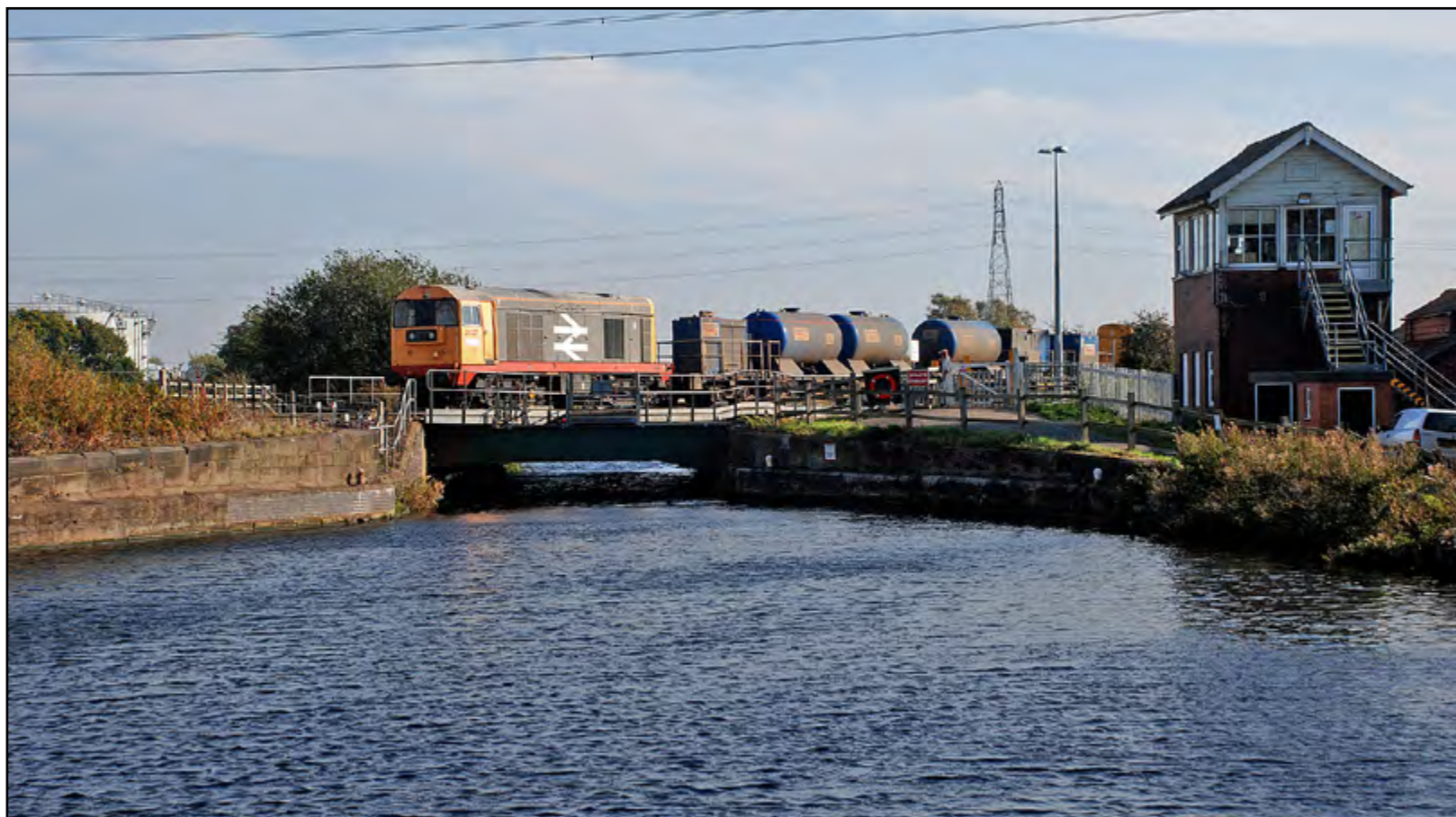
Above: Class 66 553 heads through Chesterfield on September 12th with a rake of empty HHAs. [John Martin](#)
Left: Class 20 227 leads 20 096 through Howsham with a Grimsby - Malton RHTT working on October 24th. [Andy](#)
Below: At Althorp on October 1st, Freightliner's Class 66 558 is seen working the 4L90 Lawley St. to Felixstowe service. [Steve Madden](#)





Above: On October 14th, Class 66 230 leads 66 065 and 66 030 with about a dozen empty wagons head south through Burton on Trent. [Stuart Hillis](#)

Below: On October 24th, Class 20 227 leads 20 096 (Just visible behind the signal box) with the Wakefield - Grimsby Town RHTT working seen here crossing the Keadby Canal. [Steve Thompson](#)



Heading north through Acton Bridge on October 6th is DRS's Class 66 428.
[Brian Battersby](#)



Above: Class 66 432 heads south through Acton Bridge on October 6th. [Brian Battersby](#)
Below: On October 18th, Class 66 167 leads the 3J01 Willesden to Macclesfield RHTT through Rugby with Class 66 187 on the rear. [Graham Court](#)



Above and Below: On October 19th, Class 20 189 leads the RHTT through Scunthorpe en-route to Barnetby (the trip was curtailed due to a broken rail at Barnetby), and Class 20 142 leads the return towards Malton. [Both: Steve Thompson](#)



Class 50 049 hauls Class 52 No. D1062 "Western Champion" through Birmingham Snow Hill as the 0251 Kidderminster SVR to Tyseley, as it takes the "Western" for tyre turning. [Graham Court](#)



Going Underground



Above: Metropolitan line unit No. 5052 is seen at Chorleywood station on a Amersham to Baker Street service on October 11th. [John Coleman](#)

Below: New Metropolitan line stock, unit No. 21020 passes Chorleywood station on October 11th. [John Coleman](#)



News and Features



Metropolitan Line "A60" unit No. 5227 enters Moor Park station on a Baker Street to Watford service, October 11th. [John Coleman](#)

FTPE Ardwick Depot

On October 22nd, First Transpennine Express held a charity open day at their Ardwick depot. Below: Class 185 127 is seen up in the air, demonstrating the fact that these days units don't have to be split for work to be undertaken on the underside of vehicles. [Andy](#)

Top Right: Class 185 137 and 185 110 are seen inside the depot undergoing exams. [Andy](#)

Bottom Right: The depots shunter, an 0-4-0DH built at Vulcan Foundry (works number D1122/66) for Croydon "B" power station and subsequently bought by RFS(E) Doncaster - now Wabtec. It is allocated, but does not carry, TOPS No. 01551. [Andy](#)



Scot-Rail - life north of the border

A three car Scotrail Class 170 Turbostar crosses the Forth Bridge at North Queensferry heading for Edinburgh. [Andy](#)



Manchester Metrolink



Above: Series 2 T68a tram is seen at Manchester Central on October 22nd. [Andy](#)
Below: Original Series 1 T68 tram is seen inside Manchester Piccadilly station. [Andy](#)



Above: New Series 3 M5000 tram heads through the Docklands towards Media City on October 22nd. [Andy](#)
Below: A pair of Series 3 M5000 trams pass at Broadway, not far from Media City. [Andy](#)



Capital Units



Above: On October 1st, Class 321 322 stands at Braintree after arrival with the 11.48 from Liverpool St. [Derek Elston](#)
Below: Plain white National Express branded Class 317 649 breasts Bethnal Green bank soon after departure from Liverpool Street on October 10th. [Derek Elston](#)



Above: Class 379 010 leads 379 003 up Bethnal Green bank with a working to Stansted Airport. [Derek Elston](#)
Below: South Eastern High Speed Class 395 017 stands at St. Pancras awaiting departure time with the 09.55 to Faversham on October 8th. [Derek Elston](#)



Fares Advice with RailUK

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

Now passengers need to train staff ?

Q: At Plymouth recently. I was travelling on a Club 55 Cheltenham - Plymouth return. Broke my journey overnight in Exeter , arrived in Plymouth around 1230 on following day. Ticket wouldn't open the barrier. Usual response from the attendant - "ticket isn't valid".

Half expecting such a situation to arise, I had printed off the Club 55 T&Cs and so handed them over. Cue much bafflement, Revenue Inspector called. Two people now reading the T&Cs. Third person (not sure of status) then arrives and joins the reading club. Inspector says "Well I didn't know anything about this, do you need to keep the copy of the T&Cs" ? Clearly I did, as without them who knows what might have happened. "OK then, do you mind if I take a photocopy ? Passengers often find out about things before we do." Now, considering these conditions have been online since early September, and the T&Cs were exactly the same last year, it seems FGWs staff communications really do take a long time to get out to the people who need to know.

As a postscript, the return portion was rejected by the barrier. The attendant said that they were getting so many valid tickets rejected that, when passengers were exiting, they were keeping all the tickets in a box with a view to sending them off to the powers that be to try and get things changed - good luck with that one !

A: To be fair, it's not a new thing having to educate (a small number of) rail staff. When I used to be out & about in the 1980's & 1990's. the great majority of staff knew what

they were doing. However, there was always someone, somewhere that didn't appear to know about the rover I had, where it was valid to & in some instances, the applicable time restrictions. Someone I knew had an All Line rover in the 1980's (in the days of no restrictions) & had the validity challenged on at least 3 occasions. The first was at Canterbury where he wanted to board a train before 09:00 & was stopped from doing so by the barrier staff. A visit to the station manager's office sorted that one out.

On the same 14 day all line, a guard ranted at him on an Edinburgh - Kings Cross service as the All Line "wasn't valid beyond Berwick"! Cue a face off where the guard was told in no uncertain terms what the ticket was, the guard threatening the BTP at Newcastle & storming off - never to return. Oh, and no police welcome at Newcastle either. Finally, another All Line & a guard saying it wasn't valid in the morning peak - this time between Leeds & London in the 1990's. The response was "It say's "All Line Rover" on the ticket. I can use any train on the network. Just how open do you want the ticket to be? The guard walked off...

Excess a Single Ticket to a Return

Q: In a state of flustered panic the girlfriend, upon finding out that the ticket office at the station was shut in the evening peak, the train was cancelled and there was nobody around to ask for assistance, purchased an off-peak single ticket instead of the return ticket she wanted. Her mistake wasn't noticed until the tickets printed as the single ticket was only 5 pence cheaper than the return ticket, she didn't twig until after entering her PIN into the card reader. She went straight to the first

manned ticket office on her journey, when changing trains, to explain the problem and ask if she can pay an excess fare to get the correct ticket type. She was told this was not possible. Obviously I'm aware this is her error but was this information correct? I'm pretty sure I've paid excess fares in the past without a big deal. The single ticket was only 5p cheaper and she went to a staffed ticket office 20 minutes into a 5 hour outward journey so its clearly an obvious mistake rather than an attempt a few days later to blag a cheap ride home.

A: To be fair here, it is the passengers mistake in this case. From a customer service point of view, it might be good to excess it and I suppose some commission for the guard is better than none, but there is no reason that the guard must do it. I seem to remember reading in a magazine about a staff brief sent out to ticket offices when First Group took over Great Western which said something along the lines of.... "If a customer requests a first ticket you should ask if they mean a first class ticket, a First Great Western ticket, a ticket for the first train, a first class ticket for a First Great Western service, a ticket for the first First Great Western service, a first class ticket for the first service or a first class ticket for the first First Great Western service".

