A photograph of a yellow train on tracks, viewed from a high angle looking down the tracks. The train is moving away from the viewer. Overhead power lines and a green signal light are visible. The background shows green trees and a clear sky.

# Lakes Line Bulletin

**Summer 2016**

**Oxenholme Transformed  
Three months of the new  
Northern**

**The Shaw Report**

**News from the Line**

Cover photo: A train of track panels waits on the Up line south of Burton Road bridge on 8th May

**Issue 123**

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

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## Editorial

The scale of the several weeks of work which Network Rail has undertaken at Oxenholme has provoked a lot of interest, not only among rail users. It's exciting, and widely seen as a sign that the future of the Windermere Branch is secure. As articles in this Bulletin explain, this considerable investment will have benefits for the West Coast Main Line traffic as well as the Lakes Line, and is a step towards electrification to Windermere. It's a good news story – though with a 'but'.

The 'but' is the timing. For six weekends in a row there were no trains at all on Saturdays and Sundays, and on the two bank holiday Mondays the disruption extended into the morning timetable. And all this disruption in a spring when our local tourist industry needed all the footfall it could get, as it tries to recover from Storm Desmond. True, Network Rail could not have foreseen the ferocity of this winter's rain when, months if not years ago, it planned the work, but it did know the bank holiday dates. We've said it before, but it is still the case that, north of Preston, the overwhelming majority of rail passengers are on leisure journeys, not business. Self evidently, this is even more so at holiday times. And it's by no means the first year that it has been inconvenient to come to the Lake District by train at holiday time. If rail is to play its part in supporting a sustainable, visitor-based tourist industry, it needs to offer its full service at the times of greatest demand. There must be a way of carrying out such important work without prejudicing its role in the local economy.



Oxenholme on Spring Bank Holiday Monday, 30th May, and the crowd on platform 1 stretches into the far distance. Remember, this is a day when, according to Network Rail, few people want to travel. After taking the picture, Malcolm Conway counted 350 people on platform 1. Somehow they managed to get onto a train which left Carlisle 'full and standing'!

## Network Rail descends on Oxenholme

Over six weekends Network Rail has been upgrading the railway tracks at the south end of Oxenholme station. A succession of machines, from dumper trucks to one of the biggest rail-mounted cranes in the UK, has seen to the lifting of track, scooping up old ballast and replacing it with new, and laying new track, to a new plan. Along with all this there has been electrical work, from the mighty overhead supply at 25 kilovolts to the lower power network of signalling cables as signals have been renewed, moved or added to.

The overall aim is to improve the access to platform 3, and thus the Windermere branch. Sensibly, Network Rail decided to combine this work with other desirable improvements to the layout and so get more value from the disruption caused to travellers. The plans on the rear cover show the ‘before and after’ layouts. The key is on the inside of the rear cover.

The most obvious change affecting the Lakes Line is that ‘down’ trains – those travelling north from Lancaster – will now turn off the main line very soon after passing under Burton Road bridge. They will travel along what was the goods loop, and then over a new piece of



On the afternoon of Tuesday 10th May work carries on in the safe zone while trains continue to use Oxenholme station. On the left is the existing access/exit to/from platform 3, while the first part of the new access from the goods loop is on the right. In the background NR staff dig out the new track bed under the road bridge.

track through the unused square arch in the station road bridge, into platform 3. ‘Up’ trains – those going south – will leave platform 3 over the present access track, travel south on the down main line for a shorter distance than now, then cross to the up main line and accelerate to full speed. All the crossovers between tracks used by Lakes Line trains will be upgraded for higher speed, even when they stay in the same location as now. This won’t make any difference to journey times on the Lakes Line itself, but has advantages for train punctuality. Changing the crossover from the down to the up main lines will save the Lakes Line trains around 45 seconds, with a similar time saving for trains coming off the down main line on to the Windermere branch. It doesn’t sound much, but is a real bonus to the signallers controlling traffic as it frees up the main

line much sooner than the present arrangements.

Masts for overhead electrification have gone up along the Windermere Branch, but only to the start of the curve down to Kendal. Technically this work is not about electrification of

the Branch, rather it is a 'run off' for electric trains running in to platform 3, but this work will make the eventual project easier. Furthermore, putting the wires up along Platform 3 does make it possible to use it for electric trains. Perhaps as a terminating platform for TransPennine's class 350 trains, if the main line is closed between Oxenholme and Penrith? Platform 2 can also be used as a terminating platform – it's to have a starter signal for the southbound direction installed. It makes sense, if the line is closed further north, to use Oxenholme as the northern terminus rather than Preston or Lancaster. It's much quicker for replacement coaches to reach the M6, so less disruptive for passengers.

The Group wishes to thank Sam Morris and Marianne Webb from Network Rail and David Langton from TPE for their information about the work at Oxenholme, and Network Rail for permission to include the 'Before and after' track diagram.

## User Group News

Thanks for everybody's help at the coffee morning on 11th June at Staveley, including non-members and the cakes etc. from non-members. Everything went well and we made a surplus of £149 for Group funds. It was nice to see and talk to the villagers of Staveley and hope we can see some improvements at the station by talking with Northern the new train operator. We will also have our sales stand out at the Carnforth Model Railway Exhibition on the station there on the 20 & 21 August, and hope to see some of you there.



