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Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 27 - Pictures
Pg 83 - News and Features
Pg 86 - Fares Advice
Pg 94 - Did you Know
Pg 95 - Different View
Pg 98 - Preserved/Industrial
Pg 126 - From the Archives

Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

The start of a new year and a new look for Railtalk Magazine. Well we start January 2015 with issue 100 and you'd think that we planned Issue 100 to fall on the first month of the year back in October 2006!

Firstly, you will notice the crisp new look to the magazine. We have kept a few of the familiarities, but we are now 100% in the digital world. The biggest change being the page size, where we have actually reduced the page size, so that it fits better for the digital devices such as tablets. Following requests we have also now started using a larger clearer font, making text easier to read.

We have been working on the new layout for nearly, a year. Feedback from previous changes have been taken on board and tweaked. We just hope you love it as much as we do.

100 Months, 8.3 years, 300 Days and a lot of photos and with a growing readership of nearly 10,000 across the world, here is to the next 100 issues. Thanks for being part of such a great Magazine. Without you, we wouldn't be here today.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Geoff Barton, Brian Battersby, Paul Beard, Sam Bilner, Keith Chapman, Pete Cheshire, Neil Davies, Derek Elston, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson,Paul Hewertson Stuart Hillis, Derek Hopkins, Colin Irwin, Jon Jebb, Michael Lynam, Steve Madden, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Neil Pugh, Stewart Smith, Steve Stepney, Steve Thompson, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: Class 90 028 works the 6MO2 Sheildmuir - Warrington RMT mail through Winwick Jct. on December 2nd. Once again this year the service was loco hauled for the Xmas surge in parcel delivery. Dave Harris

This Page: GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' heads Vintage Trains' 'Christmas White Rose' near Bolton Percy running from Tyseley to York on December 13th. Gerald Nicholl



Charter Scene:

Railway Touring Company - The Bath Christmas Market

SR West Country Class No. 34067 ‘Tangmere’ crosses the River Avon at Bradford on Avon with the outward leg of The Bath and Bristol Christmas Market special on December 6th. Stewart Smith

East Midlands Trains - Lincoln Christmas Market

On December 6th, power cars Nos. 43044 and 43060 are seen heading through Lincoln working the 5Z11 back to Nottingham, in order to pick up another load of marketeers, if that's the word. Steve Thompson

Northern Belle

Class 47 790 and 47 818 are seen working the 1Z48 Coventry - Coventry through Walcot on December 3rd. Carl Grocott

Vintage Trains - The Christmas White Rose

Right: GWR Castle No. 5043 ‘Earl of Mount Edgcumbe’ simmers at York having arrived on the 1Z43 The Christmas White Rose from Tyseley. Steve Thompson

Main: On December 14th, GWR Castle Class 4-6-0 No. 5043 ‘Earl of Mount Edgcumbe’ passes Burton Salmon with this Tyseley - York special. Colin Irwin

Below: In fine form, ‘Earl of Mount Edgcumbe’ storms past the Nemisis Rail depot at Burton, heading to York. Stuart Hillis







Pathfinder Tours - THE MARCHES CASTLE

The sun starts to dispel the early morning mist as Class 67 016 hurries Pathfinder Tours' 'Marches Castle' towards the Severn Tunnel at Pilning on November 29th, replacing 'Castle Class' 4-6-0 No. 5029 'Nunney Castle' which was unavailable at the last minute. Gerald Nicholl



Railway Touring Co. - THE BATH CHRISTMAS MARKET

LMS Class 5 4-6-0 No. 45407 heads RTC's Christmas Market Special from Poole to Bath and Bristol over a swollen River Avon at Barton Bridge on November 27th.
Gerald Nicholl

Vintage Trains - THE LINDUM CHRISTMAS FAYRE

Great Western ‘Hall’ Class No. 4965 ‘Rood Ashton Hall’ arrives into Lincoln on December 6th working the 1Z60 from Tyseley. Steve Thompson

Railway Touring Company - The Christmas Cheshireman

On November 22nd, Black 5s Nos. 44871 and 45407 pass over Ty Mawr Country Park heading from Bristol - Chester. Colin Irwin

Steam Dreams - THE CATHEDRALS EXPRESS

An A4 doing what an A4 Pacific does best - sprinting along the ECML. On one of its last mainline outings before being withdrawn at the end of 2014 for a major overhaul, No. 4464 ‘Bittern’ heads for York near Ryther Grange with the ‘Cathedrals Express’ on December 4th. Gerald Nicholl



