

Railtalk

Magazine

Issue 19
April 2008

ISSN 1756-5030

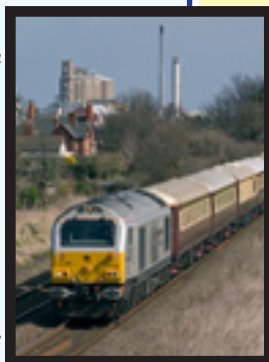


Silver Skip does all the work

Front cover

After working all week on the Wrexham driver training runs you'd think that it would get a weekend off. However, that was not the case and this is 67 029 (could it be that this is the only one that works?) working the 1Z57 Cardiff - Chester passed Walcott on the 22nd March.

Carl Grocott



Contents

- Pg 2 - Welcome
- Pg 3 - Charter Scene
- Pg 11 - Pictures
- Pg 29 - Rob's Rail Review
- Pg 30 - On Location
- Pg 31 - The Nosh Report
- Pg 32 - Rail Operator News
- Pg 39 - Pictures with a Different View
- Pg 41 - Preserved Railways
- Pg 47 - International
- Pg 49 - From the Archives

Submissions

Please give a brief description, your name and the date. Pictures and news can be entered through the forum, or by email us at

entries@railtalk.net

When is it published

Railtalk Magazine is published on the last Sunday of each month.

More information can be found by visiting Railtalk forums.

© Railtalk

From The Editor

Welcome to issue 19 of Railtalk Magazine, we aim to bring you all the latest pictures and news, every month, but we do need your help, please send us your pictures and news and we'll try to include as many as possible.

After a shaky start for Grand Central, the future seemed brighter, they had just changed their ticketing structure, so that passenger could use railcards. Then disaster struck, when one of their power cars, developed a siezed gearbox whilst travelling through Newark, causing cancellations to services on two consecutive days and report of delays of over 800 mins. Power car 43065 had to be dumped at Newark for several days whilst road transport could be obtained, this is the second time 43065 has gotten into trouble for Grand Central and we hope it will not be their curse. With "new" power car 43123 now in traffic to replace 43065, I hope that Grand Central's problems are coming to the end, and they can get back to running a great service.

This month, saw Railtalk attend the AGM for the Class 58 Loco Group, which was held at Doncaster Works. We support all the work done by the Group, and I'm sure that in a few years time they will have a loco to run at events across the country. We have set the group a challenge to see if they could come to us with "58 reasons for saving a 58". The group are working hard, and we hope that we will see the completed list in the next issue of the magazine. If you have a passion for the Class 58's, want to add to the 58 reasons list, or join the group, the details you need are on page 46 of this issue.

Carl Grocott has put together a great DVD, "Best of 2007". This is a great DVD with a variety of loco's and workings.

For further details of how you can get hold of this for only £3.50 inc post and packing, send an email to:

advertising@railtalk.org.uk, and we'll let you know more.

As always I would like to say thanks to everyone who is involved with the magazine, but especially to everyone who send us the wonderful pictures, that make the magazine enjoyable to read. Special thanks to Jonathan McGurk, who has inundated us with pictures this month.

Many Thanks this month to:

Richard Hargreaves, Jon Jebb, Ian Furness, Carl Grocott, David Dawson, Jonathan McGurk, Dave Harris, Derek Elston, Jim, Peter Cheshire, David Mead, Liam and Mike Byrne, Jonathan Lewis, Eric Thorpe, Steve Madden.

Andy Patten

Carl's DVD of 2007

Limited Stock Available - Cost £3.50 inc pnp

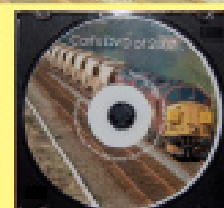


Includes Class 57's 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock'

Includes Class 57's 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock'

Includes Class 57's 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock' 17425 and 17411 on Potters' 'The Road to Rock'

This is just a bit of what you can see on the DVD



To order your copy

Call: 0845 123 4567



A first look at FCC's new driver training vehicles, on the production line in Wales. Performance is said to be "lively". Peter Cheshire

Editorial Information

Editor: Andy Patten - editor@railtalkmagazine.co.uk

Co Editor: David - david@railtalkmagazine.co.uk

Robert Keith - robert.keith@railtalkmagazine.co.uk

James Paice - james.paice@railtalkmagazine.co.uk

Liam Yates - charter.scene@railtalkmagazine.co.uk

Steve Roberts - steve.roberts@railtalkmagazine.co.uk

If you want to receive Railtalk Magazine as soon as it is published, you can subscribe to our mailing list. All you have to do is visit the contact us page on the website, and enter your email address into the box.

Charter Scene

This months round up of the British Charter scene

Welcome to the April edition of Charter Scene, from Railtalk Magazine.

March has been another excellent month for tours, especially popular was the Easter Stobart Pullman tour to Scotland.

The month has also been noted for another Buffer-Puffer tour and Spitfires tour of the North West with a pair of Class 37's.

Thanks to everyone for sending in those pics, and keep them coming, as always we'll try to keep you as up to date as we can.



Above: Pathfinder's Buffer Puffer 6.1 with Class 37 401 preparing to lead the Buffer Puffer away from Platform 8 at Victoria on the 8th March. **Derek Elston**

Below: Class 37 401, now on the rear, tags along for the ride on the Buffer Puffer 6.1 as it heads south through East Croydon. **Derek Elston**





Left: Class 37 667 and 37 688 are pictured at Preston on the return of the "Cumbrian Coast Explorer" on the 8th March.

Mike Byrne

Below: Class 37 667 and 37 688 are seen working Spitfire railtours 1Z72 "Cumbrian Coast Explorer" at Sellafield, earlier on the 8th March.

Jonathan Lewis





Left: Obviously we are working backwards here, as this is the pair of Class 37's in the early morning as they approach Crewe.

Richard Hargreaves

Below: Class 47 802 "Pride of Cumbria" heads 1Z94 Letchworth to Stratford at Great Bourton on 15th March.

Derek Elston





Above: Another shot of Pathfinders "Buffer Puffer 6.1" with Class 37 405 leading 1Z38, through Merton with 37 401 bringing up the rear on Saturday 8th March

Derek Elston



Left: Class 47 826 hauling the WCRC tour from Barrow- Bath under the signal gantry at Winwick Jct on March 15th.

Dave Harris

Below: On the 24th March, Class 67 005 and 67 006 together with 67 017 and 67 021 worked some Bristol TM to Chippenham shuttles. This is 67 005 on the rear of one of the sets.

Jim





Above: Class 67 021 departs Crewe with an ECS working for a Birmingham to Bristol charter on the 22nd March, where from Bristol, a steam loco will take over for a trip into Devon. **Class47**

Below: On the 8th March, Class 37 417 stands at Liverpool Lime Street. The 37 had worked light engine from Warrington and had followed 67020 into Liverpool. The 67 had taken over from a steam engine at Preston. **Mike Byrne**





Left:
The Cumbrian
Mountain Express
operated from
Liverpool Lime Street
to Carlisle.
This is 71000 'Duke of
Gloucester' as it
approaches Preston on
the 8th March.
Class47

Right:
DVT 82146 and Class
67 029 at the rear
brought up an EWS
company train from
Doncaster to
Haymarket for the
rugby match between
Scotland and England.
The DVT is seen at
Edinburgh Waverley
station working 10.46
1205 Doncaster -
Haymarket on the 8th
March.

Jonathan McGurk



Left:
4965 "Rood Ashton
Hall" passing Great
Bourton with the
1243 from Tyesley
to Didcot on the
15th March.
Derek Elston



“The Easter West Highlander”,
run by Stobart Pullman.

Left: During a brief pause in
rain showers, Class 47 501
(leading) and 47 802 are seen
just south of Colton Jct. **Andy**

Middle: Class 47 501 and 47
802 work the 08.20 5Z50
Craigendoran Junc. -
Dumbarton Central @ Dalreoch
Viaduct on the 24th March.

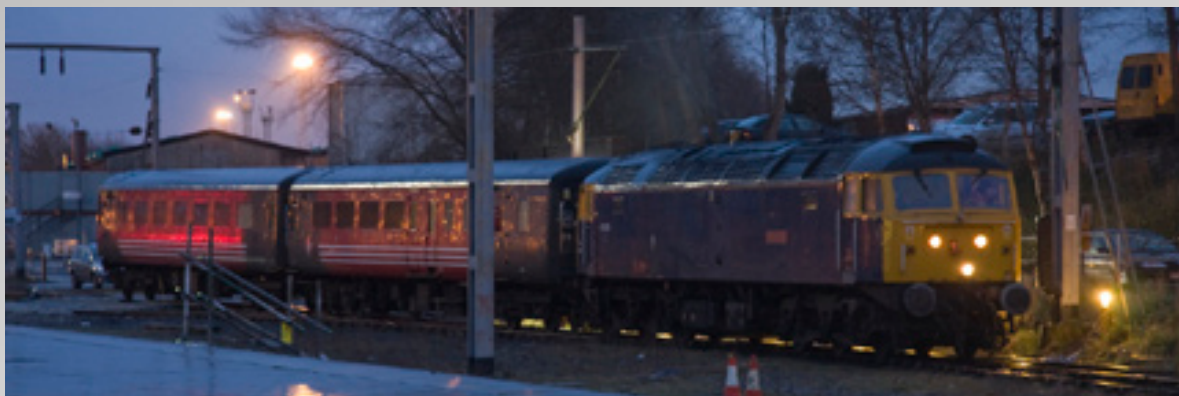
Bottom: Class 47 802 and 47
501 then worked the 08.41
1Z50 Dumbarton Central -
Carstairs. Both: **Jonathan
McGurk**





Above and Left:
Class 47 787 and
47 826 at the rear are
seen coming into
Edinburgh Waverley
station working the
07.30 1Z14 Whitby -
Perth West Coast
Railways Company
charter train in
glorious sunshine on the
8th March.