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.

KING'S CROSS POTTER BRIDGE RETIRES TO HAMPSHIRE

A famous wrought iron bridge at King's Cross station which appeared on cinema and television screens worldwide, featuring in the Harry Potter films, is retiring to Hampshire this Christmas as part of the £500m redevelopment of the station.

Network Rail has donated the Handyside Bridge, which until two years ago ran through the middle of King's Cross station, to the Mid-Hants Railway, a not for profit organisation which operates a fleet of steam locomotives in Ropley, Hampshire. The attraction, known as the Watercress Line, aims to preserve the sights, sounds and smells of Britain's railway heritage from 1940 - 70.

David Snow, from Mid Hants Railway said: "We are absolutely delighted to have acquired this historic bridge for re-location to The Watercress Line. We have long wanted a footbridge to provide a viewing location across our tracks and to acquire this one, which has featured in a number of the Harry Potter films, will be an excellent addition to our railway."

Karen Celisse, from Network Rail said: "As King's Cross station goes through a radical transformation to provide facilities passengers need in the 21st Century, it is great news that such an important part of its history can be preserved and used by future generations. Finding an appropriate home for it was no easy task as there are very few places which could have accommodated it without removing large sections. The Mid-Hants Railway was the obvious choice."

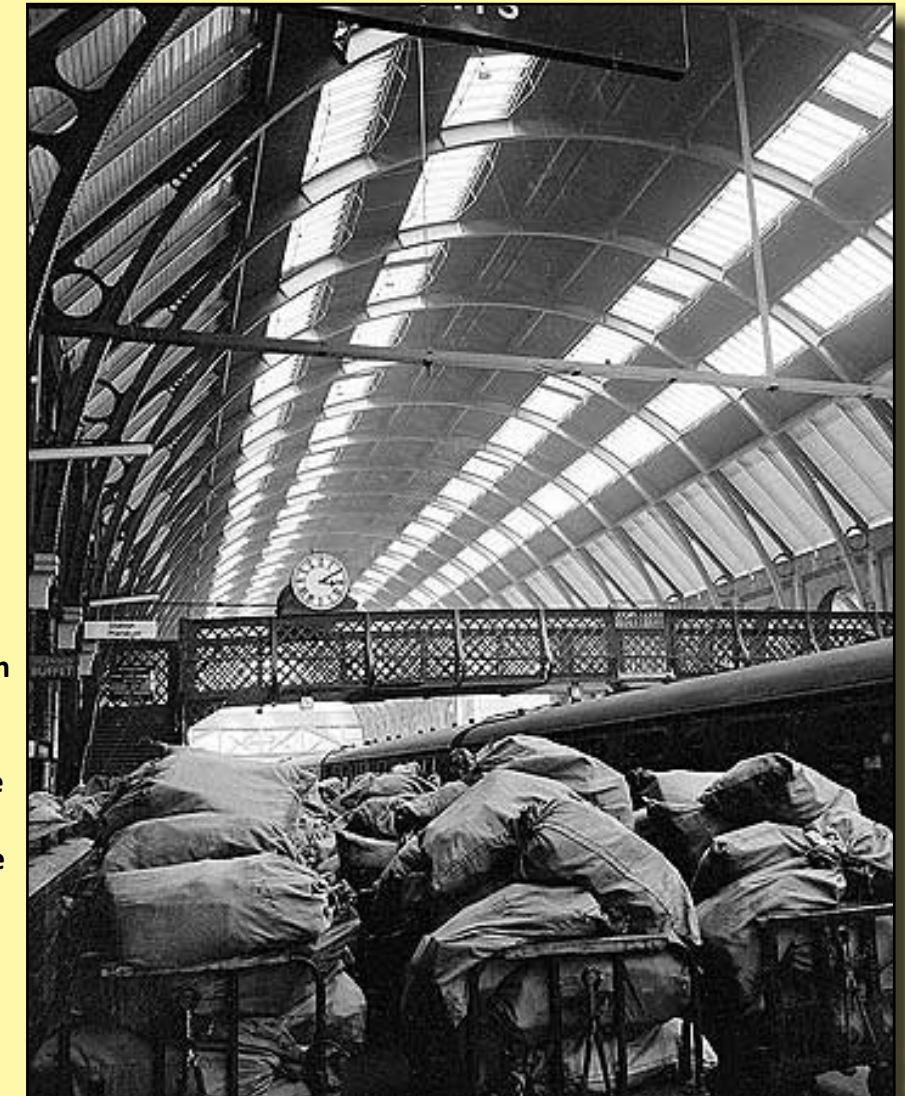
The bridge was removed over the Christmas period in 2009. It had been abandoned by passengers over many years as they found the steep steps hard to scale. By the time plans to redevelop the station were being made, only Harry Potter fans and station staff ever used it.

The bridge has now been moved to Eastleigh on the back of nine lorries where it will be shot blasted and painted over several weeks. It is hoped that the first section will be installed before the end of the year.

In spring next year, a new bridge designed by scheme architects John McAslan & Partners will open, to link the station's brand new concourse with the main train shed. Passengers will be able to move directly from the shops and cafes on the mezzanine level across the bridge, and access the platforms via escalators or lifts, which will make the entire station fully accessible for all.

Paddy Pugh, English Heritage's planning director for London said: "For over 100 years the Handyside Bridge had been a distinctive and well-known part of King's Cross Station, but the transformation of this great Victorian building into a 21st century railway terminus meant that it needed a new home. English Heritage is delighted that the bridge has now found that new home on the Watercress Line where it can continue to be part of England's outstanding railway heritage".

Andy Savage of the Railway Heritage Trust said: "The storage and restoration of the bridge demonstrates how Network Rail is handling its heritage assets responsibly, and can modernise its products whilst still ensuring its past is preserved."



WORK GETS UNDERWAY ON NEW STREET'S NEW ENTRANCE

Network Rail has started work to construct a brand new entrance to Birmingham New Street station which will provide better links between the city's business district and the redeveloped station. The new north-west corner entrance will allow people walking from Victoria Square, New Street and Colmore Row to access the redeveloped station direct from Stephenson Street. It will open at the end of 2012 when the first half of the new station concourse will open to passengers. To allow construction work to progress safely, Network Rail has secured agreement with Birmingham City Council for a road closure of Navigation Street on weekdays (Monday to Friday) with the road reopening at weekends.



Chris Montgomery, project director for Network Rail said: "The north west side of New Street station will change beyond recognition over the next 18 months as we build the new entrance and continue work to clad the station in its stainless steel façade. With easy access to the city centre, we anticipate the north-west entrance will become one of the most popular ways to access the station. "The road closures are essential to allow us to complete this work safely and we will continue to work with Birmingham City Council and our other partners to minimise disruption while we build." Behind the hoardings, large parts of the old concrete clad station building will be demolished to allow construction of the steelwork frame which will form the new station entrance. Next door on Stephenson Street, preparatory work is already underway to install the first section of stainless steel façade. The new entrance will open at the end of December 2012 as part of the completion of Phase 1 of the station redevelopment. Once the new entrance and concourse is open, work will switch to redeveloping the existing station with the project set to complete in 2015.

WOODEN RAIL STATION TO BE COMPLETELY REBUILT

Cosford railway station on the Wolverhampton to Shrewsbury line is to be completely rebuilt by Network Rail and contractor C Spencer Ltd in a £2.1m project that will mean visitors can continue to use trains to visit the famous RAF museum nearby.

The existing station was opened in 1937 to coincide with the opening of RAF Cosford. Even then, sustainability was at the forefront of people's minds. Adam Checkley, Network Rail's senior building surveyor explains: "In simple terms, the station has two wooden platforms and sections of it are constructed from original wooden sleepers.

"This could well mean that they are over 100 years old and they have done well to last this long, but with the increasingly large numbers of people visiting the Cosford Air Show, now is the time to replace them."

The work will include removing the existing waiting shelters, lighting and fences, demolishing the timber platforms and support structures and the access stairs leading to them.

They will be replaced with new platforms constructed from GRP (glass reinforced polymer) which will be laid on concrete cross beams and steel supports. The platforms will have a non-slip surface and include tactile paving to denote the platform edge. New fencing will be erected along the rear of the platforms.

Each platform will have a new steel and glass waiting shelter and lighting columns, and the customer information screens and station announcement system will be reinstated.

There will also be new steel staircases giving access to the platforms.

Work is due to start on 31 October and continue until mid-March 2012. During this time the station will be closed and replacement road transport to Albrighton station will be provided by London Midland.

Mr Checkley concluded: "We chose this time to do the work because we were conscious that it had to be completed in time for the air show next summer."



KEY RAIL BRIDGE TO BE STRENGTHENED

A vital rail bridge in Hellifield on the line that links the famous Settle to Carlisle railway with the commuter route from Clitheroe to Manchester is to be strengthened by Network Rail. The line is of strategic importance to the national rail network as it is used as a diversionary route for the main London to Glasgow line.

It is also used by the DalesRail summer services that take tourists from Lancashire and further afield to see the delights of the scenery or take in a guided walk, and by freight trains serving the cement works in Clitheroe.

Network Rail route director Jo Kaye said: "It is essential we carry out this work to maintain and prolong the life of the bridge, and secure the performance of passenger and freight trains for the future."

The original single span wrought iron bridge was strengthened by the addition of a steel centre girder just after the turn of the last century and although the bridge has 5.8 metres headroom, the underside has been struck by high vehicles on a number of occasions. This has caused damage to the supporting structure which now needs to be renewed.

At the same time, Network Rail will carry out repairs to the supporting walls, renew and replace damaged or missing drainage and clear vegetation before grit blasting the structure and giving it a new protective coat. Finally, it will be painted cream and holly green to blend in with the rural nature of the town.

While the work is in progress, the A65 Main Road beneath the bridge will be closed to vehicles for nine days from 10pm on Friday 28 October until 5am on Monday 7 November. It will also close each weekend from 11 November to 5 December.

A diversion will be set up for vehicles although pedestrians and cyclists will still be able to use the adjacent pedestrian tunnel throughout the work.

NEW PLATFORM FACILITIES ARRIVE ON TIME

Passengers waiting for a train on Platform 4 at Blackburn station this winter will be better sheltered from the cold following the completion of Network Rail's £1.7m improvements.

As the platform opened on Monday 24 October, Network Rail route director Jo Kaye commented: "We said we would provide a canopy over the full length of the platform and install an accessible lift before the winter weather arrives, and that is just what we have done."

"In fact, we have gone one stage further. We have made sufficient financial savings on the original scope of the work that we had enough money to include a fully enclosed, heated waiting room as well as all the other work."

Local MP Jack Straw was given a preview of the work, after which he said: "This is wonderful news for the passengers of Blackburn station, who have had to endure wet, windy waits for trains for many years."

"I campaigned long and hard for these improvements and it's good to see them finally being provided."

Councillor Dave Harling, executive member for regeneration, said: "The new platform will greatly improve facilities at Blackburn station for passengers including residents, workers and visitors to the town. This is yet another way to promote rail as an alternative to the car and contributes to the overall regeneration of the town centre and its facilities."