Pathfinder Tours - The Canterbury Champion

Left: Class 52 No. D1015 pulls alongside South Eastern's Class 395 015, which was working the 17:45 to London St. Pancras, at Dover Priory on December 13th. Chris Morrison

Main: Class 52 No. D1015 passes the gate box at Chartham, Kent with the 140 min late 'Canterbury Champion' tour on December 13th. Chris Morrison

Steam Dreams - THE CATHEDRALS EXPRESS

Right: Stanier Class 5 4-6-0s Nos. 44871 and 45407 cruise through Lydney heading for Shrewsbury with the ‘Cathedrals Express’ on November 29th. Gerald Nicholl

Main: On November 29th, Black 5s Nos. 44871 and 45407 thrash round Purton with ‘The Cathedrals Express’ running from London Paddington - Shrewsbury. Colin Irwin



Northern Rail - Christmas ‘Shop-Ex’

Right: On December 20th, Class 47 818 arrives into Lostock with 47 853 on the rear working the 2Z08 Chorley - Manchester Victoria. Michael Lynam

Main: Class 47 853 departs into the fog at Bolton working the ‘Shop-Ex’ to Preston on December 13th. Brian Battersby

Below: Class 47 853 is seen on the rear of the 2Z08 as it departs Lostock Jct. on December 20th, Class 47 818 was on the front. Michael Lynam







Northern Rail - Christmas ‘Shop-Ex’

Right: Class 47 853 stands in Manchester Victoria on December 13th ready to work the next service to Chorley. Brian Battersby

Main: Class 47 853 top’n’tailed with fellow Class 47 818 head towards Bolton passing through the Heaton area of the town with the 2Z08 10:45 Chorley to Manchester Victoria on December 20th. Dave Felton

Below: Class 47 818 arrives into Chorley with a service to Manchester Victoria on December 13th. Brian Battersby







Northern Rail - Christmas ‘Shop-Ex’

On December 13th, Class 47 818 waits to depart Preston with the 2Z20 17:29 to Manchester Victoria. Mark Pichowicz

Railway Touring Company - THE LINDUM FAYRE

In the sun, but only just, LNER A4 No. 60009 ‘Union of South Africa’ approaches Pelham St. off the Joint Line with the 1Z45 from Kings Cross, December 6th.
Steve Thompson



Nenta Tours - Christmas in the North Country

Right: Class 47 580 ‘County of Essex’ lifts the 1Z14 Norwich to Newcastle away from a signal check at Doncaster on December 6th. Derek Elston

Main: Class 47 804 on the rear of 1Z14 Norwich to Newcastle, arrives into Doncaster, December 6th. Derek Elston



Railway Touring Company - The Christmas White Rose

Right: LNER A4 No. 4464 ‘Bittern’ rests at York having arrived with the 1Z46 ‘The Christmas White Rose’ from London Kings Cross. Michael Lynam

Main: On December 13th, LNER A4 Class 4-6-2 No. 4464 ‘Bittern’ passes Ryther working this London Kings Cross - York tour, not to be confused with the Vintage Trains tour of the same name running to York also on this day. Colin Irwin

Below: LNER A4 Class 4-6-2 No. 4464 ‘Bittern’ heads past Colton Jct. heading for York. Robert Bates







Railway Touring Company - The Christmas White Rose

On a final outing on the northern stretch of the ECML before being withdrawn at the end of 2014 for a major overhaul, a blast on the unmistakable chime heralds the arrival of No. 4464 ‘Bittern’ near Appleton Roebuck with RTC’s ‘Christmas White Rose’ heading to York on December 13th. Gerald Nicholl

Pathfinder Tours - Yuletide Yorkshire Explorer

Left: Chiltern liveried Class 68 014 heads through Salford Crescent with the Newport to Leeds tour on December 6th. Brian Hewertson

Main: Class 68 014 became the first of its class to work a charter on December 6th, running from Newport to Leeds, seen here calling at Keighley. Brian Battersby

Pathfinder Tours - Yuletide Yorkshire Explorer

Pathfinder Tours' 'Yuletide Yorkshire Express' (05:38 Newport - Leeds), hauled by Class 68 014 is photographed after passing Reddish South station in Stockport on December 6th. Keith Chapman