Jonathan McGurk



Top:
In the middle of a
downpour, Class
55 022 "Royal Scots
Grey" passes Burrs
Lane, Shrewsbury on
the 29th March with
1247 Cardiff -
Llandrindod Wells
Class47

Middle:
More Deltic action
with the return
working, 1245
Llandrindod Wells -
Crewe, seen here at
Shrewsbury station
Richard Hargreaves

Bottom:
47839 shunts at Crewe
recently, preparing
stock for another
charter.
We hope that you will
photograph it.
Class47



Above: Class 31 190 'Spalding Town', seen stabled at Norwood with a Serco test train. on the 4th March 2008. Steve Madden

Below: An almost perfect reflection of this Virgin Super Voyager as it stands in the rain at Crewe, working a service to Holyhead. Jon Jebb





Above: 37 688 and 37 667 are seen working 4Z44 past Hexham on the 12th March. *Jonathan Lewis*

Below: Class 37 069 and 37 423 are working the 5Z44 Polmadie - Dumfermline Central, seen approaching Dumfermline on the 22nd March. *Jonathan McGurk*





Above: "Another one for the chop" Class 37 519 is just starting to be cut apart in this shot, taken at C F Booths on the 1st March. *Mike Byrne*
 Below: Will Class 37 411 ever work again, after the derailment at Immingham, mentioned in last months issue, the loco has now suffered engine problems and is seen here at Warrington Bank Quay where it is awaiting its fate. Class 37 401 can just be seen at the back of the depot. *Class47*





Above: This is Brownhill, near Blackburn, and shows 37 401 on a 6Z50 Warrington-Clitheroe working. It was delivering new wagons to Clitheroe Cement for a new working which is about to start. *Mike Byrne*

Below: Fridays, sometimes, and special occasions, the Virgin hired-in set gets to travel north of Birmingham. This occasion of a spin up to Preston was for Easter and Class 90 020 and DVT 82101 are seen at Preston on the 20th March. *Ian Furness*





Left: Snow at Easter meant that we just had to go out and take some shots. Unfortunately the snow was, as it always seems to be nowadays, short lived and although it was fairly deep overnight, by mid morning it had nearly gone. National Express HST to London Kings Cross with 43056 leading is seen passing Colton Jct. This service was diverted via Leeds because of engineering work. [Class47](#)

Middle: Class 185 114 stirs up the snow, or whats left of it, as it works a Manchester Airport - Newcastle service. [Class47](#)

Bottom: First snow for Grand Central? HST power car 43068 is on the rear of the morning Sunderland to London Kings Cross service, seen passing Colton South Jct. [Class47](#)





Above: Advenza Freight have started becoming regular visitors to York and the North-East. Class 57 005 is seen in the now regularly used "Parcels Siding", alongside a DRS Class 66. *Class47*

Below: We thought that there was only one Charing Cross. Class 320 314 is seen calling at platform 1 of Charing Cross station working the 14.57 2M26 Milngavie - High Street service on the 1st March. *Jonathan McGurk*





Above: Class 320 318 is seen calling at platform 1 of Dalmeir station working the 19.39 2E55 Springburn - Balloch service on the 17th March. [Jonathan McGurk](#)
 Below: Network Rail has been running some test trains using a single Class 31 and a DBSO in order to remove the need for a second Class 31. Here the Class 31, 31 105 was powering the train from the rear and the DBSO unit was driving the test train north through Winwick Jct on March 7th. [Dave Harris](#)





Above: Willington on 25th March and nearly as many locos as Wagons, as 66 602 leads 66 623 'Bill Bolsover', 66 557, 66 951 and 8 coal Wagons on 4G01 Hunslett Yard to Tyesley. [Steve Madden](#)

Below: It is pleasing to see that GBRf have won more mail contracts, Class 325 013/001/015 are seen departing Carlisle station working the 15.34 1M44 Shieldmuir Royal Mail Freight Terminal - Warrington Royal Mail Terminal on the 12th March. [Jonathan McGurk](#)





Above: Class 66 584 is seen coming into Carlisle station working the 09.37 6M32 Greenburn - Ratcliffe Power Station Freightliner Heavy Haul train.
Jonathan McGurk



Left: Class 314 206 is seen going through into Glasgow Central High Level station working the 10.40 2020 Glasgow Central High Level - Glasgow Central High Level Cathcart Circle via Maxwell Park service on the 14th March.
Jonathan McGurk

Bottom: Class 150 144 is photographed with the diverted 10.01 Wigan-Liverpool Lime St. Diverted via the freight only line at Lowton Jct on Sunday March 16th. The train is seen stopped at the site of the closed Lowton Jct station with a red light, while the driver uses the telephone.
Dave Harris





Above: With 82146 leading and 67 029 pushing from the rear, this is 5Z62 Crewe - Wolverhampton passing Shifnal on the 05 March. [Carl Grocott](#)

Below: Early morning mist at Dawlish as 47 237 drags HST powercar 43175 and barrier coach up past Langstone rock to Brush on the 18th March. [Liam](#)





Left: It says FGW on the side, but it looks like Silverlink to us!, how the liveries have changed and how amazing that we can see SWT units in Scotland and Wessex units in Wesy Yorkshire. This is of course ex Silverlink Class 150 127 on holiday in the west country, as it heads away from Bradford on Avon with a Great Malvern service. Jim

Middle: As we have just said!, in the great unit merry-go-round, the units that were in the South West are now on their "hols" in Scotland as can be seen by 158 782 in Wessex Trains livery coming into Edinburgh Waverley station on 8th March. Jonathan McGurk

Bottom: 66 418 is pictured here in the sun at Greyrigg, works the "Malcolms" service to Daventry on the 4th March. Ian Furness





Above: Class 31 602 and Class 31 105 are seen passing through Motherwell heading north while working the 09.09 1Q52 Mossend Down Yard - Mossend Down Yard via Hamilton, Newton, Kings Park and Lanark Network Rail Track Measurement Train on the 27th March. [Jonathan McGurk](#)
 Below: We said last month that this Class 66 was looking a little tatty, well it still is!. This is 66 522 at Ironbridge on the 12th March. [Jon Jebb](#)





Above: Highland splendour on the 26th March as Class 37 417 works the 6K66 Fort William - Glenfinnan. The train has just crossed the Glenfinnan Viaduct and is heading towards Glenfinnan station. [Mike Byrne](#)

Below: Northern livery meets North West Trains livery, two Class 150's work a Leeds - York via Harrogate service, seen at Poppleton on the 23rd March. [Andy](#)





Above: Diverted via the East Coast due to engineering work on the 21st March, was 92 026 on the 6O60 Mossend - Wembley "Silver Bullet" working. [Andy](#)
Below: Making a change from green or red on the coals, are the GBRf workings between Tyne Dock and Drax, seen here with 66 711, south of York. [Andy](#)





Above: March started bad for the Scotrail sleeper service, both southbound services were abandoned in the midlands owing to signalling problems. They didn't finish much better as this shot shows, this is the southbound 1M11 with Class 90 018 and 90 026 passing Crewe at about 09.15 on the 29th March. [Class47](#)
 Below: Class 60 044 works a Ratcliff - Warrington/Liverpool Bulk Terminal coal train through Crewe heading north on the 29th March. [Jon Jebb](#)





Above: We've had a shot from this location before, and thought we'd have another. Class 320 305 forms the 08.08 2H76 Helensburgh Central - Drungelloch seen crossing the Dalreoch Viaduct on the 24th March. [Jonathan McGurk](#)

Below: Striking pink and silver livery, Midland Metro Tram 09 works into Wolverhampton St. Georges on the 27th March. [Richard Hargreaves](#)





Above: The Blackpool Tramway is back in business. These two shots were taken on one of the first days back after the long closure for repairs and we can all now look forward to a tramway that has a bright future. The announcement of new modern trams will not please everyone, but at least it should assure people that the tramway is here to stay. Both: Eric Thorpe



Island Line Trains



I would like to share with you my experiences of travelling on the Island Line recently. I started my journey at Sandown, and was quite interested to see what must be the last remaining dinosaur liveried train enter the station.

Aboard the train, the environment was very warming, and the guard who worked from the end doors of the first carriage was a friendly and hearty man who was kind enough to discount our ticket price. This guard made the train seem a whole lot more alive and a much nicer travelling experience, he had a good relationship with most of the customers who must be regular customers on the line and was friendly to those such as myself who were visitors.