Alan Noble showing his waiting on skills at Staveley

Ian Conway Sales Officer & Treasurer

## The Summer Edition timetables

The Middleton Press version, the only national printed version available, never seems to be available much before it is due to start. The publication has been downsized with a consequent 50% reduction in price to £9.95. It's barely a centimetre thick. There is now the possibility of taking it on a journey with you! It uses the old Thomas Cook European edition format as its model, and reverts to traditional railway timetables, namely portrait, so that you can read it like a book rather than have to turn it through 90°.

It is almost sacrilege that numerous stations are excluded. In Cumbria this is the case on the Settle & Carlisle, and on the Cumbrian Coast Line. In Devon and Cornwall most branches are listed with departure times from the main line and little else. I suppose that many people now get their train times electronically and the privatised TOCs continue to provide individual route printed timetables, so perhaps there is less need for a national production.

Most of the suburban regular clock face timetables are represented by a summary stating "and at the same minutes past each hour until xx". The nearest ones to us are the Merseyrail electrics and many of the Glasgow Strathclyde services. Information about Caledonian Sleepers and Eurostar is very much the same as before, and Middleton Press includes Metro systems such as Manchester or Tyneside.

## Network Rail's e-timetable

This was available on the internet a week prior to its commencement. No major changes to report – same format, same table numbers etc. Ours, Table 83, has some basic errors such as incorrect information about through trains and, rather glaringly, stating that TPE operates the service! It's a good job that these people are not doing an important job in the railway industry. Is it any wonder that Barry Doe, in his *Rail* timetable commentary articles has given up on them?

## Train Operating Companies

First out of the blocks with a printed version was Virgin Trains (VT). Slight improvements in presentation, most notably the very dark blue background shading for peak hour trains, which rendered the actual timings illegible, has been lightened. In the content, the 16:30 ex-Euston fast train requested by the Scottish Parliament has *five* stops inserted: Warrington, Wigan, Lancaster, Penrith and Carlisle. In other words, every station except ours. An opportunity to even out the departure times from Euston has been missed, namely to switch the 16:33 with the 16:57. This would have meant that an earlier departure could have enabled a Windermere connection at Oxenholme. The current 16:57 is so far out of kilter that it misses the Windermere Branch service. Are VT bothered? Clearly not, as they leave us with those ridiculous 3-hour gaps throughout the morning. Perhaps it will be addressed in the December timetable review along with our similar access issues in connectivity with a fair swathe of the network at Crewe and Birmingham.

## TransPennine Express (TPE)

Although last out with their printed timetables they were first to display them in full on the internet. Most noticeable is the change in design – two-tone blue, and very refreshing it looks too. Windermere connection times remain in the Manchester to Scotland timetable, and we thank TPE for that; it does make it seem that we belong to the railway network in spite of the DfT’s best efforts to land us with a detached (from its other services) Northern operation. The other point worthy of note is that there are different timings in Windermere trains which work off the Branch. These commence on Monday 11<sup>th</sup> July when it is likely that TPE’s remaining four class 170 trains go south, and therefore instantly Branch timings become more sluggish to accommodate the class 156s. Back to the future. Back some 20 years in fact!

## Northern Railway

Second out of the blocks with a printed version. Although in micro-print, 38 mini does at least show workings off the Branch, and connectivity and connections with Lancaster and Preston. Timings of all trains from 11:19 until 18:30 are extended by one minute in both directions to reflect the poorer accelerating qualities of the class 156s, as mentioned above. It would have been nice to have had all our station names correct, too. In its Furness/Cumbrian Coast Lines timetable Northern reckons that TPE are still operating out of Barrow!



## Kendal Station

Kendal has 16 notice boards. On 29th May, two months into the new franchise, Northern appeared to think we all need a railcard! Only *three* showed train information.



## 31<sup>st</sup> March/April 1<sup>st</sup> Changeover day FTPE to ARN

Dick suggested to me that I might like to join him on the last TPE trains to operate on the Branch on the 31st. Who could refuse him?!

We duly departed from Oxenholme at 22:20 in the company of driver and conductor, both Blackpool based. The final train left Windermere at 22:45 and Oxenholme at 23:06 for Blackpool North. Kevin had posted ‘farewell’ notices on the main departure board on platform 2 and on the Branch cis on platform 3 (see photo).



Copies of our Spring Bulletin were handed to the crew, and photos were taken by Dick. The journey was uneventful – no fireworks, detonators or people chaining themselves to the level crossing gates at Burneside. Not even one rail enthusiast in evidence (other than Dick and me!).

Earlier in the evening, Malcolm had travelled on the last train to Manchester Airport (just as far as Oxenholme) and the last through working onto the Branch without ceremony, except the crew posted messages on ‘Facebook’ – or was it ‘Twitter’?

The following morning Jim Trotman travelled on the 09:11 service into Windermere dishing out Arriva Rail North/Northern ‘goodies’. I joined him on the following train at 10:33, and he left me to travel on the first Northern train to Manchester at 10:55 from Windermere (back up to Oxenholme) and the first through train from Manchester into Windermere. Dick joined us again – more photo opportunities.