Railway Touring Company - The York Yuletide Express

LNER A4 4-6-2 No. 60009 ‘Union of South Africa’ heads past Burn with the Norwich - York ‘The York Yuletide Express’ on December 11th. Robert Bates

West Coast Railway Co. - The Bath Spa Express

Right and Main: On December 13th, Class 47 245 and 47 580 are seen at Burton on Trent working the 1Z36 The Bath Spa Express, running from Skegness - Bath. Stuart Hillis

Below: Class 47 580 'County of Essex' is pictured on the tail end of the 1Z36 Skegness to Bath as it arrives into Nottingham, December 13th. Derek Elston







ECS and Light Engine Moves

Class 57 315 and 57 314 top'n'tail the 5Z62 Carnforth - Derby through Stenson Jct. on December 12th, for a railtour to Edinburgh the following day. Stuart Hillis

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Pictures:
Arriva Trains Wales

Right: Arriva's 1D34 Manchester Piccadilly - Holyhead service is seen here on the first day of this service being loco hauled by Class 67 001 after it's stop at Earlestown, December 15th. Dave Harris

Main: On December 19th, the 1D34 Manchester Piccadilly - Holyhead is pictured passing Winwick Junction with Class 67 001 again hauling the train. Dave Harris



Chiltern Railways

Class 67 010 stands in London Marylebone station on December 6th, about to work an evening service to Birmingham Moor St. Paul Godding

Colas Rail

Class 37 175 and 37 219 speed through Burton on Trent with a RHTT set, running as 6Z56 Derby RTC - Washwood Heath. The pair had recently ended their RHTT work and visited Derby for tyre turning. Stuart Hillis



Left: On December 13th, Class 66 848 passes Burton working the 4V14 Ratcliffe power station - Gloucester empty coal hoppers. Stuart Hillis

Main: On December 17th, Colas commenced route-learning Scunthorpe side of Doncaster (despite apparently having no drivers!) using Class 47 727. A day later, December 18th, and Class 47 739 is pictured passing Appleby. Steve Thompson

CrossCountry

Power cars Nos. 43285 and 43303 pass Burton on December 7th working the 1V50 Leeds - Plymouth service. Stuart Hillis

DB Schenker

Class 60 062 working the 6V75 Dee Marsh - Margam steel empties passes Gobowen on December 20th. Phil Martin

Left: On December 3rd, Class 66 151 is pictured shunting loaded hoppers at the Cemex Sidings, Peak Forest. Michael Lynam

Main: Class 60 020 with the 6Z37 Ratcliffe power station - Warrington empties, passes Stenson Junction on December 12th. Stuart Hillis

Below: Class 66 120 eases through March at the head of 6L85 Arpley Sidings to Middleton Towers, December 27th. Derek Elston







Right: On December 1st, Class 60 020 passes Arpley Yard en route to Latchford Sidings, hauling a loaded coal train from LBT - Fiddlers Ferry. Michael Lynam

Main: Class 60 039 passes Healey Mills with the 08:55 Preston Docks Lanfina to Lindsey oil refinery on December 3rd. Colin Irwin

Below: On December 6th, Class 66 004 passes through Ferrybridge whilst working the ‘Plasmor’ blocks train to Heck. Class47







On December 30th, Class 60 035 heads a train of empty ore wagons from Santon to Immingham, past Melton Ross. Robert Bates



Right: Class 60 017 working the 6M00 Humber - Kingsbury, passes Burton on December 3rd. Stuart Hillis

Main: Class 66 151 and 66 129 shunt wagons at the Cemex Sidings, Peak Forest on December 3rd. Michael Lynam

Below: Class 92 042 is seen passing through Northampton working light engine from Wembley to Daventry, December 31st. Derek Elston







Under a very dark sky, Class 60 062 passes Burgs Lane working the 6V75 Dee Marsh - Margam steel, December 20th.
Carl Grocott

Right: On December 3rd, Class 60 093 approaches Great Rocks with empty hoppers from Pendleton (Brindle Heath). Michael Lynam

Main: Class 60 035 approaches Frodingham Jct. working the 6E32 Preston Docks - Lindsey on December 11th. The train itself is due to go over to Colas operation from the beginning of January. Steve Thompson

Below: Class 60 099 working the 6M11 Washwood Heath - Peak Forest empties, passes through Burton on December 13th. Stuart Hillis