Work started on the project in May, when platform 4 was closed to passengers.

The first part of the project to be tackled was the building of a lift shaft from the station subway up to platform level, installing the lift and refurbishing the subway.

After that the canopy was erected to cover virtually all the platform, including the new lift entrance/exit and the existing slope linking the platform and subway. New lighting, seating, public address speakers, information screens and CCTV cameras were installed, along with the new waiting room.

With the work completed, the entire station is fully accessible meaning many people who previously were unable to use the station now have access to the national rail network.



Gipsy Hill station cafe is a runner-up at National ACoRP awards

Local sister team Laura and Jess Tilli who run the 'Brown & Green @ The Station' café at Gipsy Hill have walked away with a runner-up prize at the recent Association of Community Rail Partnerships (ACoRP) awards.

Following the major renovation of Gipsy Hill station completed in 2010, a café operator was sought to provide quality service to Southern passengers and to help complement the new-look, invigorated station building. Laura and Jess stepped up to bring with them their experiences of Raymond Blanc's BBC 2 series 'The Restaurant', where they successfully ran their own whole food restaurant, as well as six months preparing and cooking their brand of food at the Gipsy Hill Tavern

The Brown & Green @ The Station vision is to provide wholesome, tasty, reasonably priced food appealing to both Gipsy Hill passengers and residents, enhancing the overall experience of the station and the local area. The café sets out to give an excellent service to regular commuters and travellers, and draw in passersby from the local area with its energy and warmth and it certainly delivers.

Barry Jones, Southern's Area Manager said: "The Tilli twins offer a unique service that not only provides great products which are being served to delight our passengers but also complements the environment of the new look station. I'm delighted for them as they are a perfect match for Gipsy Hill and Southern."

As the name suggests Brown & Green is committed to being 'green' and sustainable. The café recycles all food packaging and waste to reduce the amount of rubbish generated and it uses biodegradable packaging, plates, cutlery and cups for takeaways whilst composting any suitable food waste. In addition, a discount scheme is being introduced for those who bring their own reusable hot drink mug & in the future Brown & Green branded hot drink mugs will be available to purchase. Southern was so impressed with the sisters' approach to wholesome food, customer service and sustainability that the café was entered in the ACoRP Best Station Retail Outlet category where it was awarded the runner-up title



NEW PLATFORMS NOW ARRIVING AT GLASGOW CENTRAL

Network Rail has begun work on a multi-million-pound project to transform the platforms at Glasgow Central, Scotland's busiest station. Around £10m will be invested in renewing the 15 platform surfaces – making them compatible with disability discrimination legislation – and a range of associated improvement works. Platform one is currently under renovation and the works will be delivered in phases between 2011 and early 2014 to minimise disruption to the day-to-day operation of the station.

The project is expected to be completed without disruption to train services at Scotland's busiest station, which handles 1,200 trains a day and nearly 40m passengers a year. The scheme is the latest in a series of improvements at Central. In 2010 two new platforms opened at the station while, more recently, ticket gates have been introduced and the station's PA system, retail and toilet facilities improved.

David Simpson, Network Rail route managing director for Scotland, said: "As the popularity of rail continues to grow we are committed to investing in Scotland's railway to ensure we can offer customers the best possible facilities and services." "The investment in new platform surfaces at Glasgow Central will further enhance the station for its users and improve the appearance of the facility in time for the Commonwealth Games in 2014."

PLANNING TRAINS AND TRACK TOGETHER COULD CUT HUNDREDS OF MILLIONS FROM COST OF BRITAIN'S RAILWAYS, SAYS INDUSTRY

Hundreds of millions of pounds could be saved on Britain's next generations of trains if the rail industry works together even more closely to plan them, a Network Rail report reveals. The Network Route Utilisation Strategy: Passenger rolling stock was produced in collaboration with rail industry stakeholders, including train operators, governments, manufacturers, rolling stock leasing companies, passenger representatives and passenger transport executives.

The RUS states that by improving the planning of infrastructure, reducing the differences between different types of trains and taking advantage of economies of scale in commercial negotiations, potentially hundreds of millions of pounds could be saved over the next two generations of rolling stock. This approach echoes recommendations made by the government's recent rail value for money study, chaired by Sir Roy McNulty.

The strategy recommends the rail industry should:

- Plan infrastructure together with the requirements of new rolling stock to give the industry best value for money
- Consider those infrastructure works needed to allow rolling stock to be interoperable within the market sector it serves
- Exploit the economies of scale in procurement wherever feasible in commercial negotiations, by looking to reduce the key differences between the types of trains in a competitive market

Paul Plummer, Network Rail director, planning and development said: "Together the industry needs to help inform government decisions about what it wants from the railway and, once specified, it needs the flexibility to deliver these requirements in the most efficient way. We look forward to working with the rest of the industry in this area

Train named in memory of Councillor Jack Spriggs

A Merseyrail train has been named in memory of one of Liverpool's political legends of the 1970s.

Councillor Jack Spriggs, a former Lord Mayor was Merseytravel Vice Chair from 2005 until his death in December 2009.

In 1972 Jack Spriggs hit the national headlines when, as a shop steward, he led the famous Fisher Bendix workers sit-in which lasted nine weeks and resulted in saving the plant from closure.

At the train naming ceremony Councillor Mark Dowd, Chair of Merseytravel said, "It was my great privilege and pleasure to know Jack Spriggs for many years and I am honoured to name this train in his memory.

"He was a great character, a caring and compassionate man whose thoughts were always for others and it is fitting that he should be remembered."

Jack Spriggs joined Merseytravel in 1992 and served as Chair of the Personnel Committee from 1993 – 2005. He served on many committees and was Chair of the Merseytravel Advisory Panel Liverpool Division.

Pictured L-R: John Spriggs, Councillor Mark Dowd, Chair of Merseytravel, David Spriggs, Karen Spriggs, Bart Schmeink, Merseyrail Managing Director, Steve Rotherham, Liverpool Walton MP.



BETTER ACCESS FOR CROSS CITY LINE PASSENGERS

Passengers using the cross-city line in the West Midlands are to benefit from improvements at Northfield, Selly Oak and Sutton Coldfield stations as step free access is introduced for the first time. Network Rail is carrying out work at Northfield and Selly Oak to make them more accessible, providing a step-free route between the entrance and platforms. Work will start at the beginning of November with the installation of new lifts.

At Sutton Coldfield, the final phase of improvements is underway and due to be finished by early November. Improvements will include new lifts, a refurbished footbridge and bridge renewal. Jo Kaye, route director for Network Rail, said: "The cross city line is one of the busiest commuter routes in the West Midlands and the improvements we're delivering at these stations are an important step in our plan to make rail travel easier and more accessible for all passengers." The completion of work at Sutton Coldfield will be marked in December with a visit to the station from Rt Hon Andrew Mitchell MP, Secretary of State for International Development. The funding for the £5m project has been provided by the government's Access for All programme, which aims to provide better access at busier stations.



Alex Hynes, commercial director at London Midland said; 'We are pleased to be working with Network Rail to improve accessibility on the cross city route. Installing step-free access at these stations is a key part of our commitment to improving facilities for all of our customers.'

Cllr Tom Ansell, lead member for Rail and Metro at Centro, the region's transport authority, said: "Northfield and Selly Oak are two of our busiest suburban stops, thanks in part to the hundreds of free park and ride spaces Centro provides at the two stations. "This further investment to improve the accessibility of those stations and at Sutton Coldfield will make it easier for anyone to go by train and that's vitally important with demand for rail travel now running at its highest level in more than 70 years." Once work is complete, the majority of cross-city line stations will be step free making journeys easier for disabled passengers, parents with pushchairs and those with heavy luggage.

£40 million improvements delivered by ScotRail

ScotRail has delivered on its franchise commitment to spend £40m on improvements by the end of October, 2011. The train operator's investment included £20m at stations, with enhancements ranging from CCTV and customer information systems to toilets, waiting rooms and shelters. In addition, external funding of around £28m was secured for station improvements from Transport Scotland, Network Rail, Regional Transport Partnerships, and local authorities. ScotRail pledged to deliver this £40m programme by 16 October 2011, the expiry date of its original seven-year franchise.

The franchise extension to November 2014 will see further on-going investment by ScotRail.

Minister for Housing and Transport, Keith Brown said: "I am pleased to see ScotRail achieve its commitment to reinvest £40m into improving the journey experience of Scotland's rail users. This has helped make stations easier to use and more welcoming.

"I look forward to ongoing investment by ScotRail over the next three years in new services and station facilities which will offer passengers more reasons for switching from car to rail." Steve Montgomery, ScotRail's managing director, said: "We have delivered on our franchise commitment and are delighted that our partnership approach has also resulted in additional investment. It is providing better facilities and better rail services and the environmental and economic benefits that Scotland deserves."

NETWORK RAIL KICKS OFF SEARCH FOR DEVELOPMENT PARTNER FOR SITE AT CHADDESSEN TRIANGLE IN DERBY

Network Rail today launched the search for a partner to work with to develop a 70 acre site, known as the Chaddesden Triangle, located on the edge of Pride Park in Derby.

The land, which is owned freehold by Network Rail, is the largest brownfield site in Derby. It has been identified by Derby City Council as a strategic development site and regeneration priority. Network Rail will work with the selected development partner from the production of a master plan through to the planning process, completion of the site and the securing of occupiers for individual plots.

Access to the site is from Wyvern Way off Pride Park. The land is bound by the River Derwent to the west, Wyvern Way to the east and the railway to the south. Proposals for the site will be considered on the grounds of overall benefit to Derby as a whole.



Stuart Kirkwood, head of development for Network Rail said: 'We are always working to identify development opportunities where we can work in partnership with the private sector to develop non operational land. This site offers the potential to create new employment opportunities and support the wider regeneration plans for the area.'

The leader of the council, Councillor Philip Hickson said: "The council has been working with Network Rail for many months to bring this site to market. The site is a regeneration priority in the saved local plan in an area which focuses on business uses. The Chaddesden Triangle is part of the River Derwent corridor where recreational and leisure facilities are being enhanced. There are opportunities to deliver key regeneration benefits, taking advantage of this major river frontage, for the area and for the city. "

George Cowcher, chief executive of the Derbyshire and Nottinghamshire Chamber of Commerce, said: "This is welcome news and something that the chamber is fully supportive of. The Chaddesden Triangle is a huge swathe of land which at the moment is not realising its full potential, so anything which can be done to not only redevelop it but also create jobs, encourage enterprise and boost growth has to be a good thing, particularly in the current economic climate." The deadline for initial responses will be 18 November 2011, with those shortlisted invited to make final bid stage tenders by January 2012. It is anticipated that final developer selection will take place in March 2012.

BNP Paribas Real Estate is acting on behalf of Network Rail.

All profits generated through commercial activities are invested in future rail projects helping to reduce the cost of rail to the taxpayer.

Blending the Old with the New At Letchworth Station Café

An Edwardian themed café has opened at Letchworth Garden City Station, offering a wide range of drinks and hot and cold snacks. Rico's Coffee is owned and managed by Hassan Atta, who has been running a café at St Neots Station for the past ten years. The new Letchworth café is situated in what used to be a disused room on the London-bound platform. The renovations, carried out by local firm A.R.W. Contractors Ltd, were part funded by the Railway Heritage Trust in an effort to restore the grade 2 listed structure to its historical grandeur. Features include the original fireplace and a selection of early 20th Century rail notices on the walls.