A very pleasant lunch was had courtesy of Northern Railway, as Jim was joined by his Cumbrian Coast colleague Lawrence Hilland, and Tim Owen of our CRP at the Windermere Hotel, plus Dawn McGough from Cumbria County Council). There was further Cumbrian representation in the form of Drew Haley and John Moorhouse of the S&C Line, Cllr. Geoff Cook of Cumbria CC, Nigel Wilkinson of Windermere Lake Cruises, two representatives from LDNPA, one from NuGen (the Cumbrian Coast energy group), Roy Greenhalgh of Network Rail, and three senior staff from Northern. Our old friend Mick Elliott was also present.

Alex Hynes, MD of the old and the new Northern, arrived on the train at Windermere after lunch having done the main launch in Manchester, and I gave him a copy of our latest Bulletin.

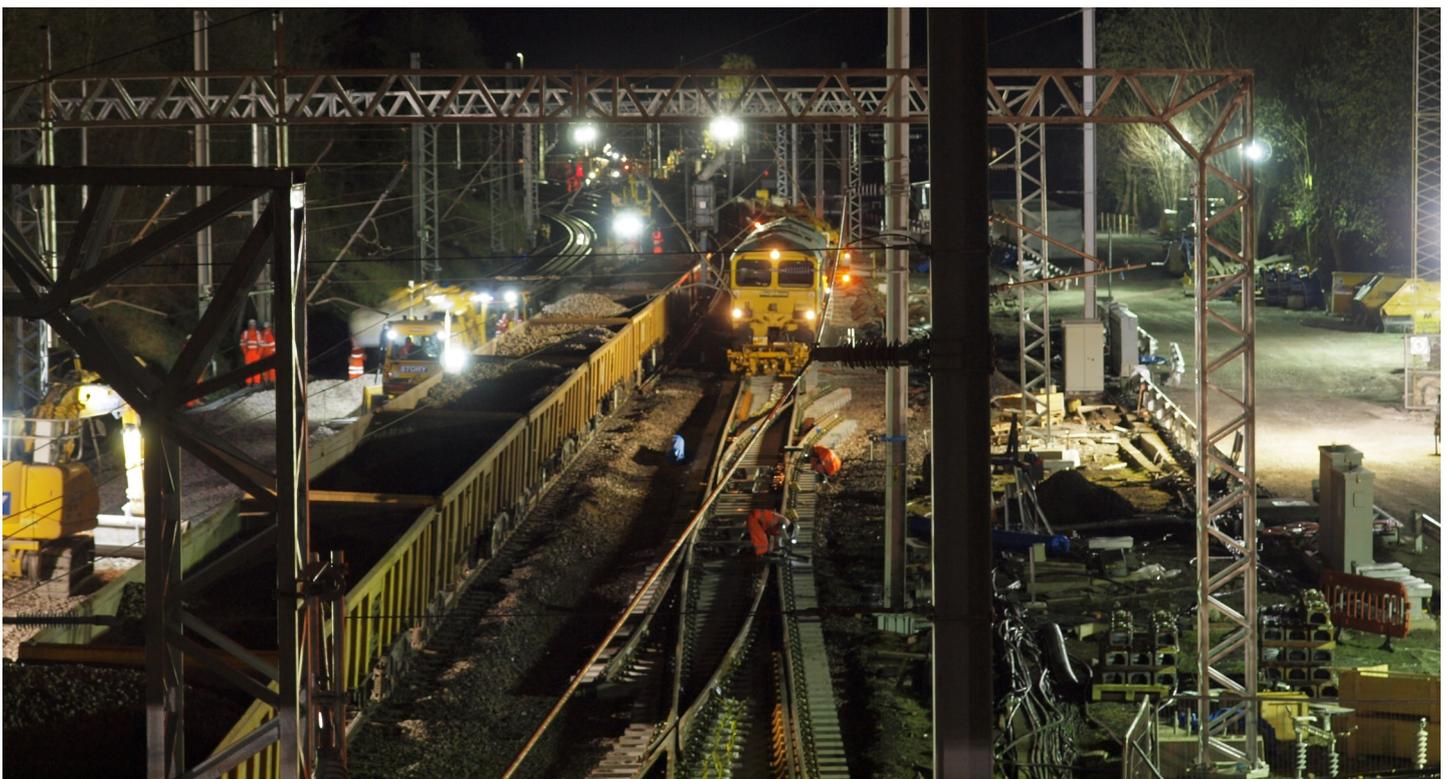
RT.

## Remodelling at Oxenholme April and May 2016



First weekend, April 23rd-24th. Above: a ballast train occupies the down line and platform 2, while the up line has been lifted south of the station, and new track bed prepared. The new ballast is laid on a sheet membrane.

Below: work goes on into the night.

