

Lakes Line Bulletin

Autumn 2015

Issue 120

£1

**AGM Arrangements
Summer Welcomes
Lakes Line Wins!**
and our regular features

The Lakes Line Rail User Group is the User Group for Oxenholme Station and the Oxenholme - Windermere Line

Officers

Chairman Robert Talbot, 10 Sunnyside, KENDAL LA9 7DJ
(01539 729817) e-mail: chairman@llrug.co.uk

Vice-Chairman Phil Wearing, 9 Thornleigh Road, KENDAL LA9 5HQ
(01539 724767)

Secretary and Railfuture representative

Malcolm Conway, 58 Greengate Lane, KENDAL LA9 5LL
(01539 725995) e-mail: secretary@llrug.co.uk

Assistant Secretary

Dick Smith, 191 Windermere Road, KENDAL LA9 5EY
(01539 730590) e-mail: info@llrug.co.uk

Treasurer Ian Conway, 30 Chambers Close, KENDAL LA9 5JE
(01539 733844) e-mail: ianconway90@yahoo.com

Passenger Numbers Survey

Malcolm Thompson, 7 Landsdown Close, KENDAL LA9 7SB
(01539 727896)

Windermere Contact

Jenny Borer, Wynbeck, Rayrigg Rd., WINDERMERE
LA23 1EY (015394 44995)

Bulletin Editorial Team:

Dick Smith, Robert Talbot

Membership Secretary

Phil Bell, 9 Vicars Hill, KENDAL, LA9 5DA.

Corporate Members and Partners:

Burneside Parish Council
Cumbria Association of Voluntary Organisations
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Individual Membership costs £5 per year, Family membership £7, and Corporate membership £13. Payment by standing order is available. We welcome members from outside the line's area as well as local members.

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Annual General Meeting

The Group's 2015 AGM will be held on Wednesday 11th November in Kendal Town Hall, starting at 7.15 p.m. Please note the earlier than usual start time.

We aim to have the usual efficient progress through the formal business, before moving on to the public meeting.

Our two guest speakers this year are both well known for their writing about the current railway scene and both combine this with posts in academic life. They are:



Michael Williams

Michael is the best-selling author of *On the Slow Train*, *On the Slow Train Again* and *Steaming to Victory*. He is a journalist, academic and author – writing, blogging and broadcasting on railways and other subjects for many media outlets. His latest book is ‘*The Trains Now Departed: Sixteen Excursions into the Lost Delights of Britain's Railways*’.



Tony Miles

Tony Miles is an independent photographer and journalist, based here in the North West. He is known not only for his contributions to ‘Modern Railways’ with pen and camera, but also to other media outlets. You may have seen him on television recently when the news came out that Trans Pennine Electrification was to be ‘unpaused’.

We expect representatives from FTPE and Virgin Trains at the meeting as well, and look forward to another interesting and lively meeting.

The Bulletin

Owing to a computer mix-up the Summer Bulletin contained fewer pages than originally intended. The articles are included in this edition, when reading them, but please remember that their authors expected them to be read some months ago.

The Editor would be pleased to receive other articles by members commenting on their use of the Lakes Line, or setting out their thoughts on the current situation, or photographs of events along the line. Contributions for the next issue should reach the Editor by 3rd December, as we hope to have it printed and published before Christmas.

Cover pictures: The front cover shows the 09:11 from Oxenholme approaching Burneside on 1st November last year. On the rear cover, another selection of recent developments.

The 2015 Summer Welcomes: The Chairman's report

So we come to the end of LLRUG summer welcomes for First TransPennine Express (FTPE), which is also the period of the Windermere-based FTPE travelling assistance. The summer welcome programme is one of the Group's contributions to the CRP. I can't recall



Tim Brown handing out a Stagecoach bus timetable to a visitor

whether FTPE provides this help at Easter, if it does, there is one final swansong at the end of March before our transfer to Northern. If not, I hope that FTPE will consider making the provision to sign off in style. Along with Virgin Trains' (VT) additional third member of platform staff (with radio mike) at Oxenholme, this has made a great difference to the experience of passengers.