The Café was officially opened during a celebration at the station last week by FCC's Customer Service Director, Keith Jipps.

Speaking at the celebrations Keith Jipps said: "The new Rico's Coffee looks fantastic and is certainly a welcome addition to Letchworth Garden City Station. Hassan has a great reputation at St Neots and I am confident that our customers here in Letchworth will appreciate the quality of products and service that Hassan provides."

Hassan Atta commented: "We have only been open for a week and we are already receiving some fantastic feedback from customers. I would like to thank First Capital Connect for all their help and I look forward to working together in Letchworth as well St Neots."

Rico's Coffee offers FCC customers premium gourmet coffee, cold drinks, hot good and snacks. It is open Monday – Saturday, 6am to 6pm.



London Midland says goodbye to class 150 trains at one-day event on 12 November 2011

The introduction of Class 172 trains on Snow Hill lines marks the end of 26-years of service for class 150s trains which have operated across the West Midlands since 1985. To commemorate the occasion London Midland will run a 5 carriage special passenger train around the West Midlands using the prototype 3 car unit 150001 and an another 2 car class 150. The day will start at Birmingham Snow Hill at 0750 and pick up at Smethwick Galton Bridge (0807), Rowley Regis (0812), Stourbridge Junction (0822), Kidderminster (0834), Droitwich Spa (0848) and Worcester Shrub Hill (0900).

Once ticket holders are on-board the special train will depart Worcester Shrub Hill for Birmingham New Street via the 'Lickey Bank' and a diversionary route which is not often used by London Midland services. The train will then go on to Walsall returning into Birmingham New Street and then on to Kidderminster via Soho and Smethwick Galton Junction. On arrival at Kidderminster, the train will join the Severn Valley Railway for a scenic trip to Bridgnorth. On its return, it will then go forward to Stratford-upon-Avon, Leamington Spa before rounding off the day at Worcester Shrub Hill (via Tyseley) by calling at Smethwick Galton Bridge, Rowley Regis, Stourbridge Junction, Kidderminster and Droitwich Spa. London Midland's Wallace Weatherill said: 'The original idea for the event came from our driver and conductor team who have been working with these units since the 1980s. They wanted to recognise the steadfast service the 150s have completed in the Midlands. London Midland will be donating all proceeds to the Railway Children charity which helps vulnerable children in grave circumstances.

This special day will be an opportunity for us and the public to say goodbye to an old friend and raise some cash for a good cause.'All traincrew working on the special train are donating their time to the charity and Network Rail have waived their charges and have allowed access through loops and depots which are not usually travelled through by the public.

£2million spend on winter preparations

ScotRail has revealed details of its £2m plans to better prepare for a severe winter.

The expenditure is on new equipment and initiatives to keep more trains running, improve the flow of 'live' travel information, and enhance station access this winter.

The investment is in direct response to customer feedback and lessons learned in the aftermath of last winter, the worst in 100 years. The train operator has also launched the first of 38 roadshows across Scotland to raise awareness of winter preparedness and to encourage people to take advantage of key sources of information when planning journeys.

The £2million spend includes:

- A UK first – 'power shower' systems, regarded as best practice in Finland, introduced at all maintenance depots to remove snow and ice from the undersides of trains more quickly
- A new design of 'polytunnels,' each 75 metres long, also to de-ice trains faster in a controlled, warm environment
- Significant improvements to the way people can obtain live travel information before their journeys - and at stations, on platforms, and on trains.

The roadshows - running until 25 November - will encourage people to sign up for travel alerts and also highlight 10 options for customers to stay informed.

They are being held in Aberdeen, Ayr, Bathgate, Dundee, Edinburgh, Glasgow, Helensburgh, Inverkeithing, Inverness, Motherwell, Paisley, Perth, and Stirling. The focus on improving live travel information now includes more than 800 ScotRail staff on trains being given smartphones with 'real time' data. Staff at ticket offices will also have more information to keep customers updated on services.

Other improvements include a 'traffic lights' system on the ScotRail website www.scotrail.co.uk to see at a glance which routes are running normally. Customers can register to receive free text alerts and at times of disruption ScotRail's Twitter service will stay open later to help. Wherever possible, any decision to switch to temporary timetables will be announced in advance of forecasts of severe weather. These reduced timetables are designed to provide a more robust service, allowing customers to plan their journeys with more confidence.

ScotRail stressed that prolonged sub-zero temperatures and snow will affect train services but that the actions taken will reduce the impact on customers this winter – and help get back to normal running as quickly as possible.

Steve Montgomery, ScotRail's managing director, said: "Our investment and actions demonstrate a real commitment to our customers and the lessons of last winter. It's all about keeping customers informed and minimising disruption."

Transport Minister Keith Brown said: "Thinking ahead and being prepared for winter at home, on transport networks and within local communities is something everyone can do easily.

"That is why we welcome ScotRail's efforts to place customer information and investment in service resilience at the forefront of their efforts.

"By keeping trains moving and providing better information, the rail industry can minimise disruption while getting people on the move as quickly as possible when it does occur."

Jacqueline Taggart, ScotRail's Director of Customer Services, said: "There is no doubt that services will be disrupted if there is a repeat of the extreme conditions experienced last year. However, we will do all we can to keep people informed and to take care of them."

Network Rail is supporting the roadshows. David Simpson, route managing director, Network Rail Scotland, said: "We are working closely with ScotRail to keep Scotland moving better this winter."

Sheffield's company of Cutlers honoured at train naming ceremony

East Midlands Trains Meridian named 'The Cutlers' Company' • Official naming by first ever female Master Cutler

Sheffield's newly appointed Master Cutler, Pam Liversidge OBE DL, joined East Midlands Trains and representatives from across the city, including a number of previous Master Cutlers, at a special train naming ceremony on Tuesday 18th October at Sheffield station.

The naming of East Midlands Trains' Meridian 222 002 as 'The Cutlers' Company' marks a successful partnership with the city which has resulted in significant improvements to rail links to and from Sheffield, including faster journey times, extra services and fully refurbished trains.

The naming ceremony also provided an opportunity for the train operator to welcome the city's first female Master Cutler to her year in office. East Midlands Trains has developed close links with the Cutlers' Company, and the naming of this train will help to celebrate this collaboration and recognise Sheffield's heritage.

Tim Shoveller, Managing Director of East Midlands Trains, said: "We recognise the significance that good transport links play in economic regeneration and since the start of our franchise we have put a huge focus on improving rail links to and from Sheffield.

"We're therefore excited to be able to mark our successful partnership with the city and hope that the naming of one of our newly refurbished Meridian trains will be a constant reminder of the transport improvements already made in Sheffield, and those still to come."

The Master Cutler, Pam Liversidge OBE DL, added: "Good links and efficient rail travel are important to all of us and particularly to business in the current climate. East Midlands Trains provides efficient and comfortable travel and I am delighted that they are associated with the Company of Cutlers in Hallamshire. It gives me great pleasure that they have named a train 'The Cutlers' Company."

East Midlands Trains is currently investing £6 million to refurbish its fleet of 27 Meridian trains, which operate on services between Sheffield and London. This refurbishment programme is delivering added passenger benefits such as luxury leather seats in First Class, new carpets and seat covers throughout as well as additional luggage space and a new space for buggies.

Since the start of its franchise in 2007, East Midlands Trains has delivered a number of improvements for rail passengers travelling from Sheffield, including:

- Introduction of a second train each hour between Sheffield and London, as the result of a successful partnership with the SYPTE.
- Faster services between Sheffield and London, with the fastest train each hour taking just 2 hours and 7 minutes.
- Continuation of the popular 'Master Cutler service' – the 07.27 service from Sheffield, and the addition of two new named services; the Sheffield Continental and the South Yorkshireman.
- Refurbishment of all trains operating between Sheffield and London, with WiFi now available on all these services.
- Station improvements including the opening of a brand new First Class lounge and refurbishment of all station toilets and waiting areas.
- Introduction of a new on-board menu.

222002 is the fourth refurbished Meridian to be named and 'The Cutlers' Company' nameplate will be seen by thousands of people as the train travels on the main line route to London.

Freightliner launches 'Viridor' Recycling and Recovery Express

Freightliner Heavy Haul Ltd (FHH) have named locomotive 66 597 to commemorate a long-term partnership.

An official unveiling ceremony took place recently at Viridor's recycling and resource recovery facility, at Longley Lane in Manchester to celebrate the landmark partnership between Viridor and FHH for the rail haulage of household waste and Solid Recovered Fuel (SRF) in the Greater Manchester area.

In April 2009, Greater Manchester Waste Disposal Authority (GMWDA) signed a 25 year recycling and waste contract with Viridor Laing (Greater Manchester) Limited (VLGM); a partnership between Viridor and John Laing plc. The £3.8 billion contract is Europe's largest ever waste and renewable energy deal and includes a £631 million construction programme, creating a network of world class facilities to treat Greater Manchester's waste.

A crucial part of the contract is the transport of SRF from the Longley Lane facility to a Combined Heat and Power (CHP) Plant in Runcorn. SRF will be produced at waste treatment plants in Greater Manchester by segregating recyclable material for processing and turning the residue into fuel for use at the Runcorn plant. This plant will produce electricity and steam to replace energy currently generated from non-renewable sources. The FHH partnership with Viridor will last for the duration of the waste and recycling contract.

The movement of waste by rail offers a more environmentally friendly alternative to road. In the last two years alone FHH has moved over 900,000 tonnes of waste for Viridor in the Greater Manchester area. This is equivalent to removing 78,260 lorries from the UK's roads and thus reducing congestion and the associated CO2 emissions.

Mike Hellings, Managing Director, Viridor commented: "The naming of this train marks yet another important milestone in the development of the Greater Manchester recycling and waste contract. By removing vehicles from the roads, as well as maximising resource efficiency across the region, we are ensuring that progress towards high levels of recycling and recovery for Greater Manchester is being kept on track! In Freightliner, we are working with a haulier that provides not only a quality service but delivers the reliability which is required as part of our ambitious plans for recycling and creating green fuel for the future."

Paul Smart, Managing Director, Freightliner Heavy Haul Ltd commented:

"The migration towards Combined Heat and Power is a significant environmental development in which the Greater Manchester recycling and waste contract has invested to provide two distinct benefits - reduction in landfill and production of energy.

Freightliner Heavy Haul is proud that Viridor has selected FHH as their transport partner in delivering this vital service to the residents of Greater Manchester. FHH is also pleased to be associated with the transition from landfill to Combined Heat and Power for the disposal of Greater Manchester's household waste.

The combination of sustainable disposal using sustainable transport is a tribute to the environmental credentials of our customer Viridor.



OOCL saved 38,000 tonnes of CO2 emissions with Freightliner

Freightliner ran a special dedicated OOCL service to mark continued partnership between the two companies. The Southampton bound service ran on October 5th departing Freightliner's Trafford Park Terminal in Manchester at 14.18 hauling 52 OOCL containers.