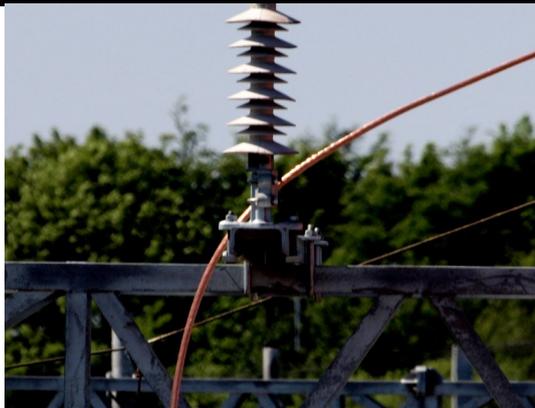
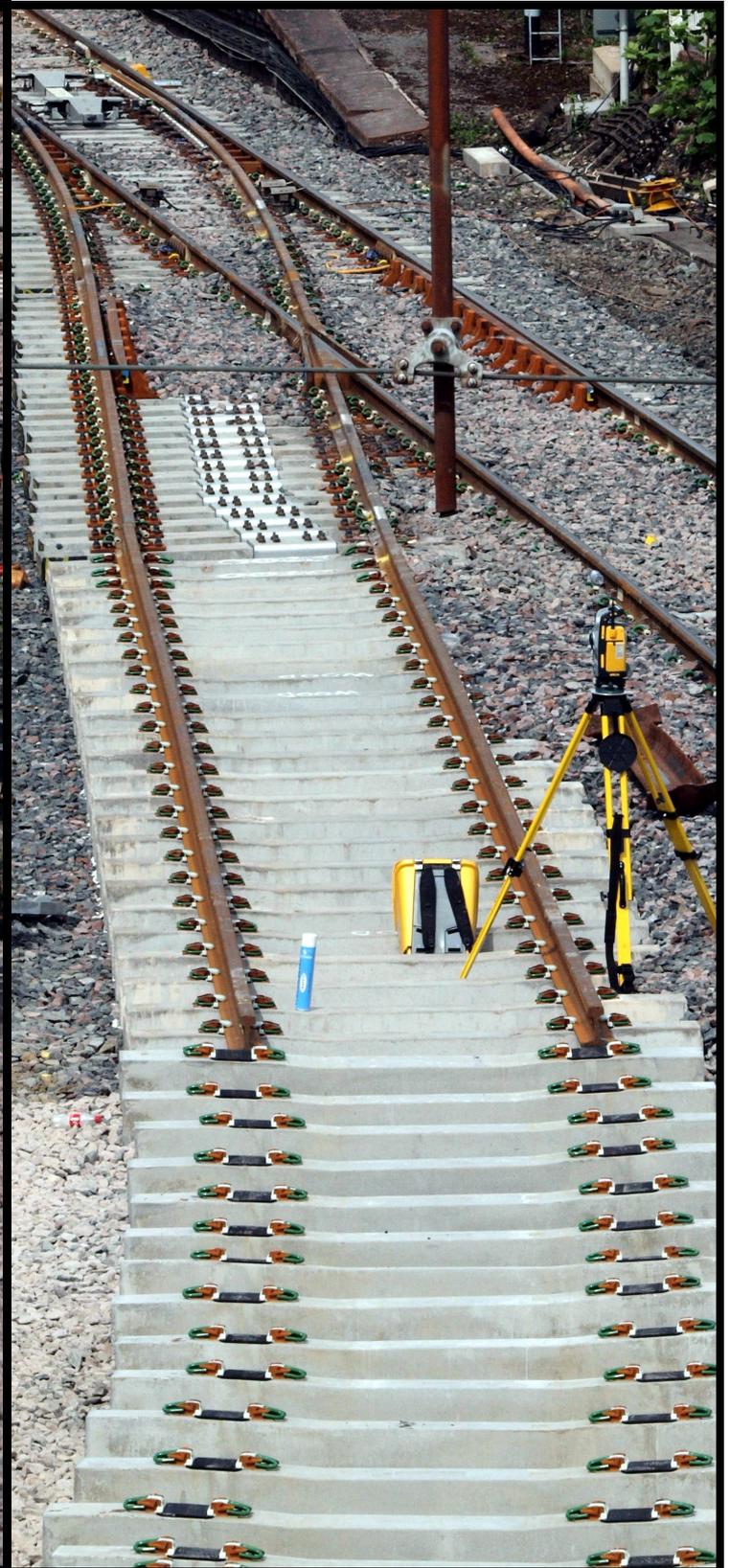
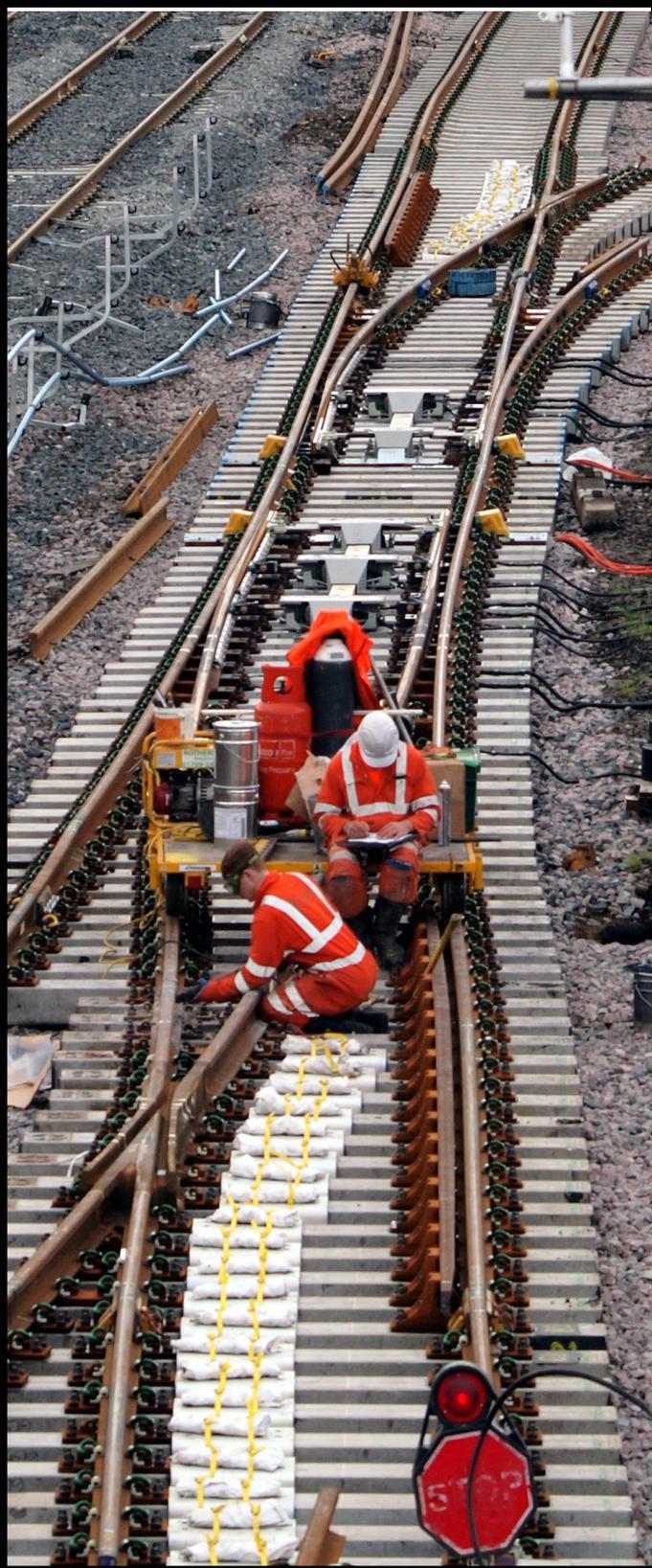