The trains themselves are in very good condition considering their age, although the ride can become very bumpy and at times it was a wonder I was not knocked out of my seat! The ride is, obviously, quite noisy and an experience I don't think can be had anywhere else in the UK!

The feel of train seemed to run with no problem and showed no sign of struggle which may have been expected knowing it's age.

On my return journey, as pictured above, I was aboard one of the red "London Underground" coloured trains. This train did seem to struggle and had a very odd noise when pulling out, this was a far bumpier ride and the train seemed to struggle quite severely.

The timetable is amazing for such a small and isolated line, with a frequency of two trains per hour and two trains on the line, and even some services which operate between Ryde Pier Head and Ryde St Johns.

The "Island Line Trains" Stagecoach branding apparent in some places was quite interesting and gave the impression that Stagecoach were trying to give the line a somewhat commercial appearance which didn't really fit given the circumstances.



National Express East Anglia

It certainly seems that National Express East Anglia are plagued with Engineering Works on the weekends at the moment, and what with overrunning engineering works causing delays like today on the Braintree line, the company hasn't had much luck with impressing customers who chose to travel.

National Express East Anglia do seem to have a significant amount of engineering works going on at any one time which does cause chaos when on the trains, and it appears that they are not particularly good at directing customers when engineering works are disrupting service.

This would appear to be the only pitfall and disappointment I have seen so far of the "rebranded franchise". Hopefully this has been a learning experience?

More mail, new coal contracts and extra locomotives for First GBRf



First GBRf are pleased to announce an increase in services for Royal Mail, three new coal contracts and a multi million pound expansion to its fleet, with the purchase of 90 coal hoppers and five new locomotives.

Under the new agreement with Royal Mail, First GBRf, who currently move mail between Willesden in London to Royal Mail's depot in Glasgow, have been asked to provide additional mail services for the postal company.

The move follows another successful period of operation by First GBRf, who have been effectively running postal services for Royal Mail for more than three years, and were awarded the 'Best Vendor Going the Extra Mile' accolade for "consistently delivering over and above the expected" by Royal Mail in 2007.

John Smith, First GBRf's Managing Director, is delighted at the extension of services. He said: "We are thrilled to be increasing the number of services we provide for Royal Mail. Our award winning service and ability to better manage rolling stock means we are able to increase the number of postal train journeys we run from two to five a day. This coupled with an unrivalled record in

reliability, means we have been able to successfully meet Royal Mail's needs of delivering excellent service to its customers and we look forward to developing this relationship further in the future."

First GBRf has also increased its share of the UK coal market with three new contracts from major coal suppliers British Energy, Alcan and Drax Power, taking First GBRf proportion of the coal market to 12% in under two years.

The multi year contract with British Energy is for the haulage of coal from Immingham to Eggborough power station in the Aire Valley and will commence in April 2008. Trains will consist of Class 66s and 22 HYA coal hoppers will be dedicated to the flow.

The agreement with Alcan includes haulage of both imported coal from the Port of Tyne and indigenous coal from UK Coal's Widdrington railhead to Lynemouth power station near Ashington.

With additional contracts also secured from a number of significant volume coal trading companies who import coal into the UK's four main east coast ports, Immingham, Hull, Redcar and Port of Tyne, First GBRf will be operating out of all four of the

forementioned east coast ports to both Aire Valley and the Trent Valley power stations, in addition to Alcan's power station at Lynemouth in Northumberland.

In order to support the new flows First GBRf will be placing a multi-million pound order for further new HYA coal hoppers, which will be built in Romania, taking First GBRf's total number of coal wagons to over 150.

First GBRf will also be furthering its fleet with the purchase of five new locomotives, built by EMD and leased through Porterbrook, which are due for delivery in mid March and will be used to support both the new growth in coal and freight use generally.

John Smith, Managing Director of First GBRf said: 'We are pleased to announce new business contracts within the coal and mail industry and the new locomotives are an important addition to our fleet, as we continue to expand our services in 2008.'

Information: First GBRf

Pictures: James Paice



The Nosh Report

Steve Roberts

Hello and welcome to what we hope will become a regular feature in Railtalk Magazine. Simply called "The Nosh Report", we want you to know where you can eat and drink when out doing your favourite hobby.

I have travelled the length of Britain, sampling food and drink, all in the name of research, well that's my excuse anyway. But this is not just about me, it's also for you to recommend where you think we should look in and sample what's on offer. Give us an idea of what you thought of the place and if there are any special deals or days/times that they open, and what you had etc. If you can, get a picture of the outlet so that we can see where we are going to.

Email me at : steve.roberts@railtalkmagazine.co.uk.

This month my choice is:

Captain Cod Fish & Chip

opposite the Severn Valley Railway Station in Kidderminster, and near the Kidderminster mainline rail station.

A clean and well presented establishment, serves a wide variety of pies, kebabs and the usual sausages. However I can recommend the good, high quality fish menu that can be cooked to order.

Menu prices are reasonable including Family/Child meal deals in the dining area.

The dining area is quite small and can get very busy during events at the nearby Heritage Railway. The staff are friendly and efficient.

Captain Cod
42a Comberton Hill Kidderminster DY10 1QN
PHONE NUMBER: 01562 746593

Remember, if you know of a good cafe/takeaway(not including pubs) near a Railway Station let me know me via the Railtalk team.

Until next time

Steve.

ARRIVA TRAINS LAUNCHES 'SUPER' SAFETY CAMPAIGN

Super heroes with a difference have been seen at train stations across Wales as Arriva Trains Wales launched a campaign aimed at improving safety on trains and at stations.

Every year over 100 accidents are reported at stations across Wales and Arriva estimates that the figure could be doubled to include those not officially reported. Drinking too much, rushing for trains or to exit stations and not watching over children properly have been identified by Arriva as the three key reasons for accidents in stations and on board trains. Nearly a quarter of all accidents (23.3%) happen on board trains with the remaining 76.7% taking place in stations.

To improve safety while travelling Arriva is launching an innovative 'Super' Safety campaign where fallen super-heroes - Rush Gordon, Wander Woman and Super-Twerp - feature on posters to illustrate those behaviours which lead to accidents. As well as the high profile poster campaign, the characters themselves travelled around the country visiting stations to highlight the issue to passengers. Throughout the week staff at Arriva stations will be wearing 'Super Safety' stickers to remind passengers that they should report dangerous or poor behaviour of any sort to members of staff. Conductors will also be handing out super-hero stickers to well behaved children on board trains.

Mike Bagshaw, commercial director for Arriva Trains Wales, explains the need for the campaign: "Safety on our trains and in our stations is our priority. Although the number of passenger accidents overall is decreasing, over 100 accidents per year is still too many. We want to highlight in an eye-catching way the specific behaviours that we know lead to accidents. Drink related accidents in particular are of concern as it is often the lack of judgment associated with alcohol that leads to serious accidents. While this is a lighthearted campaign to appeal to all age groups, there is a very serious message underneath.

Grand Central appoints EWS Network as operator of Passenger Control Desk

In a move to help ensure maximum robustness of its newly-launched full timetable, Grand Central has appointed Doncaster-based rail freight operator EWS Network to provide hour-by-hour operational control of train service running and resourcing.

Under the terms of the new arrangements with EWS Network, a new Doncaster "Control Office" will initiate actions to counter the effects of service disruption or emergencies, in conjunction with Network Rail's Control and Northern Rail's Maintenance Control in York.

A daily log will record performance details, incidents, resource information, items affecting performance and emergency/

supplementary notice items, passenger counts etc. It will be reviewed on a daily basis by Grand Central Managers, who will deal with issues that require resolution.

Where Grand Central services have been delayed or in other circumstances where reports are considered necessary, the EWS Network Control Manager, in conjunction with the Network Rail Control Manager, will initiate investigations via the train-crew of the affected train, as all Grand Central train crew are issued with Blackberry devices.

Mark Keighley, Business Development Manager of EWS Network, comments: "Grand Central

is bringing innovation to railway passenger services, and we are delighted to have provided a dedicated control facility for their train operations. We look forward to delivering a reliable service to Grand Central 24 hours a day, seven days a week."

Tom Clift, Managing Director of Grand Central Railway Company, adds: "Ensuring that our trains run smoothly and on time is very much a team effort between our own staff, Network Rail Control and our train maintenance team at Northern Rail. I am delighted that EWS Network has now become part of that team and am confident that this will deliver even greater level of robustness to our operations."

CAMBRIAN RAILWAY "FAM" TRIP....A FAB SUCCESS!

As part of Welsh Tourism Week, 10th to 14th of March, the Cambrian Railways Partnership (CRP) organised a familiarisation, or 'fam', event on the Cambrian rail network.

The purpose of the event was to raise awareness of the Cambrian Railways as tourist attractions in their own right, 'The Cambrian' steam services and a related tourism attraction namely the Ffestiniog Railway - one of the Great Little Trains of Wales.

The day started at Mid Wales Tourism's conference room, conveniently located in Machynlleth's impressive railway station, with an introduction to the regular services on the Cambrian network and the various tourism

based initiatives the CRP is involved with from its Rail Development Officer, Gerwyn Jones.