The service departure followed the contract signing between Mr Peter IP, Managing Director, OOCL UK Branch and Adam Cunliffe, Managing Director, Freightliner Limited for the second 10 year agreement.

During a speech Mr Ip highlighted the environmental benefits of the first unique 10 year contract service between Southampton and Manchester which has saved 38,000 tonnes of CO2 emissions. During the past ten years, OOCL had utilised Freightliner's services, to take more than 320,000 lorries off the roads in the United Kingdom.

Mr Ip commented on the special partnership built on reliability and customer service and presented Freightliner with the OOCL Excellence award in recognition of 10 years outstanding service from the rail freight operator.

OOCL has committed to increase capacity by 50% with daily wagons being linked between the Freightliner terminal at the Port of Southampton serving Freightliner's strategic terminal networks at Birmingham, Leeds and Manchester. The Manchester Trafford Park terminal is the busiest in the United Kingdom, moving in excess of 700 boxes each day. It is a crucial city centre hub for Manchester and the Northwest.

Mr Cunliffe commented on the partnership "Hence we are delighted to have renewed the partnership with OOCL for a second 10 year period. It is a reflection of an aligned partnership – a relationship that is committed to providing a better and more efficient service that will enable both parties to continue to grow notwithstanding the challenges of today's market."



DRS runs trial train for Stobart Rail from Felixstowe to DIRFT2

Direct Rail Services (DRS), the UK's leading rail freight operator has collaborated with Stobart Rail to run a Special rail service from the Port of Felixstowe to the new Stobart Rail facility at Daventry International Rail Freight Terminal (DIRFT 2) on 15th October 2011. This initial trial service was organised at short notice with a significant multi-agency effort between DRS, Stobart Rail, Network Rail and the Port of Felixstowe. The result was a train carrying 24 Stobart Rail Curtain Sided containers distinctively liveried with 'Less CO2 Rail' departing the Port of Felixstowe heading for DIRFT 2.

The Port of Felixstowe is the largest container port in the UK and following the success of this first train it is anticipated that more services could follow in the near future.



Locomotives upgraded for European rail freight services on High Speed 1

DB Schenker Rail (UK) Ltd is to upgrade five Class 92 locomotives for rail freight operations on High Speed 1, as it continues with its plans to introduce regular services on Britain's only European sized railway.

These powerful locomotives, which operate in the UK and the Channel Tunnel, are the only rail freight locomotives currently approved to work on the High Speed 1 rail route.

Special signalling equipment is being installed in each of the five Class 92 locomotives enabling them to work with the new signalling systems on High Speed 1. With one locomotive already fitted with this equipment, this investment will give DB Schenker Rail UK a fleet of six High Speed 1 enabled locomotives providing the capacity needed to operate regular services. DB Schenker Rail UK will introduce regular European sized rail freight services on High Speed 1 this autumn.

Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "This investment provides the locomotive capacity needed to introduce regular European sized rail freight services in the UK. With regular services planned to be introduced by DB Schenker Rail during this autumn, the benefits for businesses to enjoy an enhanced trading corridor to and from the UK is fast becoming a reality."

The work to introduce rail freight services onto High Speed 1 has been supported by the European Commission's Marco Polo programme.

Arriva acquires open access operator Grand Central Railway

Arriva PLC has acquired UK open access operator Grand Central Railway. Tom Clift, Managing Director, Grand Central Railways commented: "Today opens a brand new chapter for Grand Central and for open access operations on Britain's railways."

"The decision by Arriva, one of Europe's largest transport undertakings, to acquire Grand Central is a huge vote of confidence in all our staff who have worked so hard over the last four years to deliver the very highest standards of customer service to the growing numbers of passengers using our routes.

"I will continue to lead Grand Central and will report directly into Bob Holland, MD of Arriva's UK Trains division. Meanwhile Grand Central will remain a self-contained business with its own unique brand and identity. Our headquarters will continue to be based in York."

Statement from Arriva PLC:

Arriva plc has confirmed it has acquired UK open access operator Grand Central Railway which runs passenger train services between Sunderland and London, and between Bradford/Halifax and London.

The acquisition, for an undisclosed amount, adds to Arriva's UK Trains portfolio of the CrossCountry, Arriva Trains Wales and Chiltern Railways franchises, and concessions to operate the Tyne and Wear Metro and (as a joint venture) London Overground operations. Grand Central is an open access operator, it does not receive subsidy from, or pay any premium to the Department for Transport. It operates four direct services between Sunderland and London Kings Cross daily, and three direct services between Bradford/Halifax and London Kings Cross. It provides approximately 700,000 passenger journeys a year.

Bob Holland, Arriva UK Trains managing director, said: "We firmly believe open access will play a valuable part of a balanced portfolio for our UK Trains division alongside our three franchises and concessions operated on London Overground and the Tyne and Wear Metro.

"Bringing Grand Central on board means we have a live open access operation up and running, one which is popular with customers and which we believe we can develop to become a key commercial part of our UK rail operations."

FIRST GREAT WESTERN BREAKS CARDIFF TO LONDON TRAIN SPEED RECORD

First Great Western successfully completed its attempt to break the record for the fastest train journey between Cardiff and London, completing the journey in 1hr 36min 19 sec and beating a record that stood for 23 years.

The special 'capital to capital' non-stop train left Cardiff Central Station at 12.21 and reached London Paddington before just after 1357. This compares to a regular journey time of over two hours from the Welsh capital, and the previous fastest run of 97 minutes 37 seconds set in August 1988. The special non-stop High Speed Train was designed to illustrate future possibilities for journey times between the capital cities, when electrification will mean the Cardiff to London journey could be completed in less than two hours.

The Cardiff Paddington non-stop section is very rare and there are only five examples in the Railway Performance Society archive, with the oldest dating back to 1909. First Great Western Managing Director Mark Hopwood said: "First Great Western prides itself on innovation and thinking about what we can do to improve rail services for our customers. This was an ambitious attempt, and it was great to be able to beat the record time and demonstrate the possibilities for future Cardiff to London travel. "South Wales is a very important market for us and around a third of our High Speed Services service the country. It is not only a significant business hub, but also a fantastic cultural and tourism centre, and we recognise the importance of rail travel to those industries and the wider community."

Secretary of State for Wales, Cheryl Gillan, MP said: "I am delighted to be on board First Great Western's non-stop journey from Cardiff to London today. This special train shows how well connected South Wales is to London and just what a short journey it is between the two Capital cities. "Government is investing nearly £1bn in rail electrification between London and South Wales and this will bring shorter journey times, like that demonstrated by First Great Western today. It will help to bring benefits to business, individuals and families alike. "With our economic policies we are determined to reduce red tape to make it quicker and easier for business to invest and to tap in to Wales' skilled and qualified workforce. We are also helping businesses in Wales access opportunities in other UK and overseas markets. "I want to ensure that visitors and investors know what a great place Wales is socially, culturally and economically and how accessible it is to business. Travelling between London and Cardiff in under two hours is an excellent way to signify this"

Northern Celebrates Rainhill Anniversary

On October 6th, Network Rail, Northern and Merseyrail celebrated the 182nd Anniversary of the Rainhill trials with refreshments for passengers and placing a headboard on Class 156 441.

Photos: © Dave Harris





RAIL BRIDGE IMAGE TAY-KES TOP PRIZE IN NATIONAL PHOTOGRAPHY COMPETITION

Beautiful shot of a train passing over the Tay bridge in Dundee at dusk wins Network Rail prize at the Landscape Photographer of the Year competition

A stunning photograph of the Tay rail bridge at dusk has scooped the Network Rail 'Lines in the Landscape' special award at the Landscape Photographer of the Year Awards 2011.

The photograph, taken by Shahbaz Majeed from Dundee, was deemed the very best image of the national rail network from around 500 entries, by renowned landscape photographer and competition organiser, Charlie Waite. Mr Majeed wins a weekend break and a guided tour of the Severn Rail Tunnel's Sudbrook Pumping Station, including travelling down the 180ft lift shaft to the complex of underground culverts, sub-tunnels where you can safely observe the trains as they pass.

Shahbaz explained how he took the photograph: "I shot this on the last day of December, hoping to get a great final image to end the year on that showed one of Dundee's two bridges. I could see that the sunset was going to be good behind the rail bridge and decided on this composition. I just waited for a train to pass and adjusted the exposure to get the train in motion exactly where I wanted it and everything just came together as planned. As soon as I released the shutter, the smile on my face said it all."

Commenting on his winning choice, Charlie Waite said: "It was a delight to be the judge for the Network Rail Award again this year. Our railways have always been very close to my heart and, over the last few years, I have personally made the decision to travel by train, rather than car, whenever I can.

"The juxtaposition of the rail infrastructure with the surrounding landscape presents a myriad of photographic opportunities and it was good to see many of them realised so well this year. My congratulations go to Shahbaz, whose image, reminiscent of W H Auden's Night Train, captures the essence of drama and speed and helps to reinforce how important the rail network is for us all."

David Higgins, Network Rail chief executive said, "Network Rail has so many stunning structures that stretch across our land and waters, helping to create beautiful views such as this, which inspire so many to capture them every year. "Network Rail has the special duty of protecting and promoting our historic network as well as building a modern railway for the 21st century. Travelling by rail is becoming ever more popular, and we hope that, through this competition, even more people will recognise its importance to Britain today."

The image will be showcased along with more than 100 of the very best images from this year's competition at a free exhibition at The National Theatre on the Southbank in London from 5 December 2011. For the first time, the nine runners up from the 'Lines in the Landscape' category will also feature in the awards book, Landscape Photographer of the Year Collection 5, by AA Publishing. Images from across the British Isles including North Wales, London, the Scottish Highlands and the West Midlands illustrate the very best of the rail network and the landscape around it.

Last year's Young Photographer of the Year, Taliesin Coombes, picked up a 2011 commendation for the Network Rail 'Lines in the Landscape' section. Two photographs of the railway network taken by his father Robin were also commended for the same award.

The overall winner of the Landscape Photographer of the Year 2011 was Robert Fulton from North Lanarkshire with his remarkable image of a winter field in Stirlingshire, Scotland. His picture was chosen by the judges from the thousands of entries that showcased the richly diverse landscape of the UK. Robert wins the top prize of £10,000.

View from the Outside

I have just finished my 2750 word essay for my managing people module so I thought I would write this article before I get started on my next one....and before I do an ICT online test, my accounting and finance reading and questions and continue with my organisational insights research....until then, you're stuck reading this because Andy keeps nagging me to write an article because apparently people read it....I am not too sure I believe that because surely if people did I might get fan mail.....hint.

Anyway this month Andy and I went in his little red fiat 500 and drove to East Lancs railway and we saw some trains and he took some pictures (remember this is from the perspective of an outsider!) You, as insiders may view this differently and say we photographed a 123 class 54.....I just made that up but you will surely know the correct terminology. The highlight of my day was when someone ripped their trousers (I won't embarrass them by naming names)....actually the pub dinner of vegetarian lasagne for me was the highlight, the ripped trousers was probably just the funniest part of the day. Great, now I'm hungry.....