Fred and Dave have been helping passengers in various ways: stowing and carrying heavy luggage, encouraging people to move from crowded to less crowded carriages, and advising passengers which platform to go to for their connecting train from Oxenholme.

Our welcomes, on all Saturdays from 18th July until the end of August, including additional forays on some Sundays and over the bank holiday weekend, have been as successful as

ever. Passengers are very appreciative of onward travel information from Windermere, suggestions for activities and other local knowledge which we bring to the system. Stagecoach, its local bus timetable distributors and 'See More' (the continuation of Go Lakes Travel) have been pleased with our ventures. All of our many volunteer members have also thoroughly enjoyed their work, with a number of them offering to do extra slots.

Regarding the August Bank Holiday weekend, our loadings were high despite Network Rail insisting that nobody wants to travel, and discouraging people from doing so, . Our figures are not a detailed picture, but more than a substantial snapshot reflection. What these figures hide of course are the number of bicycles and the sheer volume of luggage. Bank Holiday Monday was a disappointing day. The Lakes weather forecast was mixed, but was actually OK. Why were the services even worse than



FTPE's Travelling Assistants who have looked after passengers so well this summer.

on the Sunday when the same sections of line were closed? In the light of residual delays from problems the previous day at Carlisle, one train turned back at Preston – perfectly understandable - but this left no train service from Manchester to Preston for over two hours on a bank holiday Monday morning.

Inward, basically am, there were relatively low loadings, at around 50 travellers. Three factors came into play: Firstly, Network Rail's policy of denying Train Operating Companies unfettered access to the tracks and with it an inadequate substitute service; secondly, residual significant delays as a result of the previous day's disruption at Carlisle; thirdly poor weather in central Lancashire and Manchester discouraged the casual day tripper. A quick comparison with 2013, when passengers' journey plans were not disrupted, shows that 225 passengers travelled into Windermere on the 11:17 ex-MIA. So 175 potential visitors didn't make the trip this year.

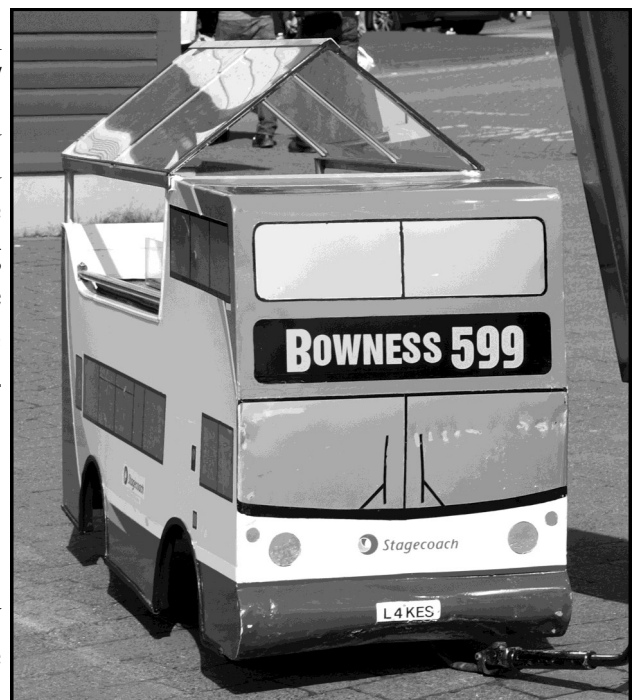
Outbound, in the afternoon, observation at Oxenholme recorded 135 passengers transferring across from the 14:58 from Windermere for the Euston train at 15:22, plus 10 others going north. 115 followed an hour later on the 16:00.

How do they travel on?

As Robert mentioned in his report on the summer welcomes, we always find that incoming visitors are pleased to have a copy of the bus timetable, which includes an outline timetable for Windermere Lake Cruises too. On our survey days we found that around 20% of incoming passengers were going on from Windermere station by bus, and the popularity of free timetables is another indication of how important the buses are. Ian Conway's article about a day out without the car shows just some of the possibilities.