This was followed by a presentation from Neil MacLeod, Marketing Manager with West Coast Railways, who said "It was wonderful, so early in the season, to reassure the people who work directly with the public, that 'The Cambrian' steam train will be operating again on one of the most attractive rail journeys in Britain, the Cambrian Coast Line, during August from Machynlleth to Porthmadog and Pwllheli."

The attendees were whisked away from Machynlleth on the 11:00 Arriva Trains Wales Cambrian Coast Line service as far as

Porthmadog during which they were able to ask questions regarding the various railways operations as well as of course enjoying this truly wonderful scenic rail journey!

At Porthmadog the attendees visited the Ffestiniog Railway, one of the participants in the CRP's 'Catch the BIG TRAINS to Meet The Great Little Trains of Wales' promotion, where they enjoyed a buffet lunch in its Spooners Café and Bar, an introduction to the Ffestiniog Railway and a short trip on one of the world famous trains as far as Minfordd from where they caught the regular Cambrian Coast Line service back to Machynlleth.

175 008 is pictured here at Shrewsbury working the 12:50 service to Carmarthen. *Pete Cheshire*



TRAIN MANAGERS WORKING AT THE CAR WASH



Employees from National Express East Anglia offered complimentary car washes to season ticket holders on Monday 3rd March at Bishop Stortford station. It was part of an initiative called Meet the Manager whereby the senior management team engage with customers across the network. The National Express East Anglia fleet team donated waterproof clothing for the initiative and staff worked in teams of three to bring a polish to customers' cars.

The car washing formed part of a week of activities in which the senior management team were out and about on the network meeting customers, thanking them for their continued loyalty and support. The week also gave customers an opportunity to offer feedback on the train service.

It is the second such exercise which the train operator has undertaken in the last three months.

The initiative builds on the company's Meet the Manager programme, but extends it to a wider audience – offering a new opportunity for customers to raise key concerns or priorities for improvement as well as praise for the things they like about the service face-to-face with some of the people who can directly address the issues raised.

National Express East Anglia, has recently unveiled a package of investments to enable them to raise their punctuality figures. The week of customer-focused activities also provided the opportunity for Managers to give customers more detailed

information about these proposed service improvements.

Andrew Chivers, Managing Director of National Express East Anglia commented: "This initiative provided us with an opportunity to personally thank our customers for their continued loyalty and support. It also enabled customers to provide us with feedback and help us to prioritise the customer service improvement plans for the coming months. Moreover, working with our front-line staff on trains and at stations always brings out more ideas for improving the service to customers. The wide range of activities our staff have planned around our network is indicative of their enterprise and dedication to customers."

First of the new liveried Class 323 in the West Midlands

London Midland has brought the first of its refurbished trains into service in the West Midlands, part of a £243 million investment in its rolling stock.

The three carriages of the 323-class train have also been decked out in London Midland's new green and black livery, with new seat covers, interiors, and design improvements to help people with impaired sight.

It's the first of 26 London Midland trains in the class in the West Midlands which will be upgraded, at a rate of about one a week over the next six months. Some of the carriages will have intelligent sensors to count the number of passengers and help avoid overcrowding.

Engineering director John Barlass said: "This is only the start for our passengers in the West Midlands. We're spending £243 million to bring a more reliable, more comfortable and more modern rail service across all our routes, including information screens and CCTV."

"We're buying three new fleets of trains and introducing a comprehensive programme to improve reliability, as well as all the refurbishment. We've also just completed a 'deep clean' of all our trains, another of our franchise commitments."

London Midland has already repainted or refurbished six Class 170 diesel trains and 12 Class 350 trains which are in use across its network.



NEWS IN BRIEF

● EWS, part of the DB Schenker organisation, launched on Tuesday 04 March 2008 the first of many new Channel Tunnel intermodal trains with a new intermodal train service from Duisburg in Germany to Manchester in Britain. The new service, which will operate daily Tuesday to Saturday, provides intermodal operators and shippers with a next day arrival and the opportunity to bypass the heavily congested M62 motorway in the UK. The service is operated with traction from DB Intermodal in Germany and also utilises EWS's extensive experience of operating international services through the Channel Tunnel and into Britain. David Kerr, EWS Commercial Director said: "This is the first in a series of new intermodal services which EWS will be launching during 2008, providing intermodal operators and shippers with the opportunity to bypass increasingly congested motorways and ports, thereby reducing their carbon footprint and enhancing their service offering." The Duisburg to Manchester trains are the start of a new network of European intermodal rail freight services, which will be launched by EWS this year connecting key European hubs with Britain via the Channel Tunnel.

● Freightliner Group Ltd is pleased to announce they have taken over the operating lease of Doncaster Rail Freight terminal. The site, owned by Doncaster Metropolitan Borough Council, was previously operated by DHL Excel Supply Chain. Freightliner took over operations at the terminal at 0600 on the 25th March 2008. Freightliner regards the acquisition as an important step in the development of inland transportation from the international gateways as recently highlighted in the Eddington report. Freightliner plans to expand capacity at Doncaster to facilitate the growth in the deep-sea container market and to encourage more freight to be transported by rail. Doncaster is ideally situated to serve the major conurbations in the Yorkshire area. Peter Maybury, Managing Director, Freightliner Ltd, said "Our terminal network is crucial to linking the various aspects of the intermodal logistics chain, clearly differentiating the Freightliner product from other rail borne offerings, and is key to our position as market leader. The acquisition of Doncaster will further enhance this network and enable us to continue to offer complete rail focused logistics solutions to our customer base."

● To mark the opening of the Eden shopping centre as a major milestone in the regeneration of High Wycombe, Wycombe District Council is running a series of fun events during March and April to celebrate all that High Wycombe has to offer. The events start on Thursday 13th of March and continue right through to the 19th of April. High Wycombe station is one of the main venues for the festival and Chiltern Railways are looking forward to joining in the fun and supporting Wycombe Highlights.

From 'tutu' to 'choo choo'! Ballet stars preview new show with the romance of rail!

Passengers at Edinburgh Waverley railway station may have thought they were dreaming recently, as the stars of the city's latest production brought their ballet to life with help from train operator National Express East Coast.

Dancers from Northern Ballet Theatre recreated scenes from their production of *A Midsummer Night's Dream*, which opened at the Festival Theatre on the 5th March, in front of a National Express East Coast train at the station.

In the production, choreographed by David Nixon and co-directed by Patricia Doyle, the romantic antics of a touring dance company are played out aboard a 'Flying Scotsman' train from London to Edinburgh. National Express East Coast spokes woman Angela McKenzie said: "As National Express trains operate the real-life 'Route of the Flying Scotsman' service between the English and Scottish capitals, as well as to Glasgow, Aberdeen and Inverness, our train and the station platform at Waverley seemed the best possible place to launch this exciting production."

"Northern Ballet Theatre has an excellent reputation for first-class theatre, and with our fast, frequent and comfortable train services to and from Edinburgh, getting to the show promises to be a dream in itself".

Mark Skipper, Chief Executive at Northern Ballet Theatre, says: "We are delighted to have climbed aboard with National Express East Coast to launch the revival of our Olivier award-nominated production of *A Midsummer Night's Dream*. It is always a pleasure for the Company to perform in Edinburgh, where we always receive a warm welcome".



Games transport legacy put in place as Mayor unveils new Docklands Light Railway carriages

The Mayor of London, Ken Livingstone, has given the capital its first glimpse of an improved Docklands Light Railway service that will form a central part of the transport infrastructure for the London 2012 Olympic Games and Paralympic Games.

The Mayor has recently unveiled the first of 55 new Docklands Light Railway (DLR) carriages that will boost the capacity of the railway and provide extra space and comfort for passengers.

The Mayor was joined by John Armit, Chairman of the Olympic Delivery Authority, and Dean Macey, Commonwealth Gold medal winning decathlete and Beijing Olympic Games medal contender.

The Olympic Delivery Authority and Transport for London have invested £100m in the new carriages which will deliver a fifty per cent capacity increase by 2010 and will continue to drive regeneration of east London and the wider Thames Gateway. The DLR will play a key part in transporting the millions of spectators expected to attend the London 2012 Olympic Games and Paralympic Games, connecting them to the events that will be held at the ExCel, Greenwich Peninsula, Maritime Greenwich and the Royal Artillery Barracks in Woolwich.

The Mayor of London, Ken Livingstone, said: "Delivery of these new trains is great news for passengers today, and for the passengers of the future. They're modern, they're spacious and they demonstrate once again our commitment to delivering a world class transport network on time and on budget that will serve the 2012 Games and provide a much improved service for Londoners."

The increase in capacity will also allow the Railway to keep pace with increasing passenger numbers, which currently stand at 65 million per year but are expected to rise to 100 million per year by 2012.

At first passengers will see the new carriages, which boast a sleeker design and increased window space, running alongside the existing two carriage trains.

But they will begin to form three carriage trains when platform extensions have been completed. The first platform extensions are already being made to the Bank-Lewisham branch, which will be completed by 2010.