Moving on, we saw a man at East Lancs with a dog with him as he was taking photos which makes me want a dog to take with me when I go with Andy to take photos of trains....we also saw a welsh man but he was minus his two other welsh friends who I was disappointed to not see (you know who you all are!) I have run out of ideas of what to write because my brain is fogged from the essays I am writing at university which are not about trains so I could tell you about attitudes to work but I don't want to bore you before you read the rest of the magazine. Until next month, have a great time training out there. Don't get run over or anything. Also I would recommend the pub at East Lancs railway called the cow something or other...it has great puddings but unfortunately I couldn't try them because Andy gave me an ultimatum. Primark or pudding.

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

A exquisite trip on First Hull Trains

Passengers on board recent First Hull Trains services to and from London were treated to a little bit of luxury in the form of elevenses and afternoon tea, courtesy of on board supplier, Exquisite Handmade Cakes.

Passengers on the 10.30 from Hull to London and the 15.48 from London King's Cross, were surprised with a sample selection of cakes, perfectly timed to fill that gap between breakfast and lunch and the mid-afternoon munchies.

The Leeds-based cake company's products are one of several local products stocked by the Hull-based rail operating company and are currently stocked in first class and in the restaurant cart on-board all First Hull Trains services between Hull and London. Tomasz Borowiec, from Exquisite Handmade Cakes, said: "I am delighted to be here today to share Exquisite Handmade Cakes' products with the passengers of First Hull Trains. We pride ourselves on the fact that we hand make all our products to the highest standard, ensuring quality products with a truly delicious taste. Exquisite Handmade Cakes are the perfect opportunity for passengers to indulge in a spot of elevenses and afternoon tea, to make their journey on First Hull Trains even more pleasant."

David Townend, sales and marketing manager at First Hull Trains, said: "First Hull Trains is committed to serving local products on board its services. It is essential to support local producers and suppliers to ensure that the local economy continues to grow and develop"



WORK BEGINS TO CREATE WORLD'S LARGEST SOLAR BRIDGE AT BLACKFRIARS

The new Blackfriars station – which is being built on a bridge spanning the River Thames – is on its way to becoming the world's largest solar bridge after work started to install over 4,400 solar photovoltaic (PV) panels.

The Victorian bridge, built in 1886, is the foundation for the new Blackfriars station, which is being upgraded by Network Rail to cater for more passengers and an improved train service. A new roof, added to the historic structure, will incorporate over 6,000m² of PV panels, creating the biggest solar array in London.

The solar panels will generate an estimated 900,000kWh of electricity every year, providing 50% of the station's energy and reducing CO₂ emissions by an estimated 511 tonnes per year. In addition to solar panels, other energy saving measures at the new station will include rain harvesting systems and sun pipes for natural lighting.

The Blackfriars upgrade is part of the Thameslink programme, which will see longer trains running on the route from Bedford to Brighton through London. Once the upgrade is complete, up to 24 trains per hour will be able to run on the central London section of the route, meaning more seats for commuters.

Lindsay Vamplew, Network Rail's project director for Blackfriars, said: "We're creating a spacious, modern station and delivering a vastly improved train service for passengers, while at the same time installing London's largest solar array to make Blackfriars more environmentally-friendly and sustainable.

"The Victorian rail bridge at Blackfriars is part of our railway history. Constructed in the age of steam, we're bringing it bang up to date with twenty first century solar technology to create an iconic station for the city."

The company behind the solar engineering and installation is London-based Solarcentury, which worked with engineers Jacobs to incorporate solar PV into the station design. The high-efficiency solar modules used are manufactured by SANYO Electric Co. Ltd.

Derry Newman, chief executive, Solarcentury, said: "It's fantastic to see this project finally come to fruition. Blackfriars Bridge is an ideal location for solar; a new, iconic large roof space, right in the heart of London.

"Station buildings and bridges are fixed parts of our urban landscape and it is great to see that this one will be generating renewable energy every day into the future. Unknown to most, there are many hundreds of buildings now powered by solar in the capital as investment in this technology increases. For people to see that solar power is working is a vital step towards a clean energy future."

Mr. Shigeki Komatsu, solar division director of SANYO Component Europe GmbH, commented: "SANYO is very proud to have its HIT solar modules used in the redevelopment of Blackfriars Station. The high efficiency of our solar modules makes them ideal for structures where maximum power generation is required from an area where load must be considered.

"With our solar modules on this well known London landmark, SANYO hopes to raise awareness and understanding of solar and other renewable energy technologies, demonstrating how they can both help the city environment and minimise the onset of climate change."



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.

Many thanks again this month for some excellent suggestions, I really am being spoilt for choice at the moment, but please don't stop. I do enjoy reading them all and I promise that I will try to visit as many as I can myself.

This month's report comes from Bill Mahoney who went to Dorridge station and found a new cafe. He writes:

The Station Cafe is now open at Dorridge. The building used to be the local branch of the HSBC bank. After its closure, the whole building was refurbished and has now emerged as the cafe and bar. The interior is very stylish and has comfy sofas as well as tables and chairs etc.

Downstairs in the old vault, is a dining area suitable for about 9 people. This lower area will be available for hiring by anyone wanting a meeting or small party of guests, like family or friends.

The cafe provides take-away food and drink, like the bacon sandwiches we took with us on a recent run to the South Coast from here.

Well worth a visit if you are either catching a train from there or as a visitor to the station which sees a lot of general passenger and freight traffic including the London Midland trains new Class 172 turbostars. They have a clock on the wall from Birmingham Snow Hill Station. It's not working yet but they are going to get it repaired, it hangs behind the counter/bar.



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

DRS launches a unique high-cube rail service from Teesport

Direct Rail Services (DRS) has launched a revolutionary new service from PD Ports' Teesport container terminal utilising a unique wagon that can transport high-cube boxes to areas of the UK previously inaccessible by rail.

The five-days-a-week service was launched on 10 October and operates between Teesport's rail head at its fast growing container terminal in the UK north east and the Stobart Group's Widnes Intermodal Rail Depot.

It operates using ultra-low wagons, named 'SuperLow 45' and manufactured by WH Davis, that are capable of carrying high-cube containers over non-gauge enhanced and height restricted routes, opening up almost the entire UK rail network to the larger boxes.

Previously, high-cube containers, which measure 9'6" in height compared with the standard 8'6", could be transported to such a wide area of the country by road only because of low bridges, tunnels and railway stations. The service was initially set up to cater for containers being transported by logistics company P&O Ferrymasters, but it will also carry other customers' traffic. Sarka Oldham, DRS Head of Business Development, says: "As a leading rail freight operator in the UK, this new service demonstrates DRS's ability to deliver innovative rail solutions to meet our customers' needs as well as offering both economical and environmental benefits.

"The utilisation of the Super Low 45 wagons is the first of its kind and we are delighted to be working with Teesport and P&O Ferrymasters to spearhead this cross country rail service."

David Robinson, PD Ports Group CEO, says: "We're delighted that the first rail service using these unique wagons will operate from our Teesport facility.

"High-cube containers enable customers to reduce their environmental impact and increase cost efficiencies thanks to the economies of scale offered by rail over road and the extra capacity offered by these larger containers compared with standard boxes."

Previously, the containers transported by P&O Ferrymasters on the new service were moved by road.

P&O Ferrymasters' Director Asset Divisions Wim Blomme says: "Our main drive for this modal shift has been the continuous search to reduce our carbon footprint in the UK, and to provide our customers with sustainable environmental friendly solutions.

"This project was initiated over two years ago and required a substantial investment from DRS in order to provide a technical solution for the carriage of our 9'6" palletwide containers on the Victorian rail network.

"We are glad they have made the decision by purchasing the special designed low-liner wagons, which enable us to transfer many thousand road movements from Teesport into Widnes.

"P&O Ferries operate daily* sailings between Zeebrugge and Europoort into Teesport, an ideal connection between European short-sea ports and the north east, offering a unique UK intermodal solution into the north-west of England".

The service is capable of carrying up to 32 containers on each transport.

Regions now open to high-cube containers by rail from Teesport thanks to the wagon include north Wales, south Wales, south-west England, northern Scotland and the west Highlands.

The service is the second new rail operation launched from Teesport's rail terminal in recent months, after logistics company WH Malcolm and DRS started a new link between Teesport and Scotland.

PD Ports has experienced significant growth in recent years. Teesport's container terminals saw volumes increase by 45% in 2010 and capacity is currently being expanded from 235,000 to 450,000 TEU (twenty foot equivalent unit), the standard measurement for sea containers. The company's overall strategy is to expand port wide capacity to at least 650,000 TEU.

* P&O Ferries operates five services per week between Teesport and Zeebrugge and three between Teesport and Europoort



A Different View

On October 16th, a First Transpennine Express Class 185 speeds passed the gate box at Howsham with a Scarborough - Liverpool service. [Class47](#)

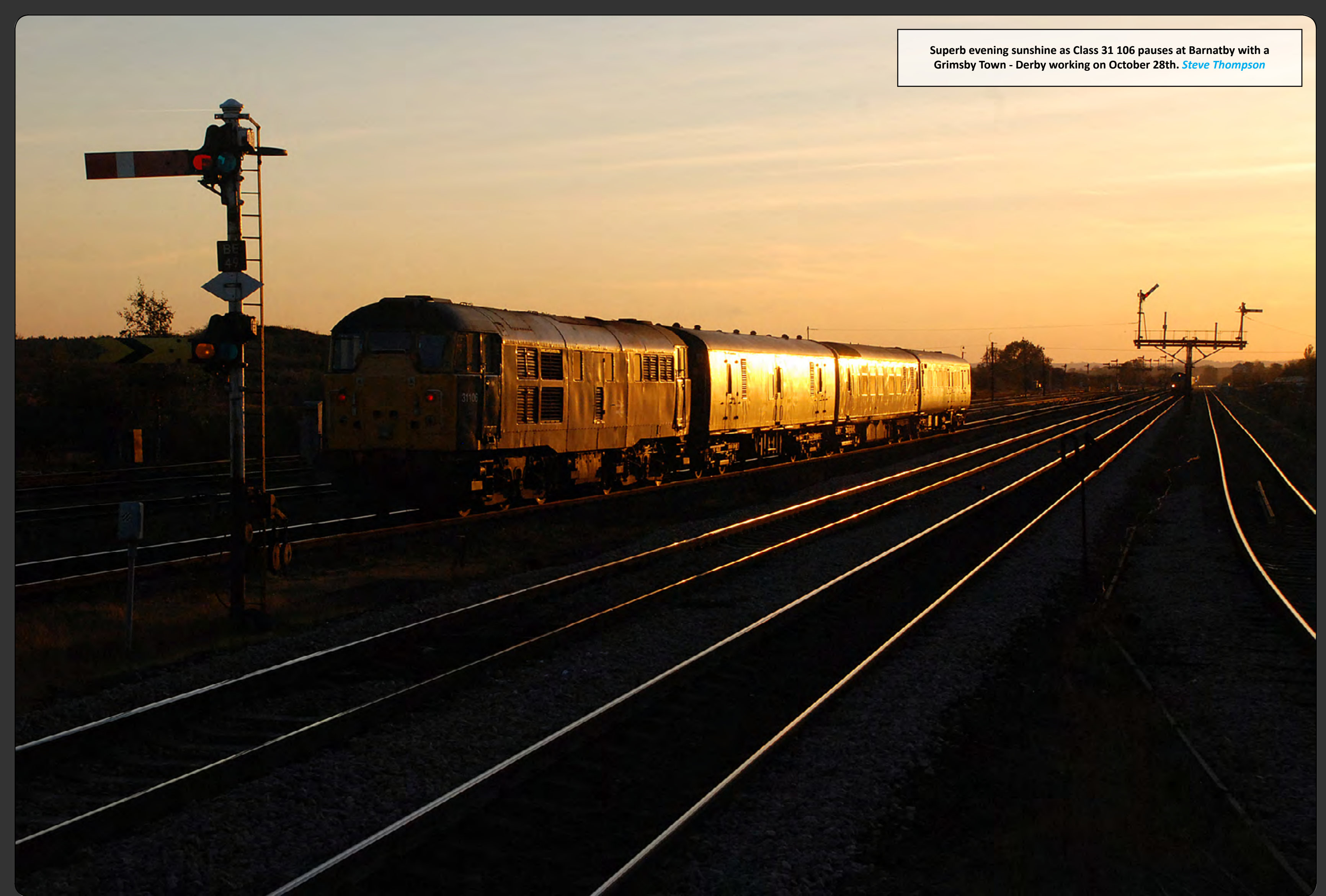


GWR Pannier Tank loco No. 6619 is seen speeding along at the Embassy and Bolton Abbey Railway line in the rain. The use of Tilt-Shift certainly makes this look like a model. [Colin Irwin](#)