Above: the massive 125t Kirov crane, for lifting track panels into place.

Below: skill in action: using the mechanical grab to place sleepers in the correct position. Note the distance bars to guide the driver.





2 views of the new connection between the down goods loop and platform 3. Above left, the new point to allow trains to go straight from the goods loop to platform 3, (points 612A & 613B) and, right, new sleepers at the station end of the new access. Left: new copper wire sparkles in the sun on 29th May.



Above: wiring under way above the new point out of the goods loop. Below: The Rail Replacement bus service depended on specialist staff for its success.

Right: Paul from Abellio Rail Replacement and Emma (FRR) at Oxenholme, and Steve and Pav at Kendal, some of the members of the customer care teams looking after passengers using the buses. A big operation, which worked well.



## Oxenholme to Windermere Electrification:

### Presentation at Kendal & District Engineering Society 12<sup>th</sup> April 2016

Chris Nutton of TPE, the person in the railway industry who has done most to secure electrification of the Windermere Branch, was due to have made a presentation but was ill. Sam Morris (Sponsor), Marianne Webb (Senior Communications Manager) from Network Rail and David Langton (TPE) stepped into the breach admirably. LLRUG was well represented by Peter Colley, Malcolm Conway, Mike Nicholson, Dick Smith and myself.

My notes of this, the best and most informative meeting about railways across the North of England I have attended so far this year, are rather sketchy due to a combination of being riveted to the content and the most effective blackout for a power-point presentation I've encountered!

Very quickly the ladies who opened the batting homed in on our patch. We learnt that the importance of direct services with Manchester Airport in attracting visitors from the Far East did not form part of the business case for electrification. Sam then went into detail about some of the engineering challenges of electrifying to Windermere.

The first structure down the line, Parkside footbridge, will need to be replaced as there is insufficient overhead clearance. Bedrock makes the alternative strategy of lowering the track impossible. Next up were the two at Sparrowmire which will both require the parapets raising. At Plantation Bridge the track wasn't realigned through the centre of the arch when the track was relayed, so this will have to be done. Staveley by-pass of course needs no attention as the then LLAG secured sufficient clearance and width for a restored second track when it was built. Black Moss bridge will need to be rebuilt – the track cannot be lowered because it is in an area which has a tendency to flood.

We then back-tracked to the level

crossings, where overhead clearance similar to motorway bridges is standard. This is particularly important at Hollins Lane where Croppers' high-sided vehicles pass over. There may also be further measures to ensure safety at the three foot crossings in the vicinity of the Droomer Estate approaching Windermere Station.

David took us through the work going on at Oxenholme and its benefits, as Dick has reported in his article. The meeting concluded with a lively discussion of questions raised by the audience. We are very grateful to the K&DES for this fascinating evening. RT



Bridge 16, between Sparrowmire and Briarigg: the parapet will need to be improved, but there is clearance for the overhead wires.

## The Shaw Report

At the time of the July Budget in 2015, Nicola Shaw was asked ‘to consider options for the longer-term shape and financing of Network Rail.’ This was in the context that Network Rail (NR) was about to be reclassified as a public sector body, which meant its finances would appear on the government’s balance sheet. Many observers expected that Ms Shaw’s team had been set up to recommend privatisation of Network Rail, but her report, published in March, in fact specifically ruled this out.



Nicola Shaw.

When appointed to lead the report team, she was Chief Executive of HS1, formerly the Channel tunnel Rail Link. She will become Executive Director UK of National Grid later this year.