John Armit, Chair of the Olympic Delivery Authority, said: "Transport is a crucial element to London 2012, and the Docklands Light Railway

will be essential in moving hundreds of thousands of people to and from the Olympic Park during the Games.

Transport for London have proved again that they are on track to deliver the necessary transport improvements to make the Summer of 2012 run efficiently and effectively."

During the 2012 Games the Docklands Light Railway will serve the main Olympic Park at Stratford, as well as competition venues at Woolwich, Greenwich and ExCeL exhibition centre.

The rail carriages will operate along the existing DLR network, as well as new routes to Woolwich Arsenal and Stratford International.

Delivery of the carriages will continue to take place until next year. After testing has finished the first vehicles will be operational this spring with the remainder introduced into service up to the end of 2009.



'Atomic' watches and whistles help East Midlands Trains in drive to run a right time railway!

Train company East Midlands Trains, part of the Stagecoach Group, is launching a new initiative to improve punctuality and reliability. As part of this drive staff are being issued with radio controlled 'atomic' watches and new whistles to use to dispatch trains.

East Midlands Trains Managing Director, Tim Shoveller said: "We know passengers want safe, reliable and clean trains. To achieve this we have an extensive programme of investment taking place during our franchise."

This will see the company invest £90m, making improvements in areas that impact directly on performance, reliability and customer service such as:

- Upgrade to Derby train maintenance depot.
- Refurbishment of fleet, including technical modification work to improve engine performance, interior décor, seats and CCTV technology.

- Investment in stations; additional customer help points, refurbished waiting areas, improved lighting and facilities.

- Introduction of a new joint control centre in Derby with Network Rail to better improve communications (currently operations for each company are in separate locations).

- New timetable in December 2008 offering faster journey times and increased capacity.

- The opening of a brand new station - East Midlands Parkway.

- Improved journey times on the route to London.

Tim added "Although our punctuality is already good - in terms of the national measures that are in place - we want to achieve more. This programme of major investment is a key part of this and will no doubt improve our punctuality. But I believe there is also a place for a back to basics approach internally, ensuring all staff are acutely aware of

the need for trains to depart on time, every time. And by on time, I mean exactly on time, not even a few seconds late.

"To do this staff need to sound their whistles in good time, encouraging passengers to hurry aboard and then lock the train doors so that at the booked time of departure the wheels on the train are already moving. It is quite surprising that just one minute's delay at a station can have a significant effect, causing the accumulation of 'knock on' delay further along the train's journey. "We will be re-briefing all staff and issuing new whistles and wrist watches that are accurate to the second to everyone. I am confident that we will see improvements to our punctuality as a direct result of this renewed focus. It sounds simplistic and maybe it is - but the best ideas usually are. I am confident we'll see results."

East Midlands Trains will be issuing all 2,100 staff with an 'atomic watch' which is accurate to the second. In addition all staff responsible for train dispatch will receive a brand new Acme Thunderer whistle.

First ScotRail wants to introduce eco power at Leuchars Station in Fife.

Train operator. First Scotrail, has lodged a planning application for a 6kw wind turbine which would supply all electricity needs for the station building, including heating and lighting.

The wind turbine would also be connected to the national grid - and it is likely there would be times when it generated enough electricity to feed the grid.

The green innovation is part of First ScotRail's comprehensive climate change strategy aimed at reducing its carbon footprint.

Funding for the £29,000 renewable energy scheme has come from Transport Scotland which is encouraging businesses

to address climate change.

Stewart Cahill, First ScotRail's environmental manager, stressed that other locations are being looked at and another station site could be chosen at a future date.

However, he confirmed a planning application for the wind turbine, formally described as a micro renewable electricity generation system, has been lodged with Fife Council.

The application states the wind turbine would be mounted on a 15 metre mast at the end of the station platform.

Mr Cahill said it was expected the wind turbine would supply

all electricity needs to the station building.

He added: "We have set ourselves tough targets on the environment and the wind turbine is yet another demonstration of our commitment to sustainability."

"It would connect to the national grid and it is hoped at times it will supply the grid as well as the station building."

The turbine manufacturer is Proven Energy, based in Stewarton, Ayrshire and with clients ranging from the Shetland Islands to the Falkland Islands.

SAFETY AWARD FOR RAIL TRIO

Three Northern Rail rail security officers have been recognised for their bravery and courageous actions by the BeSafe Partnership, which comprises Bolton Council, Greater Manchester emergency, health and probation services.

Dean Mitchell, Thomas Houston and David Day were awarded Good Citizenship Awards for their courageous actions in dealing with a serious incident at Manchester Victoria Station.

The three officers were on duty on 20 July 2007 when a man, who was suffering from hallucinations and paranoia after misuse of drugs, held his girlfriend at knifepoint and stole a car before driving recklessly from Bolton to Manchester Victoria Station.

When the man arrived at Manchester Victoria he dragged his girlfriend at knifepoint onto the concourse where the security officers were on patrol.

The man was agitated, claiming voices in his head were telling him to kill his girlfriend, however, the security team stayed with the pair, attempting to calm him down and retrieve the knife. Eventually the officers were able to disarm and restrain the man until police arrived.

Heidi Mottram, Managing Director, Northern Rail said: "We are extremely proud of Dean, Thomas and David. They acted with incredible bravery in what was clearly a very volatile situation.

Our rail security team was set up to help keep our employees and customers safe and incidents like this are testimony to the good work they do."

WEST HIGHLAND LINE £8M IMPROVEMENT PLAN

An £8m improvement programme will be kicking off on the West Highland line in a few weeks as Network Rail seeks to improve the reliability of the services on this important rail artery.

The programme includes the refurbishment of three key viaducts, laying new track, clearing vegetation and major earthworks.

Working closely with train operators to avoid the peak tourist season, and to deliver the improvements as quickly and efficiently as possible, the

programme will require the closure of sections of the line for short periods between late March and early May.

The first closure will be between Saturday March 29 and Sunday April 13 as Network Rail engineers undertake earthwork, rock stabilisation and vegetation projects at various sites between Fort William and Mallaig.

A week-long closure of the line between Crianlarich and Oban will follow between Saturday, April 19 and Sunday, April 27.

The line will also be closed between Craigendoran and Crianlarich from Saturday, April 19, to Wednesday, April 23,

and from Saturday April 26 to Wednesday April 30.

During these closures Network Rail engineers will carry out steelwork and masonry repairs, timber replacement and waterproofing works and painting worth £1.3m at Manse viaduct and £3.6m at Glen Falloch viaduct. They will also begin a £1.6m project to strengthen and paint Glen Fillan viaduct.

Two further weekend closures will take place between Crianlarich and Corrour on Saturday, April 26, and Sunday, April 27, and between Glen Douglas and Crianlarich on Saturday, May 3, and Sunday, May 4.

INNOVATIVE 'TRAM-TRAINS' TO BE TRIALLED IN YORKSHIRE



An innovative form of public transport called a 'tram-train' is to be trialled for the first time in the UK on a growing railway route in Yorkshire.

Five new tram-trains, which can run on both railway tracks and tram lines, will replace conventional trains currently used on the 37-mile Penistone Line between Huddersfield, Barnsley and Sheffield.

Tram-trains are lighter and greener than conventional trains.

They use less fuel and weigh less which reduces wear and tear on tracks therefore decreasing the need for disruptive maintenance works.

Tram-trains have faster acceleration and deceleration rates so they can also offer passengers better journey times.

The trial, which starts in 2010 and will take two years, will look at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route.

There is also an option for a second phase which would test the vehicles on the Sheffield Supertram system to see what additional benefits the vehicles can deliver when extended onto city centre tram lines.

The project is a partnership between the Department for

Transport, the train operator Northern Rail and rail infrastructure owner Network Rail and seeks to establish whether tram-trains similar to those operating successfully in Europe are suitable for Britain's railway network.

Northern Rail, which is owned by Serco-NedRailways, will run a competition for manufacturers to build the tram-trains, which Northern will lease, and Network Rail will spend £15m in track improvements and alterations to stations as part of the trial, significant funding in the route. DfT will contribute £9m to fund the operation of the trial and Northern will bring experience from Europe through NedRailways who operate tram-trains in The Netherlands.

Transport Secretary, Ruth Kelly, said: "Tram-trains will bring quicker journeys and offer a greener travel option for passengers in Yorkshire." This trial, the first in Britain, could herald the start of a new era in public transport. Passenger feedback is a vital ingredient in determining the success of the trial and I look forward to hearing what the people of Yorkshire think about the comfort and reliability of tram-trains."

Heidi Mottram, Managing Director, Northern Rail, said: "We are very excited to be involved in testing this new form of public transport, which will mean higher levels of comfort and

a faster journey for our customers on the Penistone Line. "This is a great opportunity for us to develop our network and attract more people to use public transport in this part of Yorkshire."

Iain Coucher, Chief Executive, Network Rail, said: "This trial gives us a fantastic opportunity to see whether the types of technologies used in Europe can be adapted for use on our systems. We expect the lighter vehicles will result in less wear on the infrastructure - extending its lifespan, improve journey times and give the option of running future commuter services closer into city centres. "We want to use the trial to get evidence about the practicalities of the tram-trains and assess how beneficial they will be to the UK.