Training the young train spotter - perhaps now he will exchange the digger for Thomas!. A rush down the platform to see Great Western No. 4936 "Kinlet Hall" at the Nene Valley. [John Martin](#)



Superb evening sunshine as Class 31 106 pauses at Barnatby with a
Grimsby Town - Derby working on October 28th. [Steve Thompson](#)



Severn Valley Railway



Severn Valley Railway's 2011 Diesel Gala
Class 31 No. D5613 (31 190) stands at Bridgnorth on
October 8th. [Jon Jebb](#)



Above: Class 11 No. 12099 leads Class 08 No. D3022 departing Kidderminster with a local service to Bewdley on October 6th. [Richard Hargreaves](#)
Below: Class 50 031 runs light engine through Bewdley on October 6th. [Richard Hargreaves](#)



Above: Class 52 No. D1062 "Western Courier" approaches Bewdley with a service for Kidderminster. [Dave Harris](#)
Below: Class 20 No. D8188 heads a local service to Kidderminster on October 6th. [Phil Martin](#)



Class 108 DMU Nos. 50933, 59250 and 52064
are seen departing Kidderminster with a Bewdley working
on October 6th. [Richard Hargreaves](#)





Above: Class 14 No. D9520 leads Class 25 No. D7612 out of Kidderminster on October 6th. [Richard Hargreaves](#)
Below: Class 08 No. D3201 (08 133) is seen on display at Kidderminster station. [Richard Hargreaves](#)



Above: Class 40 No. D306 looks superb as it enters Bewdley on October 6th. [Phil Martin](#)
Below: Warship Class 42 No. D821 "Greyhound" shunts stock at Kidderminster on October 8th. [Dave Harris](#)



Class 52 No. D1062 "Western Courier" heads a Bridgnorth - Kidderminster service through Highley on October 7th. [Richard Hargreaves](#)



Class 25 No. D7612 approaches Highley with a working from Kidderminster on October 7th. [Richard Hargreaves](#)



Class 50 049 heads the 17.10 departure from Kidderminster heading for Bridgnorth on October 7th. [Phil Martin](#)



Pontypool and Blaenavon

Diesel Gala

Class 31 No. D5627 (31 203) is seen at the newly opened Big Pit on October 15th. [Lewis Mitchell](#)





Class 37 219 and 37 216 head into the sunshine at Furnace Sidings on October 15th. Class 73 128 can be seen on the rear of the train. [Lewis Mitchell](#)

East Lancashire Railway

Deltic Gathering
Class 55 No. D9009 "Alycidon" passes Class 40 No. D335
at Ramsbottom on October 15th. [Jon Jebb](#)



Performing the local duties during the Deltic Gathering event was recently returned to traffic Class 40 No. D335. [Jon Jebb](#)



Above: Class 55 No. D9009 "Alycidon" heads past Burrs with a Heywood bound service. [Andy](#)
Below: Heading in the opposite direction, towards Rawtenstall, is Class 55 No. D9016 "Gordon Highlander" [Andy](#)





Above: Class 55 No. D9016 "Gordon Highlander" approaches Irwell Vale on October 15th. [Alan Naylor](#)
Below: The NRM's Class 55 002 "KOYLI" is seen heading through Burrs with a Bury - Rawtenstall working. [Carl Grocott](#)



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!



With sunlight fading, Class 40 No. D335 is seen heading through the Lancashire countryside with the final Bury - Ramsbottom local service of the day, October 15th. [Carl Grocott](#)

On October 16th, Class 55 022 “Royal Scots Grey” returns to Bury from Rawtenstall with a service for Heywood. *CJ Sutcliffe*



Class 55 019 “Royal Highland Fusilier” smokes out the park as she climbs up towards Summerseat with a service to Rawtenstall on October 16th. *CJ Sutcliffe*





Above: Class 40 No. D335 heads towards Bury with the last shuttle service of the day through Burrs Country Park on October 16th. [CJ Sutcliffe](#)
Below: Class 55 022 "Royal Scots Grey" stands next to 55 019 "Royal Highland Fusilier" at Ramsbottom on October 15th. [Brian Battersby](#)



**BRITAINS MOST
POWERFUL
TRAIN EVER!!**



The 19.25 Bury to Rawtenstall service at the East Lancashire Railway's 50th Year of the Deltics gathering on October 15th saw the operation of Britain's most powerful train ever!!

The train was hauled by 5 iconic 'Deltic' diesel locomotives, lead by the 1st of 22 of the type built 55 022 'Royal Scots Grey', with Class mates 55 019 'Royal Highland Fusilier', 55 022 'Kings Own Yorkshire Light Infantry', D9009 'Alycidon' and D9016 'Gordon Highlander' all powering the train. The locomotives were built by English Electric at the Vulcan Foundry, Newton-Le-Willows, Lancashire and powered by Twin 18 Cylinder Napier Deltic Engines, giving a power output of 3,300 Horse Power.

When introduced to service in 1961, the type were the most powerful locomotives in the world. They remained the most powerful diesel locomotive in Britain right up until the withdrawal of the Class from British Rail service in January 1982.

Following research by Pip Dunn, editor of Railways Illustrated magazine, the current known record in Britain for the most powerful train was a 16 Car 'Voyager' type multiple unit with an output of 12,000hp and the most powerful locomotive hauled train was 4 Class 50's with a power of 10,800hp. Unfortunately D9016 'Gordon Highlander' currently only has one operational engine, reducing it to 1650hp, but the combined locomotive power hauling the 6 Passenger Carrying Coaches was 14,850 Horse Power, considerably breaking the current record!!!!

Details of all 5 operational Deltic locomotives and their owners can be found at www.royalscotsgrey.com , www.thedps.co.uk and www.55002koyli.com

Photo: All five of the locomotives are seen travelling from Shildon to the East Lancashire Railway, passing Horbury, near Wakefield on Tuesday 11th October. © Mark Allatt



Nene Valley Railway

Autumn Diesel Gala
A rare opportunity to see on static display Class 14 No. D9518 (NCB No. 7) brought the crowds to Wansford on October 1st.
Richard Hargreaves





Another attraction for enthusiasts at the gala was the chance for some rare passenger mileage behind Class 08 622. [Class47](#)



Class 20 107 crosses the River Nene as it heads into Wansford on October 1st with a service from Peterborough. [Class47](#)



Above: Class 37 503 heads light engine across the River Nene at Wansford in preparation for working a Peterborough bound service. [Class47](#)

Below: Class 20 107 passes through Ailsworth with 2E47 11.22 Wansford - Peterborough on October 2nd. [Steve Madden](#)



Class 33 No. D6586 is seen working the 12:02 Wansford to Peterborough at Ailsworth on October 2nd. [Steve Madden](#)



Severn Valley Railway

Caledonian Railway 0-6-0 tender loco, No. 828
is seen arriving into Bridgnorth on October 9th. [Richard Hargreaves](#)



Class 25 No. D7612 which was visiting the Severn Valley Railway for the Diesel Gala, was in use again on the line later in October. Seen here departing Bridgnorth. [Richard Hargreaves](#)



SPOOKY STORIES ON BOARD TRAINS THAT GO SHUNT IN THE NIGHT!

The Great Central Railway rolled out ghoulish Ghost trains on two days at Halloween and challenging the young and young at heart to ride them if they dare! There are some famous ghosts at the Great Central and real spooky stories provided the inspiration to terrify travellers this year.

“Our Ghost trains have become incredibly popular,” said GCR Marketing Manager Kate Tilley, “so we turned up the chills this year with family trains on Sunday 30th of October and then a special fright night on Halloween itself. Passengers got to pick how scared they wanted to be! We were drawing on the real ghostly legends that have grown up around the railway...!”

On Sunday 30th October: Trains departed from Loughborough Central at 11.15am, 2pm, 3.15pm and 4.45pm all bound for Leicester North. There were ghost stories on board and free sweets for dressed up little ‘treaters’. At Loughborough station there were real owls and creepy crawlies to meet. At Quorn station there was free face painting at the brand new Butler Henderson bistro.

On Monday 31st October: The fright night trains were spookier still. At Loughborough passengers had to dodge the terrifying locomotive driver from 1842 to get to the platforms. The trains then clanked off into the Leicestershire twilight at 6pm, 6.50pm, 7.40pm and headed to Rothley - and then a scarier extended journey to Leicester North departed at 8.30pm with complimentary alcoholic punch served on board!