Right: On December 13th, Class 60 065 heads through Manchester Victoria working the Peak Forest to Hope St. stone train. Brian Hewertson

Main: Class 66 113 and 66 095 head light engine through Wigan North Western on December 13th, heading for Warrington's Arpley Yard. Brian Battersby

Below: Class 67 030, on East Coast thunderbird duties, stands in the south bay at Doncaster, December 11th. Michael Lynam







Right: Class 60 054 is seen leading the 07:17 Lindsay oil refinery to Kingsbury approaching Nottingham on December 12th. Derek Elston

Main: Class 60 079 approaches Lincoln Central with a Humber to Kingsbury loaded oil tanks working on December 30th. Robert Bates



Right: On December 16th, Class 60 020 sits in the sidings having run round its train of empty hoppers from Fiddlers Ferry power station, heading for Liverpool Bulk Terminal. Michael Lynam

Main: Class 60 015 passes Burton in low sun on December 29th working the 6M00 Humber - Kingsbury loaded oils. Stuart Hillis



An absolutely filthy Class 66 087 rounds the curve at Bayston Hill with the 6V75 09:30 Dee Marsh - Margam steel, December 8th. Keith Davies

Right: Class 60 091 ‘Barry Needham’ passes through Cherry Tree (Blackburn) station hauling the 6E32 Preston Docks to Lindsey, December 4th. Dave Felton

Main: Class 66 129 passes Meole Brace retail park whilst working the 6V75 09:30 Dee Marsh - Margam steel on December 16th. Keith Davies

Below: Class 66 187 passes the Cherry Tree area of Blackburn hauling 6M90 05:00 Avonmouth Hansons Sidings to Clitheroe Castle Cement empty cement tank train, December 11th. Dave Felton







Direct Rail Services

Class 37 423 ‘Spirit of the Lakes’ is seen stabled at Derby on December 27th with a Network Rail test train and Class 37 602 (on the rear). Class47

Class 20 308 and 20 309 are seen at Bradford Interchange on December 8th, working one of the final RHTT services for the 2014 season. Andrew Wilson

Right: Class 37 425 and 37 612 speed through Wigan North Western on December 13th working a Sellafield to Crewe flask. Brian Battersby

Main: Class 37 609 and 37 688 ‘Kingmoor TMD’ coast down Red Bank with the 6K73 Sellafield - Crewe flasks on December 27th. Dave Harris

Below: .On December 20th, Class 37 419 and 37 610 pass Winwick Junction with the 6K73 08:49 Sellafield to Crewe flasks. Mark Pichowicz







Right: Class 37 059 passes Colton South Junction with a very short Doncaster to York engineers train, December 18th. Robert Bates

Main: On December 30th, Class 68 007 passes Chelmscote, near Bletchley, with the 5Z68 Wolverton to Norwich working. Matthew Bird

Below: In a filthy condition, Class 66 428 top'n'tails 66 427 at Blackburn hauling the 3J11 16:46 Carlisle Kingmoor TMD RHTT working on December 4th. Dave Felton







Class 68 005 with the 6U77 Mountsorrel - Crewe loaded ballast, passes through Burton on Trent, December 17th. Stuart Hillis

East Coast

Power car No. 43312 leads a Peterborough - Edinburgh service through a snowy Doncaster on December 27th. Class47

At Doncaster on December 27th, Class 91 124 arrives into the station with a service from Finsbury Park to Leeds. Class47

On December 29th, Class 67 022 leads an East Coast set through Sandy forming the 5S05 11:13 Retford to Bounds Green.
Matthew Bird

First Great Western

Power car No. 43195 is seen on the rear of a service to London Paddington as it calls at Exeter St. Davids. Paul Beard

Freightliner

Class 66 503 runs light engine through Manchester Piccadilly on December 11th, heading from Crewe Basford Hall - Trafford Park Freightliner terminal. Michael Lynam

Right: Class 66 599 with the 6M49 Immingham - Rugeley power station loaded coal heads through Stenson Junction on December 12th. Stuart Hillis

Main: Class 70 019 working the 4O55 Leeds - Southampton modal, passes Burton on Trent, December 3rd. Stuart Hillis

Below: Class 66 520 heads along Battlefield Bank with an early running 6Y24 08:50 Daventry North Jct. - Crewe Basford Hall on December 28th. Keith Davies