At the height of the season, Stagecoach's Kendal depot has 34 buses in use in the Central Lakes area at peak times, while Windermere Lake Cruises has 16 boats in use at the same times. Between them the two organisations carry thousands of passengers in a day, on routes which now link up with walks as well as having bus/boat interchanges, in addition to the established attractions in Windermere, Ambleside, Rydal and Grasmere. This is a huge contribution to the tourist industry, and at the same time causing minimal impact on the region's roads. Imagine the increased congestion if just a quarter of these visitors decided to do the same trips by car. Remember also that these are figures from the two main people movers in tour area; others, such as Mountain Goat, Coniston Cruises and the taxis also play an important role.

It's worth remembering that this generally smooth operation doesn't happen by chance. The planning and co-ordination of timetables, crews, vehicles/vessels and backup staff is a considerable achievement.



Every little (bus) helps: the Stagecoach leaflet stall at Bowness pier.

Refranchising and Lakes Line services

According to the Department for Transport's (DfT) timetable for rail franchising, updated in July this year, the contracts for the new Northern and Trans Pennine franchise will be awarded in December, giving the new management around three months to get their teams in place. Thus, even though none of the planners knows which management team will be responsible for the services when the time comes, the process of planning the May 2016 timetable is already under way.

We summarise here some of the factors the teams will be taking into account in their planning. To come up with this list it has been necessary to trawl through many publicly available sources of information, as there is no single source.



One of the first class 319 electric trains transferred to Northern, during its early days in service from Manchester Piccadilly.

- TPE lost five of its nine class 170 diesel trains in May.
- It has not been given any other train sets to compensate, but is sub-leasing some class 156 trains from Northern Rail, which are in operation on some services to Barrow and Blackpool.
- The hourly Blackpool North to Manchester Airport (MIA), the Furness Line trains currently provided by TPE, and the entire Lakes Line services will all transfer to the new Northern franchise on 1st April.
- Some older diesel units have already been freed up by the electrification of the Liverpool to Manchester and Liverpool to Wigan routes, and are already operating in pairs on many of the Blackpool North to MIA services. Two more diesel units will be gained on conversion of the hourly Liverpool to Warrington Bank Quay service from December, and a further three by truncating the Liverpool to Blackpool North service at Preston, when it switches to electric traction. However, one of these diesels will be needed for the currently Hazel Grove to Preston service is to be extended to operate between Preston and Blackpool North.
- All of the above Blackpool services will convert to electric traction on completion of the Manchester to Blackpool project, though the services from Blackpool South and the Blackpool North to Yorkshire service will remain diesel operated. Electrification to Blackpool North will thus eventually release some diesel trains for use elsewhere.
- There will continue to be insufficient rolling stock for a 2-hourly end-to-end Barrow and Windermere to Manchester Airport service. Thus there is no immediate prospect

of restoration of through services lost gradually since 2008.

- Electrification across the North West has been behind schedule for some time, and there will be more delay because the main contractor has withdrawn from the operation. It is thought the delay will be around six months. The rolling programme would have eased the rolling stock situation by releasing diesel units as each milestone was reached, but the targets are unlikely to be met.
- Delays in the upgrades in the south of England are also delaying the release of some of the trains which were scheduled to move North to ease the shortage in our area.
- The Secretary of State has repeated that Pacers will not be part of the new Northern franchise.
- It has been reported recently that four 3-car class 170 units taken from Scotrail could be made available to TPE. These trains were for use on the Uckfield line in Sussex, but cannot be used there until the platforms are lengthened, so they are standing idle.

Since the DfT published its timetable in July, it seems the Northern franchise contract will be let in December, but the Trans Pennine one in late November. However, since the two overlap, it is accepted by the DfT that there will be some negotiation after the TransPennine award in order to tie up loose ends.

As readers can see, the situation is far from clear, and changing regularly. The Group continues to monitor developments and work with TransPennine Express staff, who are planning the future timetables along with their colleagues at Northern Rail, to achieve the best possible outcome for the Lakes Line in a difficult situation nobody involved expected.

Club 55

Once again TransPennine Express is running a 'Club 55' promotion, open to anyone aged 55 years or over at the time they are travelling. The tickets are valid for journeys that are **wholly** on First Transpennine Express (FTPE) services.