The Report made seven recommendations:

**Recommendation 1:** Place the needs of passengers and freight shippers at the heart of rail infrastructure management.

*This may seem obvious, but is in fact quite a change. One of the features with Network Rail has been that its customers were the train operators, not the passengers. This has often frustrated the Group in getting answers from NR.*

**Recommendation 2:** Focus on the customer through deeper route devolution, supported by independent regulation.

*NR has been moving towards more local devolution, and the evidence is that it delivers good results.*

**Recommendation 3:** Create a route for the North. This new route will work closely with the customers there and in particular the new regional Government body, Transport for the North.

*This is the proposal with the most obvious relevance to us. Combined with local devolution, it should mean that local projects such as a passing loop, and upgrading Staveley station access, get more attention.*

**Recommendation 4:** Clarify the government’s role in the railway and Network Rail. In particular, the roles of the Department for Transport (DfT) – as funder, client and owner of Network Rail – should be considered and clarified.

**Recommendation 5:** Plan the railway based on customer, passenger and freight needs. Enhancement planning should be generated from passenger and freight shipper requirements. Routes should be given the freedom to build up their plans based on these needs and recognising the role of the railway in the wider transport, economic and social objectives of the area.

*Good news, we hope. See also R3 above!*

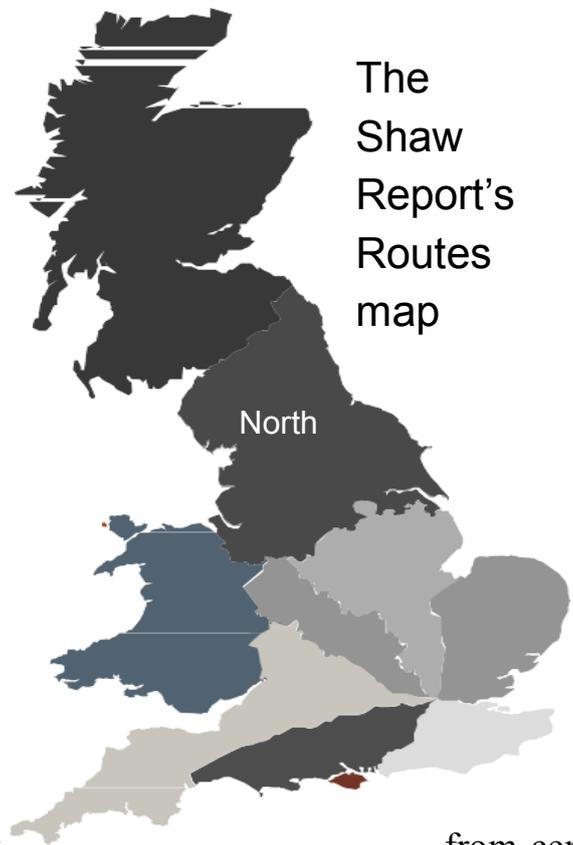
**Recommendation 6:** Explore new ways of paying for the growth in passengers and freight on the railway. Further options for involving private sector finance – for example, from letting a concession, or involving suppliers in technological investment –

should be explored to release Government capital, encourage innovation, and speed up delivery of improvements for passengers.

**Recommendation 7:** Develop industry-wide plans to develop skills and improve diversity. People are one of the railway's greatest assets. But the industry as a whole needs to support and grow the pool of skilled and talented people working in the railway better and encourage more diversity.

This is a really important point. For some time the industry has said that lack of trained staff is a big factor in its difficulty in keeping pace with the demand for improvements.

Overall, the, it seems the Shaw Report has made realistic suggestions. Network Rail's financing is to change anyway. Instead of getting a direct grant from central government, this pot will in future be given to the train operators (TOCs) to pay Network Rail's charges. This gives the TOCs much more influence over NR. Together with the acknowledgement that passengers are NR's customers too, we should see a more responsive organisation.



The Shaw Report's Routes map

## The Stephenson Locomotive Society



The Stephenson Locomotive Society was founded in 1909 and is the premier society for the study of railways in the U.K. and abroad.

It owns a large library and photographic collection and publishes a bi-monthly Journal - articles range from historical through technical to modern. The Society led the way in preservation by saving the locomotive "Gladstone" in 1927. This can be seen in the National Railway Museum at York.

Regular meetings and visits are held throughout the country, including local meetings held once a month from October through to April at the St. John Ambulance Hall in Sandes Avenue, Kendal. Our next meeting in Kendal will be at 1915 on Thursday 6<sup>th</sup> October 2016, when Professor Robin Smith will give an illustrated talk about the Quintinshill railway disaster of 1915. Meetings are open to everyone.

For further information e-mail [ericjbartlett@btinternet.com](mailto:ericjbartlett@btinternet.com) or look at our website – [www.stephensonloco.org.uk](http://www.stephensonloco.org.uk)

## Connectivity

On a line such as ours, with only one train per hour, the one concern which has been constant over many years is that of connections.

We can all remember the tales of seeing the tail-light disappearing down the Branch, but over time, with improved punctuality on the West Coast Main Line (WCML), matters have improved significantly. However, with the withdrawal of all but a couple of our through Manchester services, once more the focus has returned. About a year ago, the chairman of our CRP, Tim Owen, became very concerned about the performance of the 06:15 from Birmingham for commuters to Kendal and Windermere from Preston and Lancaster. He monitored this train over a lengthy period, and noted a high failure rate, with the consequence of many passengers voting with their feet and finding a more reliable alternative. Our secretary then started tracking the train two hours later, and noted a similar unacceptable failure rate.