"The partnership between Network Rail, the DfT and Northern Rail ensures that the needs of passengers, operators, the infrastructure operator and the local and wider community are all represented."

The Penistone Line, one of the most successful Community Rail Partnerships, has been chosen for the trial because it offers the chance to test the tram-trains on a route that in part is for passenger trains only and in part for passenger and freight trains.

A possible phase two of the trial will offer the potential for testing the tram-trains on the Sheffield Supertram.

NEWS IN BRIEF

● West Ruislip station has seen an exciting new improvement with the opening of Up and Ate 'Em, a new café on platform 4.

Café proprietor Faye and Chiltern Railways have invested to turn a derelict space into a new café facility where passengers can enjoy hot and cold drinks and some tasty home cooked food in comfort while waiting for their train.

Even if you're not travelling with Chiltern Railways, you can still pop into this lively café for a bite to eat.

Faye said: "It's really exciting to be able to offer this facility to passengers and locals alike and am looking forward to welcoming people into the café.

All the food is home cooked and, judging by results so far, it's going down a storm with passengers and Chiltern Railway staff too!"

● Beeston based station announcer Dave Smith prides himself on making cheerful announcements for the passengers using the station near Nottingham. And now his announcements have become so well known and loved that a local radio station has heard about him and featured him on their Monday morning breakfast show.

BBC Radio Nottingham got in touch with East Midlands Trains, who manage the station at Beeston, to ask if they could visit and record Dave during the busy Monday morning commute. On the morning of the visit Dave was hard at work busily serving commuters and making station announcements, wishing passengers a good journey, a great morning and a fantastic week!

Dave says "The people here at Beeston are great. Lots of the passengers are regulars now and I find that people respond very well to the happy announcements I make. It might be a wet miserable Monday morning at the start of another working week but I hope I can put a smile on their face as they pass through the station.

We all spend a lot of time at work and sometimes I see more of the faces of these passengers than I do my own family. I have a job to do here, but if I can make people smile while I'm doing it, then that makes me happy too."

Nigel Carlisle, Route Manager for East Midlands Trains says: "We've got a great team at Beeston and Dave's announcing style is certainly gathering fame locally. As a company we know that people want accurate and reliable information about their journey and we train our announcers to do that consistently.

But it's great that Dave manages to pass that information on to passengers with so much personality and character.

Transport for London announces that it intends to take direct control of Croydon Tramlink services this year.

Tramlink is a vital part of the south London transport network and last year carried 25 million passengers. TfL's offer of £98m to acquire Tramtrack Croydon Ltd, the Private Finance Initiative (PFI) Concession holder which runs Tramlink, has been accepted. The Mayor of London, Ken Livingstone, said: "Bringing Tramlink into the control of TfL is excellent news for Londoners. "This will mean we can plan how to make the improvements that are required to cater for ever increasing numbers of passengers and provide them with the very best possible services."

Graffiti vandal causing £30,000 damage to the railway network jailed

A persistent graffiti artist has recently been jailed for two years having been convicted for causing more than £30,000 worth of damage to the railway network in south London and the southern Home Counties.

Raymond Agbegah, 24, was sentenced at Southwark Crown Court for causing criminal damage to South West Trains, Southern and Network Rail property throughout October last year. This was his 15th court appearance, following 58 previous convictions.

Mac Mackintosh, South West Trains' Engineering Director said: "Graffiti is the scourge of the rail network and is soul-destroying for the depot teams who are constantly removing daubings, which are often obscene and offensive, from our trains. This result sends out a clear message that we are out to catch offenders and will press for the strongest possible convictions."

Agbegah was identified in this case for using the tag 'MILK' – a tag that he had been convicted for using on the railways in the past. PC Garden from the BTP Area Crime Unit said, "Variations of this tag have appeared across the network, with depots in Streatham Hill and Strawberry Hill and stations at Streatham Hill, Streatham, Norbury and North Dulwich being the object of his crime spree. As part of the investigation, BTP officers were also able to link Agbegah with two other tags, Emma and I LOVE EMMA."

PC Garden went on to say, "Vandalism is a senseless act... His actions resulted in trains being taken out of service, so they could be cleaned, causing inconvenience to members of the public who use the railway system. I am pleased that the court has highlighted the seriousness of this offence by imposing a jail sentence."

SWT's last Class 455 returns from refurbishment

South West Trains last Class 455 returned from Chart Leacon Depot on Good Friday to give a complete fleet of refurbished trains.

The £67 million refurbishment started in 2004 and saw 91 four-car units, which were originally built between 1983 and 1985, undergo major refurbishment.

This included a new livery, CCTV, Passenger Information System, reconfigured seating, cycle storage, wheelchair space, heavy maintenance work including door overhaul work and an electrical overhaul.

The first refurbished unit was welcomed back into service on 5 November 2004. The last unit, 5864, returned to traffic on 24 March.

Our Fleet Depot Manager at Wimbledon Traincare Depot, Kate Marjoribanks, said:

"The refurbished fleet has been well received and this is largely thanks to the design process, which involved consultation with various rail, cycle and disabled user groups before the design was finalised. The fact that many people believe the refurbished 455s to be a new train is testament to not just the quality of the work but also the standard to which they are maintained by the team here at Wimbledon."

The Managing Director of Porterbrook, Paul Francis, said:

"We are extremely pleased with the high quality of the refurbishment of the Class 455s which will now give passengers a better journey experience. It is encouraging for the industry that this level of refurbishment can be achieved on existing rolling stock and demonstrates Porterbrook's on-going commitment to invest in UK rail."

Chairman of Bombardier, Colin S Walton, said:

"The excellent partnership between South West Trains, Porterbrook and Bombardier has seen a highly successful project completed on time. I'm sure that the travelling public on the Class 455s will appreciate the major upgrade to these trains which brings tremendous improvement to their journey experience."

Three-fold increase in Wi-Fi use on trains

The number of travellers using the onboard Wi-Fi service on the National Express East Coast railway tripled during the first month in which it was free throughout the train. As part of its aim of making travel simpler, National Express committed to making Wi-Fi free to all customers when it took over the franchise on 9 December 2007. It was previously only complimentary in First Class, and cost £4.95 an hour in Standard accommodation.

The switch to free usage has tripled the number of users to date, with numbers rising from 30,000 a month to more than 100,000 in January alone. Alan Hyde, head of communications at National Express East Coast, said: "The popularity of the service has surpassed our expectations and we are delighted to have had such a positive impact on people's journeys. We expect to see even bigger increases in the future, as more of our customers switch on to the benefits of being able to work – or maybe just enjoy a leisurely browse of the internet – while travelling at high speed."

National Express has found that more than 85% of customers carrying a laptop choose to use the Wi-Fi service at some point during their journey. Alan Hyde said: "Anecdotally, major employers along the East Coast route tell us that the addition of Wi-Fi is another reason for them to switch from air to rail, as it is much easier for their employees to stay in touch and keep working while on the move."

"In addition, customers can enjoy the benefit of frequent, city to city services that are comfortable and good value - and more reliable and environmentally-friendly than travelling by air."



RAILWAY RENEWED IN £75M FACELIFT DESPITE ATROCIOUS WEATHER

Train services on Britain's key rail routes are returning to normal after extensive improvement works were carried out by Network Rail over the Easter weekend. Despite heavy winds and wintry conditions, the major programme of works across the country was also completed on time.

During the four day Easter 'weekend' almost 20 miles of track was laid, new signalling and points installed and part of a viaduct on the Cumbria coast replaced. Over 6,000 people worked day and night to improve the railway, equating to nearly 300,000 man hours. This work included further investment in the West Coast Main Line as part of the £8.5bn project to help reduce journey times (e.g. London to

Manchester in less than two hours) and increase the frequency of services.

Iain Coucher Network Rail Chief Executive said: "We're investing more than ever before in improving Britain's railway. We had an enormous amount of work to get done this Easter, and our job was to do this invisibly - to get in, rip up the old railway, put in a new better one - and then get out on time. As a result of the hard work of thousands of our own employees, and those of our contractors and train operators, this has been done successfully, and we must continue to be as successful in the future.

"Following the New Year our planning and preparation for major works is more robust than ever and

the successful delivery of the work this Easter is how it should be - and how on the whole it is. We will not be complacent and continue to strive for better working across the industry to further improve how we deliver the enormous amount of works still to come as we build a bigger, better railway, serving freight users' and passengers' needs."

In the run up to Easter Network Rail worked closely with train operating companies and National Rail Enquiries to provide information to passengers about the work being carried out and on how to plan their journey. Network Rail also launched its first 'direct to passenger' media advertising campaign about the Easter work programme.

Scottish rail freight targeted with appointment of Sales & Marketing Manager

EWS Network, part of the DB Schenker organisation, has appointed David Murray as Scottish Sales & Marketing Manager.

David is highly regarded amongst the haulage business in Scotland and joins EWS Network from the John G Russell group. He is experienced in both road and rail logistics, gained from his current position and a previous role with EWS.