They are available in both First and Standard class and are valid for travel on any FTPE services timed to depart at or after 09:30 Monday to Friday and at any time on weekends. This restriction is for both outward and return travel.

Tickets are available for outward travel on dates up to 14th November 2015, and return journeys must be made within one month of the outward date on the ticket.

Tickets are priced on a 2 zone system; zone 1 for a journey between any 2 stations in the North of England, (£39 First class, £19 Standard), and zone 2 includes any Scottish station (£59 First class, £29 Standard). There is a further 20% discount for Senior, qualifying Disabled and 'Two Together' (where both are 55 years or over) railcard holders.

As Scotrail is now run by Abellio, and not First Group, previous promotions which offered bargains to the North of Scotland are no longer possible. Scotrail has a new Club 50 scheme; go to www.scotrail.co.uk/offers/club50 for information.

News from the Line

When Virgin Trains (VT) negotiated the extension to their West Coast franchise with the Department for Transport, much was made of the fact that it was not a 'carry on as you are' contract. We are seeing some of the results at Oxenholme, where VT is spending serious money on the buildings.

The roof of the main building is being repaired, a job we understand is certainly necessary. It would be nice to think the upper storey could be used for some railway-related purpose when the building is in a fit state. Over on platforms 2/3 the new waiting room is being decorated internally and apparently having its external cladding replaced. Between the two the subway beneath the tracks is also receiving attention. It is to be clad using aluminium panels held at about 5 cm/2 inches from the wall. While this should improve the look of the subway, it seems unlikely to solve the problem of the stream which runs along it in bad weather, or of the moisture which comes through the brickwork. The back cover photographs show some of the work.

Another job has exercised the Group recently; a member spotted work to install barriers on the car park entrances and we were worried this would make it difficult to ensure a safe turning area for rail replacement buses. We have received assurances from VT that changes to the car park on the Oxenholme village side will not stop it being used during bus substitution times, and also that the entrance on the Kendal town side has been planned so as to allow full access for Network Rail (NR) vehicles. Despite this assurance, the changes appear to have come as a surprise to some of the NR staff who actually use the Oxenholme depot.

At the same time NCP, which manages and monitors the car parks for VT, has put up large legal notices detailing the awful things which will happen to motorists who misbehave. You have been warned!

At the other end of the line, TransPennine Express has finished work on the new sewer at Windermere station. In a welcome move, NR arranged to have the track bed cleared of litter at the start of the high season, making the station look so much better. We hope Kendal is next in the queue for track bed clearance.

Right: As usual trains this summer have carried a huge amount of luggage. On the Saturday after the Lake District Summer Music festival Malcolm Conway, part of the welcome team, arranged this special safe cello storage.



Community Rail Partnership News

This year's Community Rail Awards saw three projects from Cumbria shortlisted; LLRUG for the Teamwork award, Grange Station Garden in that category, and the Art Work project at Lakes and Furness Line stations in the Community Art Schemes class. Delegates converged on Torquay for the ceremony on 1st October, and two Cumbrian projects won awards. Both Grange Station Garden and the Art Project were placed first in their class, so our Community Rail Officer made two trips to the stage. Our photo of the Art Project



award shows (l-r) Dick Smith, who represents LLRUG on the Community Rail Partnership, Tim Owen, Chairman of both Lakes and Furness line CRPs, and Jim Trotman, the Community Rail Officer for both. At the right of the picture is Mark Hopwood, Managing Director of what has just been renamed Great Western Railway, and who at one time was involved in keeping both our lines running when he worked for First North Western. As MD of the local train operator Mark was

handing out the awards.

TransPennine Express had a further award to collect, though from the other side of their network. In a on-off class for World War 1 commemoration events, Dave Hatfield, Station Manager, received third prize for the project he had co-ordinated at Hull Paragon station. He was joined on the stage by two of the staff from HMP Hull, as some of the prisoners were involved in the project.

LLRUG did not make it into the podium places for teamwork, where first prize went to the 'Additional Service Campaign' for the Cambrian Lines.. The three award winners all had been involved in large projects involving many organisations, so it was an achievement for LLRUG to make the short list.