NRM Shildon

The coming together of all surviving Deltics at the NRM in Shildon was an excellent event in October. All six remaining production locomotives were on display along with the prototype Deltic. [Martin Hart](#)





Above: A rare outing for the DPS's Class 55 015 "Tulyar" which is still undergoing a major overhaul. [Alan Usher](#)
 Below: A trio of Deltics as Class 55 No. 9016 stands alongside the original "Deltic" prototype and No. D9009 at the Deltic 50 event at the NRM Shildon on October 7th. [Alan Usher](#)



Above: All in Blue as Deltics 55 019, 55 002, Deltic and 55 022 pose together at Shildon. [Alan Usher](#)
 Below: Class 55 022 hauls D9016, 55 002, D9009 and 55 019 through Burtree on October 6th. This convoy was on the way to the NRM at Shildon. D9015 was transported by road. [Alan Usher](#)



East Lancashire Railway

Autumn Steam Gala
LNWR "Super D" Class G2, No. 49395 is seen at Irwell Vale with a Bury -
Rawtenstall working on October 22nd. [Alan Naylor](#)



Gothenburg 32 is in a questionable shade of blue as it is seen departing Bury with the freight during the ELR's autumn steam gala. [Colin Irwin](#)



Above: Class 5MT 4-6-0 No. 45231 pauses at Irwell Vale on October 22nd. [Alan Naylor](#)
Below: LMS Stanier Class 5MT 4-6-0 "Black Five" No. 45231 "Sherwood Forester", seen here on a Rawtenstall service passing through an avenue of trees between Summerseat and Burrs Park. [CJ Sutcliffe](#)



BR Standard 4 2-6-4T No. 80080 leads LNWR "Super D"
0-8-0 No. 49395 on the final down service of the day to
Rawtenstall. [CJ Sutcliffe](#)



Above: On what is possibly the cutest triple header known to man, Peckett and Sons 0-4-0ST No. 1370 "May"
leads No. 32 "Gothenburg" and No. 132 "Sapper" on a service to Rawtenstall from Bury Bolton Street. [CJ Sutcliffe](#)
Below: LNWR "Super D" Class G2, No. 49395 approaches Summerseat. [Colin Irwin](#)



Keighley and Worth Valley

Autumn Steam Gala
GWR No. 2807 heads through the countryside at Oxenhope during the KWVR
Steam Gala on October 7th. [Colin Irwin](#)





Above: Visiting from the Gloucester and Warwickshire Railway, GWR 2800 class No. 2807 climbs out of Haworth station on October 7th. [Ben Bucki](#)

Below: LMS Black Five 5MT 4-6-0 No. 45212 climbs through Haworth Fields on a service to Oxenhope. [CJ Sutcliffe](#)



Resident Black 5 No. 45212 on one of her last runs before withdrawal for overhaul prepares to depart Ingrow West station with an evening service on October 8th. [Ben Bucki](#)



Above: Visiting GWR heavy freight loco No. 2807 climbs through the woods between Haworth and Oxenhope station, on the Keighley and Worth Valley Railway, October 7th. [Ben Bucki](#)
Below: Recently-overhauled BR Class 4F No. 43924 arrives into Oxenhope station on October 7th. [Ben Bucki](#)



Lancashire & Yorkshire Class 25 0-6-0 No. 957 leads the vintage L&Y carriage set up towards Mytholmes Tunnel on a service from Keighley to Oxenhope on October 8th. [CJ Sutcliffe](#)



In typical Keighley weather, LMS Black Five 5MT 4-6-0
No. 45212 and GWR No. 2807 depart Keighley
on October 9th. [Colin Irwin](#)



Above: On October 9th, 0-6-0 side tank engine "Nunlow" stands at Keighley with a freight working. This loco was built local to here by Hudswell Clarke & Co Ltd in Leeds. [Colin Irwin](#)
Below: LMS Black Five 5MT 4-6-0 No. 45212 is seen at Oxenhope on October 7th. [Colin Irwin](#)

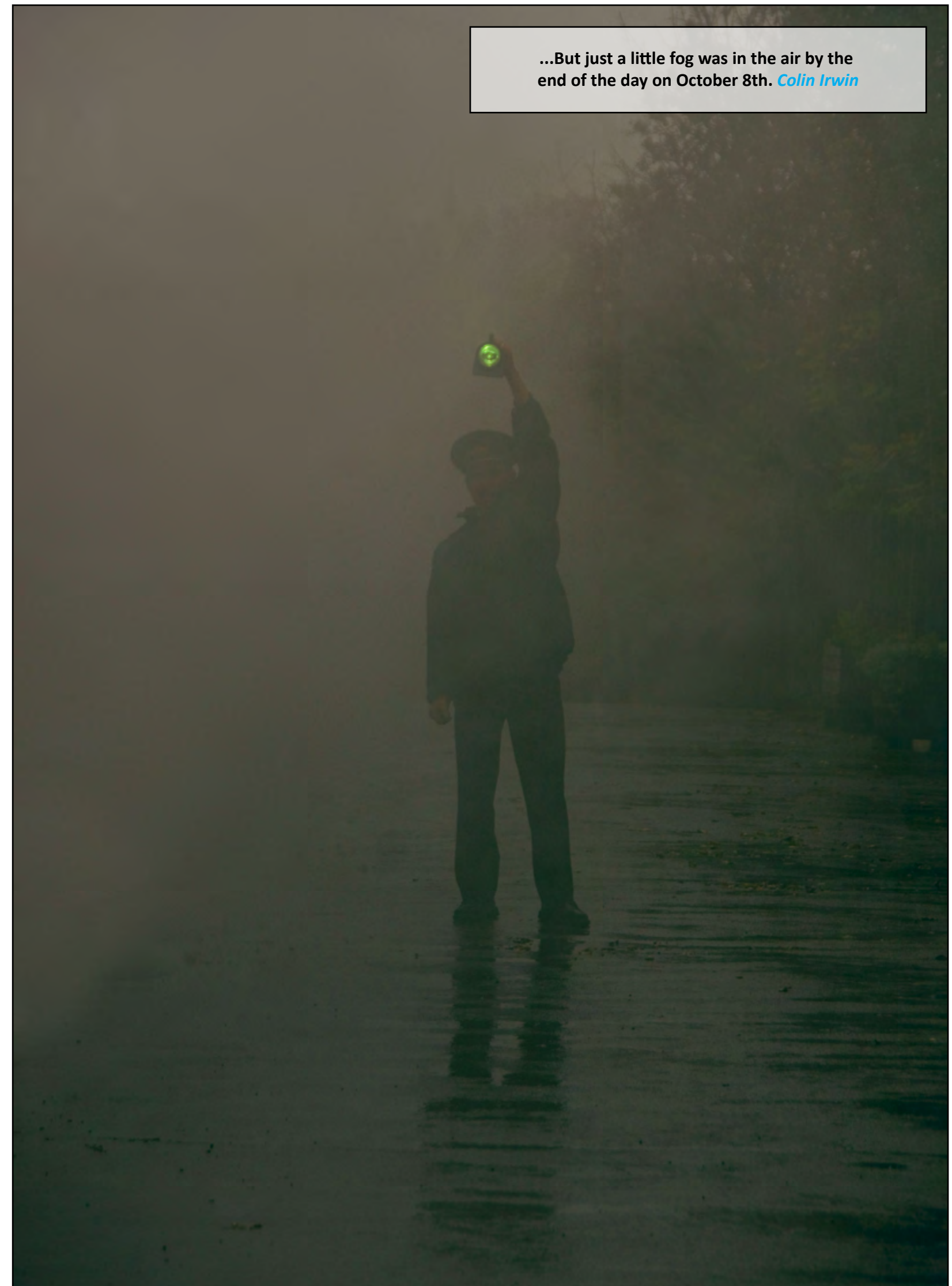


Embsay and Bolton Abbey



October 7th and the sun shines, it could be a rather nice weekend... [Colin Irwin](#)

...But just a little fog was in the air by the end of the day on October 8th. [Colin Irwin](#)



Great Central Railway



Above: Southern No. 30777 "Sir Lamiel" leads the 12.10 Travelling Post Office at Woodthorpe. [Derek Elston](#)
Below: Bulleid West Country pacific loco No. 34007 "Wadebridge" heads the 12.20 Loughborough to Leicester North at Woodthorpe. [Derek Elston](#)



Above: Somerset & Dorset 7F No. 88 heads the windcutter at Kinchley Lane on October 9th, with the 13.50 freight service from Loughborough. [Derek Elston](#)
Below: BR Class 3F 0-6-0T No. 47406 is seen working the 11.52 from Swithland Sidings at Woodthorpe. [Derek Elston](#)





LMS 5P No. 8624 leads a rake of Mineral wagons passing
Kinchley Lane on October 9th. [Derek Elston](#)

Bluebell Railway

"C" Class 0-6-0 No. 592 is seen arriving into Sheffield Park station with a wedding special on September 16th. [Alan Naylor](#)



SE&CR Trio at Horsted Keynes as "C" Class No. 592 sits in platform two with the Vintage goods whilst P's No. 178 "Nettle" and No. 323 "Bluebell" head the 16:00 service to Kingscote on October 8th. [Nathan Gibson](#)



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Kent and East Sussex Rly

USA class No. 65 (30065) is seen at at Bodiam station
on September 15th. [Alan Naylor](#)



Class 56 053 heads down onto the Great Western main line at Acton whilst Class 47 547 head west with a service from London Paddington in 1989.

Chris Morrison

From the Archives





Above: On 26th September 1976, Class 52 No. D1013 "Western Ranger" worked a special train from London Paddington to Hereford and returning via the Lickey Incline. Here the special train is seen at Hereford shortly to depart. The Class 52s were nearly to the end of their working life on the Western Region and this was one of many tours to mark their withdrawal. [David Mead](#)

Below: Class 50 033 and 50 007 head through Tamworth on October 30th 1993 with "The Merseyman" charter. [Paul Godding](#)



Above: Class 66 170 heads an MGR through Milford Jct. on September 11th 2001. [Paul Godding](#)
Below: Class 33 063 is seen coupled to the Hither Green Load Bank on July 9th 1983. [Derek Elston](#)





Above: Newly delivered Class 142 042 stands at Newton Heath depot. [Derek Elston](#)
 Below: Class 31 433 heads through Bletchley in February 1992 with an engineers train. [Pete Cheshire](#)



Above: On Sunday 20th August 1967, 2-BIL units Nos. 2062/56 & 2139 arrive at Ford with the 16.06 London Victoria – Bognor Regis service. They were built in the 1930's in four batches and were designated for stopping trains to include Brighton to Portsmouth Harbour. However, they were often used for services to and from London Victoria. 2-BIL meant that they were bi-lavatory stock, ie each set had two lavatories. [David Mead](#)
 Below: An unknown Class 86 speeds through Bescot in March 1993. [Pete Cheshire](#)





Above: Class 47 359, 47 190, 47 378, and 47 222 are all seen being cut at CF Booths on March 20th 2003. [Paul Godding](#)
Below: Network SouthEast DMU set L408 heads through Redhill in October 1992 with a Gatwick Airport service. [Pete Cheshire](#)



Above: A pair of Class 45s are seen on the stops at St. Pancras station in 1978. [Derek Elston](#)
Below: Class 37 422 departs Spean Bridge heading for Fort William. Date unknown. [Derek Elston](#)





Above: Class 31 459 and 31 128 are seen at Tyseley on April 15th 2000. [Paul Godding](#)
Below: BRT liveried Class 20 087 and 20 075 head through Stafford on February 8th 1997. [Paul Godding](#)

Above: Class 56 049, 56 052, 56 053 and 56 054 are all seen in various states of construction at Doncaster, on June 18th 1978. [Derek Elston](#)
Below: Class 47 537 is seen at Exeter St. Davids with a Cross Country working, date unknown. [Derek Elston](#)



Met-Cam prototype Class 151 002 is seen on the 1245 Birmingham New Street - Kidderminster working on February 11th 1986, passing Smetwick West Junction signal box. The train was on a week long trial on the route. Train and box have long gone. The line in the foreground (now double track) leads to Smetwick Galton Bridge 100 yards to the left. [Chris Morrison](#)



The Back Page

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

A photograph taken from the remains of a bridge that once took the LNWR's Coalport branch over the Great Western's line from Madeley Junction to Coalbrookdale, near the site of the Madeley Court station. Freightliner's Class 70 003 rolls the 6G07 Liverpool BT - Ironbridge Power Station laden coal train along what is now the Ironbridge branch, between Tweedale and Brookside on October 4th. [Gary S. Smith](#)