This set me thinking and so I monitored ten northbound WCML trains with connections into six Windermere-bound services for 12 weeks throughout the Autumn. It was not a pretty picture! A strike rate of 66%, the worst week showing just 33% of connections made. The worst performing train was the 12:00 ex-MIA at 33%. My report to the rail industry did at least galvanise them into some action - a summit meeting of Network Rail (NR) and the affected TOCs.

In the Spring I repeated the process over a slightly longer period - 14 weeks. This started with the 6 weeks running up to the end of FTPE Branch operation, the first 6 weeks of Northern's custodianship, and then the first two of the new May timetable. There were some improvements, but the first 6 weeks of ARN operation saw an 8% deterioration on the previous weeks. The worst week came in at 62% - more than one in three missed connections. The two weeks of the new timetable recorded 75% - still a one in four failure rate.

Since then, our secretary has been checking the the 09:29 from MIA which has a VT connection at Preston and then a Lakes Line train at Oxenholme. This service was a through train until the timetable change. This is just at the right time for a day trip from Manchester to the Lakes and it leaves after the morning peak fare period. The success rate at the moment is a very poor 50%. A missed connection is especially annoying for passengers for Burneside and Staveley, because the following train doesn't call there. RT



## News from the Line

Sadly, we have to report that since the Spring Bank Holiday there have been several cancellations of trains on the Line. In a couple of cases these were due to mechanical problems with the train, but in most the reason was lack of staff. This despite the fact that nearly all the TransPennine staff who actually operated our trains have transferred to Northern. The Group and the Community Rail Partnership (CRP) have been in regular contact with the management of Northern Railway about this. It is unprecedented in our experience, and we know is very upsetting for our passengers.

The Group is also concerned about cleaning and maintenance both at stations and on the trains. Northern has a different contractor for this, Carillion, and though in theory the staff have transferred to Carillion, the grass cutting gear certainly has not. Our unstaffed stations are not being cleaned as often as previously, and it appears the cleaning staff have less time actually on the trains.

Our regular summer survey took place on Friday 17th and Saturday 18th June. Overall we counted fewer passengers than last year, probably simply because two return trips were cancelled on the Saturday. Our volunteer interviewers managed to talk to just over 40% of the non-school passengers, gathering very useful information about the use of the Line for the CRP. The interviewers were disappointed to hear more complaints about cancelled trains and missed connections than in previous years. There will be more about the survey in the Autumn Bulletin.

The CRP and the Group are very grateful to the volunteer interviewers and passenger counters, who spent around 100 hours at work on the trains over the two days. We are also grateful to Northern Rail for giving us free travel, and the on-train staff who were, as ever, welcoming.



5th June: the first class 156 of the new franchise arrives at Oxenholme.  
Photo: Malcolm Conway

In the last Bulletin we warned the class 185 trains were to move elsewhere on the system. We have already seen at least one of the older class 156 trains on the Line, and from 11th July we expect the older trains to be the norm. Northern Rail has responded quickly to concerns from the Group and the CRP that a 2-car train would not be big enough for the summer peak, and hopes to be able to provide some 3- or 4-car trains for the busiest services.

Vandals struck an evening train on Saturday 4th June, throwing a stone which broke the driver's window as the train cross the Kent in Kendal. The train was terminated at Burneside, and returned to Oxenholme. If you have any information, please contact British Transport Police—details inside the back cover.

## Oxenholme car park

At last! A chance to say ‘We told you so’. When, in the spring, Dick Smith and Dave Grime were shown round the proposed car park changes at Oxenholme, they were told that the new lifting barriers on the east (village side) park had been designed to allow rail replacement buses to pass through. Dave, who has experience of the construction industry, doubted the entrance was wide enough and suggested it would be prudent to hire a coach for an hour and try it out, before the machinery was put in. ‘Oh, no, it’ll be fine.’ When the weekend blockades started, and the east car park was to be the bus interchange, what happened? Two fence panels had to be taken down to allow buses in. After a few weeks of temporary replacement by movable mesh barriers, we now have two shiny new gates there.

The actual bus replacement operation was carefully organised. The train operators brought in sub-contractors to supervise the operation, with staff at Oxenholme, Kendal and Windermere stations, and also at Lancaster, and Carlisle. The bus despatchers used mobile phones to communicate between the various stopping points, saying which buses were on their way. Northern had asked the Group for advice about serving Burneside and Staveley, and duly provided smaller buses for them. An expensive operation, yes, but one which made the blockade more palatable for passengers. It also saved some people money—the drivers did not sell tickets, so some local residents used the ‘train bus’ for a free ride!

The car park is now back to its usual use. Charges are £9/day (NOT per 24 hours) weekdays and £3 at weekends. You need to take your ticket to the pay machine before going to retrieve your car.

Below: ‘little and large’ rail replacement coaches and supervising staff at Windermere on 7th May, seen from an open top 599 service.