In other CRP news, the AGM saw the three officers (Tim Owen, Chairman, Ian Wilkinson from Windermere Lake Cruises Vice-Chairman and Dick Smith, Secretary) re-elected, though all said they would be pleased to see potential successors appear. There were no successes comparable to the Burneside light to report in the business meeting which followed, but the CRP continues to support Staveley with Ings PC in its efforts to solve the accessibility problem, and to work towards making Kendal station easier to find from the town centre—and the centre easier to find from the station. Jim is working with Kendal's Tourist Information Centre, in 'Made in Cumbria' to have better rail information there.

User Group News

Membership had passed the 100 mark by the time of the August committee meeting, and our Treasurer Ian Conway reported the financial situation is sound. There will, of course, be more about this at the AGM on 11th November.

One of our members, Alan Sykes, is involved in the campaign to keep the service 597 bus running in Windermere. This is a 'Cinderella' service, since it is used by residents, not visitors, so struggles to remain viable. However, as it uses the station forecourt as its terminus, it is part of the onward transport offer in Windermere. If you would like to know more about, or help, the 'Friends of the 597', or just know when the bus runs, contact Alan on 015394 45608.

TransPennine Express has listened to the Group's suggestions and closed one of the gaps in the connections from Manchester, by retiming a couple of trains. The afternoon service is now:

Oxenholme	13:32	14:18	Windermere	13:55	14:45
Kendal	13:36	14:22	Staveley	14:00	14:50
Burneside	13:40	14:26	Burneside	14:05	14:55
Staveley	13:45	14:31	Kendal	14:09	14:59
Windermere	13:51	14:37	Oxenholme	14:14	15:04

Our Secretary Malcolm Conway explained: 'Delaying the 13:17 train till 13:32 means it makes a good connection for passengers travelling from Manchester and Preston. It fills in a long gap in good connections to Windermere for these passengers'. Retiming the 14:59 to leave Windermere at 14:45 means it now connects at Oxenholme with the 15:09 FTPE train to Manchester.

Local meetings

In addition to our AGM, other local railway groups offer:

4th November: **Please note** Chris Nutton's talk to the Kendal Engineering Society has been postponed till April 2016.

5th November: Martin Elson talks to the Stephenson Locomotive Society about 'Railway preservation in Brazil, Argentina and Ecuador' in a joint meeting with Kendal Model Railway Club, in the St John Ambulance Hall, Sandes Avenue, Kendal, at 7.30 pm.

11th November: Michael Williams and Tony Miles talk to the LLRUG AGM in Kendal Town Hall, starting at 7.15.

14th November: Cumbrian Railways Association meets at the Burnside Hotel, Bowness. Speakers include Paul Staples, FTPE's Fleet Director. Meeting starts at 11 am. For more details go to <http://www.cumbrianrailways.org.uk>.

The next four pages were written for the summer edition.

‘Call this number to book assisted travel’

Malcolm Thompson describes finding out how assistance for someone with reduced mobility works in practice.

‘I recently had a long weekend in Harrogate and arranged for assistance at Manchester Piccadilly and Leeds stations. On the outward journey I arrived at Piccadilly’s platform 13 and was met by a gentleman who put me in a wheelchair and conveyed me around the various lifts to platform 3 for the 13:26



Above: station assistance in action: a picture from First Great Western.

Left: TransPennine’s website pictogram for Assisted Travel.



to York. At Leeds I was met by a gentleman who carried my bag for the lengthy walk from platform 15 to 1B.

On the return journey – after enjoying my weekend away – I was taken to the

lifts at Leeds along with a lady with a large case, who was travelling to Cardiff via Manchester. On each occasion I was put on the right train and the assistant always made sure I had a seat to sit in. I was then met at Manchester Piccadilly by a young lady who offered assistance I didn’t really need as I had an hour to wait for the 14:00 service from the Airport to Edinburgh.

Assistance can be requested at any rail travel agent, or by contacting the train operator. TransPennine Express (TPE) state in their timetables “We can arrange assistance for you if you call 0800 107 2149”, and at staffed stations the booking office staff should be able to book assistance.’