The appointment comes as EWS Network embarks on an aggressive sales strategy to win more freight business to the railway in Scotland. This strategy will focus on four areas:

- Intermodal - There is substantial potential to increase the amount of containers moved by rail. EWS Network will be developing services to link its intermodal terminals at Aberdeen, Dyce, Grangemouth, Inverness and at the Euroterminal terminal in Mossend.
- Anglo-Scottish - Substantial potential also exists to increase Anglo-Scottish traffic, particularly to the Midlands, and new cross border rail freight services will be launched by EWS Network for this important market.
- Channel Tunnel services - EWS Network is actively marketing this route as an efficient gateway to

mainland Europe. Dedicated rail freight services from Scotland to mainland Europe will be reintroduced this year.

- Multi-user services - EWS Network is the only rail freight haulier to offer customers a service that doesn't require them to load a full train.

These multi-user services enable traffic to be won to rail, particularly from the Highlands and the north east, which could not otherwise be moved by rail. These multi-user services are currently helping 300 tonnes of potatoes to be moved a week from Elgin to Ely.

MOVE FOR CROSS COUNTRY CONTROL TEAM

As part of CrossCountry's ongoing drive to further improve performance, the company's Control team has now moved from its base in the Meridian headquarters to Network Rail's London North West Integrated Control Centre at The Mailbox in Birmingham.

In their new accommodation, CrossCountry's Control people will be co-located with industry colleagues from other Train Operating Companies (London Midland and Virgin Trains) as well as Network Rail. They will be better able to ensure smooth running of rail services across the country.

This is a vital factor in the driving up of performance for customers and continuation of the strong positive trend achieved by the company since start of the franchise last November.

As a further improvement initiative, CrossCountry has launched an internal performance hotline through which staff can provide details of incidents affecting services.

This process enables immediate recognition of any problems that may occur locally and ensures remedial action to bring future improvement.

CrossCountry Production Director Sarah Kendall said: "Since the start of the new franchise our priority has been consistent performance improvement to the benefit of our customers.

We have focussed on getting the detail right. The relocation of our Control team and the establishment of our performance hotline are important steps to further driving up our performance."

Reducing the carbon footprint - First ScotRail achieves ISO 14001 accreditation

First ScotRail's train maintenance depots have received accreditation to international standard 14001 for environmental management.

The certification focuses on continuing improvement in areas ranging from the amount of waste generated to increasing the amount of materials which are recycled.

It also helps identify and manage potential savings in energy and water consumption.

The certification by UKAS, the United Kingdom Accreditation Service, covers the three maintenance depots in Glasgow - at Corkerhill, Eastfield and Shields - as well as Inverness and the extended Haymarket depot in Edinburgh.

It covers all First ScotRail's engineering operations, including those at the train operator's headquarters in Waterloo Street, Glasgow.

First ScotRail now plans to obtain accreditation across the entire company - including its 341 stations.

Kenny Scott, engineering director, said that the accreditation "was a significant step to reducing our carbon footprint."



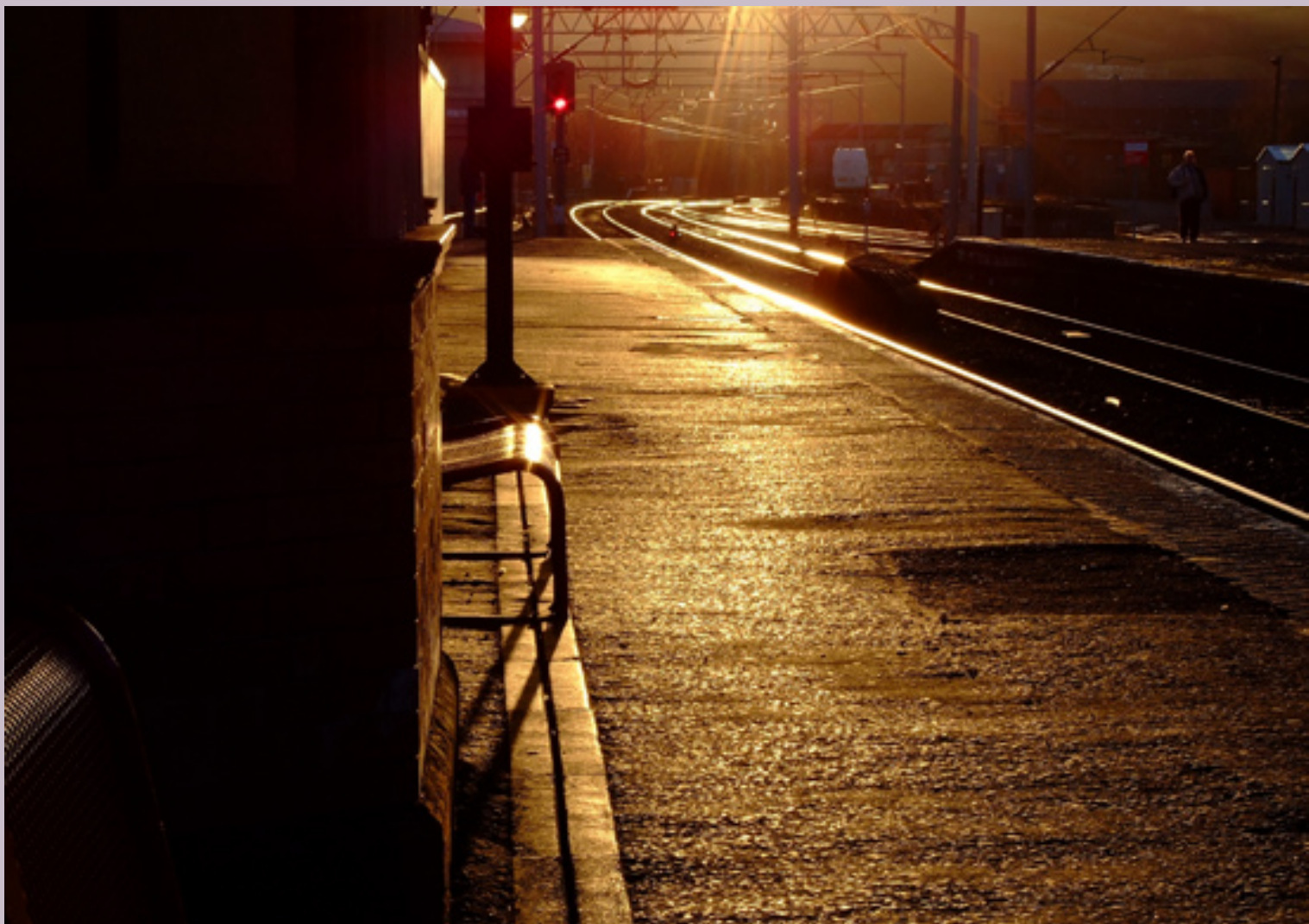
A wicket for a ticket... it has to be cricket!

On Tuesday 18 March customers at Glasgow Queen Street Station may have been a little stumped as to what was going on, as First ScotRail announced its latest year long sponsorship deal - Cricket Scotland.

During 2008, First ScotRail will be the official public transport provider for the squad and to mark the launch, Scotland's cricket captain, Ryan Watson, teamed up with First ScotRail's finance director and sports enthusiast, Kenny McPhail to swap a wicket for a ticket - and a cap for a cap. The sponsorship is the latest in a considerable sporting line up for First ScotRail and follows the success of such partnerships as Nigel Brockton, speed skier and the hammer thrower, Chris Bennett - not forgetting FirstGroup's role as a major supporter of the back the bid campaign for the 2014 Commonwealth Games.



The start of a long night for the signaller at Ramsbottom on the East Lancs Railway, as the "Nightrider" service starts. This was during the diesel gala on the 14th/15th March. [Richard Hargreaves](#)



Above: It's early morning, as the sun begins to shine at Dumbarton Central station, in this view taken from platform 1. Jonathan McGurk

Below: The splendour of Edinburgh Waverley's station retail area. In the area below you have shops, station waiting area and ticket office. Jonathan McGurk





Above: The East Lancs had a wonderful gala on the weekend of 15th/16th March. Some new arrivals at the line were given a chance to blow off the cobwebs, along with the return of some familiar locos. Class 50 015 has not been used on the line for some time, and it was pleasing to see it back looking and sounding great. [Richard Hargreaves](#)

Below: Taking a break from main line activities, and providing traction for the "Nightrider" services was Class 55 022, seen here at Ramsbottom. Most of the trains were very well loaded, and well done to the East Lancs for a brilliant day. [Richard Hargreaves](#)





Above: Giants of the East Coast, reunited at the East Lancs Diesel Gala in March. Deltic 55 022 and Class 47 402 stand side by side. In the 70's and 80's it would be the Deltic's that would work the main East Coast London to Edinburgh services, with the Class 47/4's working as and when required during the day and all the overnight services. [Andy](#)

Below: Recent arrival at the East Lancs is Class 37 109, looking in authentic condition (ie. with holes!) this loco will i'm sure be getting some bodywork attention soon. The inset picture was on departure from Bury and features the new anti-theft "Growler" on board device!. [Class47](#)