## Northern Contact Directory

*(Editors' note: this is as up to date information as we have at the time of going to press. It is taken from the Northern website.)*

We are compiling the new Northern Contact Directory and will have this finalised and listed here very soon. In the meantime, if you want to make contact with a member of the team in the first instance please contact us via one of the methods listed below:

- **through forms on this website: <https://www.northernrailway.co.uk/corporate/contact-directory>**
- **by emailing [enquiries@northernrailway.co.uk](mailto:enquiries@northernrailway.co.uk)**
- **by phoning our Customer Experience Centre on 0800 200 6060**
- **on Twitter or Facebook: [@northernassist](https://twitter.com/northernassist)**
- **through any member of staff at our stations or on the train**
- **by writing to us at Freepost NORTHERN RAILWAY.**

TPE Customer Relations Customer Relations, First TransPennine Express

Admail 3878 FREEPOST

Manchester M1 9YB

0845 600 1671

email: [tpecustomer.relations@firstgroup.com](mailto:tpecustomer.relations@firstgroup.com)

## Virgin Trains Customer Relations

*(Editors' note: The current VT timetables suggest writing a letter or emailing to contact customer Relations. The phone number given here is listed under 'lost property' but appears to relate to Customer Relations)*

PO Box 713, BIRMINGHAM, B5 4HH

03331 031 031

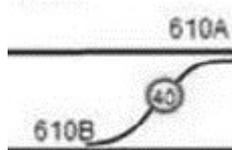
e-mail: [customer.relations@virgintrains.co.uk](mailto:customer.relations@virgintrains.co.uk)

British Transport Police 0800 40 50 40, or [first\\_contact@btp.pnn.police.uk](mailto:first_contact@btp.pnn.police.uk)

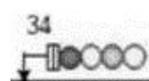
Twitter: [@BTPLancs](https://twitter.com/BTPLancs)

Report crimes or incidents discretely by text on 61016

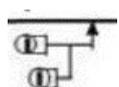
Key to the diagram on the back cover:



Crossover between lines, with speed limit



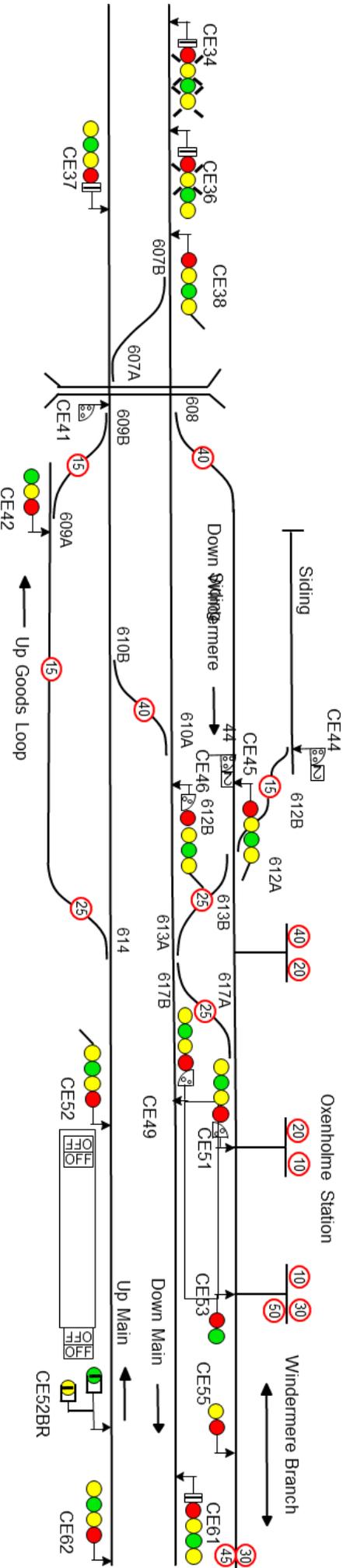
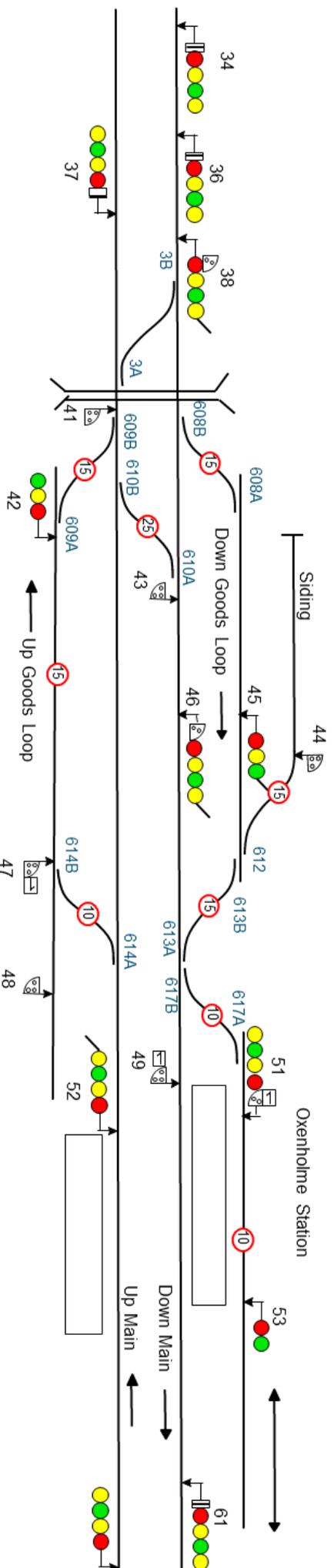
Signal with number



Repeater signal, installed for extra safety on Oxenholme's curved platforms.

OFF

Indicator for platform staff use when despatching a train



**Oxenholme track layout. Above, the old layout and, below, the scheme as it will be when remodelling is complete. For the key, see inside the back cover.**

Source: Network Rail