Editor’s note: On their website TPE also say that, where they offer parking at a station, they offer free parking to disabled badge holders. The paragraph goes on to say: “Where our stations are unstaffed and/or inaccessible, a welcome poster will be displayed at the station entrance containing the freephone number for our Assisted Travel Team. This team can arrange alternative transport to the nearest accessible station or organise for a member of onboard staff to assist you on or off a train where the platform is accessible.” This is presumably relevant to Staveley. Does anyone know of a disabled passenger using this facility to catch the train?

TPE is once again providing extra assistance for passengers on the Lakes Line during the high season. This person will help with heavy luggage, both on and off the train.

Trip to Ambleside - not by car

Ian Conway writes: 'My wife and I went to Ambleside on Saturday 23 May but did not use the car as I have been in hospital and cannot drive at the moment.

We arrived at Oxenholme station in plenty of time to get our tickets and have a look at the new seat the group partly funded near the Peace Pole on platform 1. We moved over to platform 3 where we waited for our train to Windermere which arrived on time (10:05). We boarded the train, found some seats - the train was about three quarters full - and in no time we set off. We picked up more passengers at Kendal, Burneside and Staveley and arrived at Windermere on time. At the bus stop there was a member of staff from Stagecoach to sell us tickets for the bus to Bowness. After a wait of about 15 minutes the open topper took us down to Bowness. We got out at the pier and crossed the road got tickets for the cruise up the lake to Ambleside. The boat soon arrived, we boarded and sat down for the 35 minute cruise up to Waterhead.

Right:

The '**Swan**' manoeuvres at Waterhead pier.

We walked into Ambleside and went for lunch, had a look around and then walked back to the pier for the 2-10 boat back to Bowness.



We came back on the 'Swan', one of the big boats and enjoyed the view from the top deck. We arrived in Bowness to find a bus ready to go to Windermere Station so we jumped on, went upstairs on to the open top deck. Back at Windermere station we had a while to wait so did a bit of shopping in Booths Supermarket. Got out of the supermarket to see the train just arriving in, so we jumped on, soon set off to Staveley, where we picked up at least eight passengers, then on to Burneside where more got on and off, and next to Kendal where about 20 got off and about the same got on. Finally on to Oxenholme where we had to get off. All in all a good trip out without the hassle of driving.'

Ian adds: Northern Rail have some good combined tickets if coming from further afield so check their web site. You can buy their Ranger and Rover tickets at Windermere or Oxenholme stations.

Cyberspace News

All the train operators now offer various electronic ways for travellers to find out about train times. One of the oldest is National Rail Enquiries (NRES) phone enquiry service, on 08457 48 49 50, along with their 'Train Tracker'. Operators offer text alerts if your regular train is delayed, or the various ways of using the internet to book tickets, and find train times. NRES offers its 'live departure boards' on the internet, which will show up to date information about any station you choose. Virgin Trains, on its website, includes 'Live travel info' in a panel in the centre of its home screen. You can go in to detail here, by clicking 'Check your journey', which will bring up news about particular trains.

There is one site which shows even more detail: Real Time Trains. This has an app version, available for Apple and Android systems, which is very similar to NRES' 'Live departure boards', but if you go for the full internet version, you get much more. It's a real trainspotter's paradise, as you see times of freight trains as well as passenger ones. You can click on any train and find out details of when it passed timing points along its route, and it really is 'real time'. You may, for example, find a train shown as 'approaching platform'. Even better, it's free.

Plan Arr	Act Arr	Origin	PI	ID	TOC	Destination	Plan Dep	Act Dep
1006	1006	Windermere	3	2C07	TP	Terminates here		
pass		London Euston	2	1S42	VT	Glasgow Central	1007½	1032
1012	1013 ½	Edinburgh	1	1M93	TP	Manchester Airport	1012	1015¾
1021	1035	London Euston	2	9S44	VT	Edinburgh	1022	1036
pass		Glasgow Central	1	1M09	VT	London Euston	1025	1026
1028	1031	Manchester Airport	2	1S40	TP	Glasgow Central	1028	1032
		Starts here	3	2C08	TP	Windermere	1033	1033
1042	1043	Edinburgh	1	9M52	VT	London Euston	1042	1044
pass		Mossend Euroterminal	1	495N	ZZ	Daventry Int Rft Recep Rfd	1054½	0952½

A screenshot from Real Time Trains for Oxenholme at 10:30 on 25th June

The Group's website (llrug.co.uk) is updated regularly, but time spent on other RUG matters means this does not happen as often as it could. Is there a member who feels confident about working on a website and also that he/she could help out with this task? If so, please contact our Chairman.