Above: For so long it looked like Class 33 D6525 would end up being scrapped, but "Captain Bill" lives. Looking and sounding great, this is the veteran of many years seen on arrival at Rawtenstall on the 14th March. [Andy](#)

Below: A sight that was once common on the mainline is the filling of boiler water tanks, for steam heating. With the advent of electrically heated coaches, the mainline has been extinct of this practice for many years. This is Class 40 D335 having its boiler tanks replenished. [Jon Jebb](#)





Above: Welcome back to the Severn Valley Railway. After a year when the line was crippled by flooding and landslips, the line finally reopened along its entire length on 21st March. 7812 Erlestoke Manor is seen at Bridgnorth with the "Severn Valley Reopening Train". *Richard Hargreaves*

cfps class 40 preservation society

The following is the plan for 40145's mainline use for 2008:

12th April: The East Anglian (Birmingham - Lowerstoft)
[Pathfinder Tours]

19/20th April: Nene Valley Railway Class 40 Event

5th May: The Cambrian Coast Explorer (Barrow - Aberystwyth)
[Compass Tours]

14th June: The Cotton Mill Looper (Manchester - Copy Pit -
Manchester - Oldham - Manchester) [Mark Elderkin]

12th July: The Jolly Fisherman (Liverpool - Skegness) [Spitfire]

2nd August: Blackburn - Southend [Compass]

16th August: The Eastbourne Airshow (Wolverhampton - Eastbourne)
[Pathfinder]

24th August: Routes & Branches tour of Strathclyde
(top and tail with 55022) [SRPS]

20th September: TBC

18th October: Crewe - Canterbury [Compass]

xxth December: TBC



40145 left the East Lancashire Railway on 25th March and travelled light engine to Tyseley for tyre turning before taking up its first railtour duty of the year when it will work Pathfinder's 'The East Anglian' on 12th April. 40145 is seen here at Earlestown.

Dave Harris



Above: The Great Central also held a Diesel Gala on the 14th March. D6535 is seen approaching Quorn and Woodhouse Station with 2A13 12.30 Loughborough - Leicester North. D6535 was standing in for Class 45 D123, which would not start due to flat batteries. The Class 45 did start up later in the day and carried on with D6535's diagrams and D6535 carried on with D123's Diagrams. [Steve Madden](#)
 Below: D5830 approaching Rothley Station with 2A16 13.15 Loughborough - Leicester North on the 14th March. [Steve Madden](#)



C58LG

Join Us!

You can support the Class 58 Locomotive Group in the following ways:

By joining by post.

By joining online via PayPal.

By donation via PayPal.

Membership of the group costs £10 per year (£11.00 if joining online).

For this you get:

One year membership to the Group, a copy of our Group magazine, Red Diamond, each quarter (published March, June, Sept and Dec), the opportunity to attend Group trips and depot visits.

Join by Post...

If you wish to join the C58LG in the 'traditional' manner, please print off a copy of our membership form (click on the link below), fill it in and send it to the address shown, together with your payment and we will deal with the rest! Easy as that. Honest!

Download Membership Form

or click on our logo to go to our homepage.

Left: Last of the class 58050 working a MGR train in 1992. Richard Hargreaves



GREAT CENTRAL RAILWAY

News from the Great Central is that they have been advised that Tornado will be arriving with them slightly later than originally planned.

As a result they will be needing to move about some of the events that have been advertised recently, including the covenantors weekend and the 'Cromwell crossover' weekend. A revised schedule will be published as soon possible.

Meanwhile, we've got some additional visiting engine news:

The Great Central is delighted to announce a visit by GWR Hall, 4936 Kinlet Hall, a 1929 Swindon built engine. The locomotive is expected to arrive on GC metals in the next week, and it is provisionally hoped it will be in traffic on Sunday 6th April. We're investigating the possibility of other special events with this engine - and it's use to promote a fund for the return to steam of Witherslack Hall which is in the custody of the David Clarke Railway Trust, the Great Central's supporting charity. Kinlet is currently 'wearing' Witherslacks rods making a photographic line up of the two an intriguing possibility...

With the diesel gala rapidly approaching, regrettably there are some continuing issues about the road transport of the Class 40 D212, Aureol to the event. These issues are out of the GCR's and the Class 40 Appeals hands. We hope the matter will be resolved in time for the transport to take place. However - we're pleased to say we have a plan B. If the 40 can't be moved in time, we've made arrangements with the Class 40 appeal to hire their Class 37, 37 314 Dalzell instead. So come what may there will still be a visitor!

SPRING DIESEL GALA!

Gloucestershire Warwickshire Railway

FRIDAY 4th to SUNDAY 6th APRIL 2008

Featuring a guest appearance by Sulzer Type 2 27066
in addition to the return to service of 47376 following engine repairs!



Other locos expected to be in action include:
Class 20 D8132, 24001, 31215, 31234, 37105 & 37129
All locos subject to availability

'Driver for a Fiver': Drive Class 73 73129 at Cheltenham RC!
PLUS: BRAKE VAN RIDES BEHIND 08801 - last chance before export to Libya!

Passenger trains from Toddington to Cheltenham, RC as well as shuttle services to Winchcombe!
A late start and timetable will be available in advance from the GWR website as well as being available on the day.

The Railway Station • Toddington • Glos • GL54 5DT

**15 mins from
M5 Junction 9**

Tel 01242 621405
www.gwsr.com





Above: A couple more of the different liveries that can be seen in Austria, starting with Dispolok ES 64 which is part liveried in the "Box Xpress" livery of its customer. Dispolok are a locomotive leasing/rental company and their locos are to be seen all over Europe. Andy

Below: The city of Linz in Austria is an excellent vantage point to see many operators, being about half way between Salzburg and Wien, and not far from the large freight terminat at Wels. Rail4Chem, who have recently been bought by Veolia, Class 185 is photographed passing through Linz in February. Andy





Left: Barcelona's Estació de França is a fascinating station with its splendid architecture, and very large curved roof. It's downside is the lack of variety departing from it, most trains are of the commuter type EMU's as seen in this picture. Still well worth a visit though. Class47

Below: Spot the train!. Photographed during a visit to Monserrat, in north east Spain. The line through Monistrol has been upgraded and almost completely relaid, along with new signalling introduced. This is a Class 319.4 diesel loco working a ballast train from Barcelona. The trip to here is well worth a visit, the RENFE station is just out of shot on the left and then there is a choice of funicular or cable car to get you up the mountain. Class47





Above: In 1983, there were not enough diesel multiple units to cover the south central division's non-electrified commuter lines, so rolling stock was kept available for the sole use of the morning and evening weekday peak. Here 33 012 heads the 17.34 London Bridge - East Grinstead through Selsdon on 6th May 1983. It was a very expensive operation, as the stock was unused most of the time and it also involved high mileage empty stock movements. However, some use of the stock was made on special excursions at weekends. [David Mead](#)

Below: The passenger service on the Brockenhurst - Ringwood - Poole line was withdrawn in 1964 and the track taken up between Brockenhurst and Ringwood. However, freight and goods traffic survived between Poole and Ringwood and on 6th January 1967, I was lucky enough in having a brake van permit to travel on the 08.30 Poole to Ringwood pick-up goods. Here, 76011 has just arrived at Ringwood and is going to enter the sidings to the west of the old station. Today, an industrial estate has buried the station and sadly little remains of once the original Southampton and Dorchester Railway!. [David Mead](#)





Above: One wonders what the rail companies of today would make of the unit on the right. Class 140 001, the prototype of the Pacers, with a front end that looked more like an EMU than a DMU, only had a short life before giving way to the Class 141's and Class 142's. Now in preservation at the Keith and Dufftown Railway, it is seen at Llandeilo along with DMU C602 in 1982. *Peter Cheshire*

Below: Class 25 322 unofficially named "Tamworth Castle", taking fuel at Llandudno Jct on the 13th October 1983. *Peter Cheshire*





Above: Class 40, 283 and Class 45, D49 double-head the 09.50 Glasgow Central - London St. Pancras - Thames-Clyde Express - through Kirkby Stephen West on 4th August 1973. This train was still an important train and travelled the complete ex-Midland Route. The Class 40 was used to provide additional power for this heavily loaded train, over the steeply graded Settle and Carlisle route, it normally being detached at Leeds City. [David Mead](#)

Below: On 4th August 1973, Class 40, No. 323 approaches Kirby Stephen West on a southbound freight. Freights were frequent over the Settle and Carlisle Railway still at this time, even on Saturdays! The route was very useful for some of the North/West freight traffic, as they could be diagrammed at the slower speeds required instead of having to be slotted in on the West Coast Main Line between express passenger trains. [David Mead](#)





Above: Class 37 303 is seen on arrival at Fishguard with a Speedlink freight in September 1986. Peter Cheshire

Below: Class 58 046 is seen working through Toton on a glorious 26th May 1992. Once the mainstay of MGR operations in the Midlands, members of this class are now either on hire in Europe or stored at various locations in the UK. Richard Hargreaves





Class 37 688 and 37 667 are seen approaching Carlisle Station working what is usually a DRS Class 66 diagram, the 13.00 Haverton Hill - Carlisle Kingmoor Wagon Repair train, on the 12th March. Jonathan McGurk