Running commentary: a Trio of coincidences

Robert writes about a difficult couple of days for train operators. Some of the information comes from using 'Real Time Trains' website.

'The week ending 12th June was not a good time for West Coast Main Line. On the Wednesday two freight trains failed (one north, one southbound) in the Carnforth area causing problems for a long time. On Thursday, overhead wire problems at Lockerbie caused severe disruption for hours, and when finally sorted, someone was hit by a train, which finished off the rest of the day. On Friday, major signalling problems at Carstairs had similar effects to the two previous days. Virgin Trains (VT) has taken to a default setting whereby the easy option is to terminate its trains at Preston, even when, as regularly happens, the problem is north of Carlisle. Very occasionally one, but not both, of VT's hourly trains ventures north. Because of the drastically reduced number of through trains on/off our Branch, journeys for rail passengers to/from this part of the world are severely disrupted on these occasions. It always takes at least a couple of hours to set up alternative road transport at Preston and Carlisle, and then it takes a further hour to get to Oxenholme.

Other issues include questionable practice by signallers causing disruption to passengers far too often. Preston Power Signal Box is one of the worst at the moment. Examples include repeated holding of Trans Pennine Express's northbound trains in the Preston area awaiting late running VT trains from the south. Our northbound 'Birmingham' trains are leaking time between Birmingham-Wolverhampton-Crewe on a regular basis. Southbound TPE trains are too often slowed down to virtually a stand approaching Euxton Junction whilst Northern trains coming off the line from Chorley cross to the slow line. If the TPE trains were allowed to bat on at 100/110 mph the Northern trains wouldn't be delayed for more than a few seconds (if at all), but instead the TPE trains are delayed by at least 5 minutes.

Editor's note: Though this article treats incidents in June, a similar story could be written about some more recent weeks, so has been allowed to stand.

And finally

A look back to the days when signallers could see the trains they were controlling.

From the Cumbrian Railways Association archive: LNWR 4-6-0 No. 1694 on an up train passes the signal box by the Junction with the Windermere branch, as it approaches Oxenholme.



Useful contacts

Train Operators:

Mick Elliot Stations Manager, First TransPennine Express
Barrow Station, Abbey Road,
BARROW IN FURNESS LA14 5QZ

TPE Customer Relations Customer Relations, First TransPennine Express
Admail 3878 FREEPOST
Manchester M1 9YB
0345 600 1671
email: tpecustomer.relations@firstgroup.com

TPE Lost Property 0345 600 1672

Virgin Trains Customer Relations
PO Box 713, BIRMINGHAM, B5 4HH
0845 000 8000 (national call rate)
e-mail: customer.relations@virgintrains.co.uk

Transport Focus Freepost (RRRE-ETTC-LEET)
P.O. Box 4257, MANCHESTER, M60 3AR
0300 123 2350
e-mail: advice@transportfocus.org.uk

Enquiries:

National Rail Enquiries: 03457 48 49 50 (24 hour service)
Note the slight change in this number! 03
www.nationalrail.co.uk

Train Tracker 0871 200 4950

Transport Direct (Door to door journey plans) www.transportdirect.info

Traveline Cumbria (Trains, Buses and Boats)
0871 200 22 33 (Open 08:00 to 20:00 weekdays,
shorter hours weekends; national call rate)

Security:

Network Rail National Helpline
08457 11 41 41 (to report broken fences, graffiti,
effects of vandalism etc.)

British Transport Police 'Railwatch'
0800 40 50 40



A round-up of developments at Oxenholme Station, where Virgin Trains is investing in repair and remedial work.



The roof on the main building is being repaired, and the waiting room on platforms 2/3 redecorated. In the subway, the walls are to be panelled in an attempt to deal with the damp problem.