Right: Class 66 955 passes March East with the diverted 4M23 Felixtowe to Crewe working on December 27th. Derek Elston

Main: Class 66 534 passes through Stafford on December 4th in charge of a Garston to Southampton working. Michael Lynam

Below: Class 70 001 heads a Manchester Trafford Park - Southampton freightliner through Stafford on December 4th. Michael Lynam







Right: Class 70 006 passes Stenson Jct. on December 12th working the 6Z25 Crewe Basford Hall - Derby Adtranz with barrier wagons for a new Class 387 unit delivery. Stuart Hillis

Main: Class 66 601 climbs Battlefield Bank with the 6M87 04:23 Westbury Lafarge - Tunstead sidings cement tanks, December 8th. Keith Davies

Below: Class 66 553 working the 6M49 Barrow Hill - Rugeley passes through Burton on Trent, December 23rd. Stuart Hillis







Right: On December 15th, Class 70 010 is pictured at Preston Boats with the 6M55 07:00 Portbury Coal Terminal - Rugeley power station. Keith Davies

Main: Class 66 560 passes Burn on December 11th with a southbound coal working. Robert Bates

Below: Class 66 528 pauses at Derby on December 27th whilst working an autoballaster service. Class47







Right: Class 66 565 approaches Doncaster on December 27th with a loaded coal working to Eggborough power station. Class47

Main: On December 27th, Class 66 955 leaves behind Weston-upon-Trent, Staffordshire with the 4M93 Felixstowe North Freightliner terminal - Basford Hall SSM intermodal train. This the part of the former North Stafford railway, between Stone and Colwich, that generally only sees Virgin Pendolino's. Gary S. Smith

Below: A grubby Class 90 044 heads a Crewe - Felixstowe freightliner working through Stafford on December 4th. Michael Lynam







The 2014 Christmas break provided the opportunity for engineering work across the UK railway network. With the West Coast main line closed at Norton Bridge, freight and passenger trains were diverted via Alsager and Hixon. On December 27th, Class 66 540 leaves behind Sandon, Staffordshire with a late running 4L93 Basford Hall SSM - Felixstowe North container train and approaches Weston as DBS's 4S49 Daventry International Railfreight Terminal - Grangemouth TDG intermodal passes in the opposite direction. Gary S. Smith

Right: Class 66 552 working the 6M49 Barrow Hill - Rugeley power station loaded coal hoppers, passes Burton on December 24th. Stuart Hillis

Main: Class 66 587 heads north past Hixon, Staffordshire with the 4M87 Felixstowe North Freightliner terminal - Basford Hall working, December 27th. Gary S. Smith

Below: Heading from Stapleford sidings (Toton) to Crewe through Burton on December 29th are Class 66 622, 66 419, 66 951, 66 415, and 66 525. Stuart Hillis







Class 66 951 is seen at March East leading a Gidea Park to Whitemoor engineers yard working, December 27th.
Derek Elston

GBRf

On a cold December 30th, Class 66 759 heads west through Melton Ross with an Immingham to Eggborough loaded coal. Robert Bates

Right: On December 27th, Class 66 750 passes through Holmes Chapel working a Trafford Park to Felixtowe service. Brian Battersby

Main: Class 66 704 passes Burton Salmon with the 10:15 Cottam power station to Gascoigne Wood Sidings. Colin Irwin

Below: Class 66 763 heads a Selby - Felixstowe working through Doncaster on December 18th. Michael Lynam







Right: On December 13th, Class 66 726 ‘Sheffield Wednesday’ passes through Burton working the 6E89 Portbury - West Burton empty box wagons. Stuart Hillis

Main: A busy scene at Colton Junction on December 13th with Class 66 704 ‘Colchester Power Box’ working a loaded coal train to Drax, whilst two engineer’s trains await instructions to move away from the Colton area in connection with points renewal at Colton South Junction. Robert Bates

Below: Class 66 763 is seen in charge of empty hoppers heading the Eggborough PS - Immingham as it passes through Doncaster on December 11th. Michael Lynam







Class 66 736 passes through Lincoln on December 6th working the 4R41 Doncaster Down Decoy - HIT. Steve Thompson

Right: HNRC liveried Class 20 311 and 20 314 with Railfreight liveried 20 118 and 20 132 work an 0Z60 route learner past Moira West Jct, December 18th. Stuart Hillis

Main: Class 66 704 'Colchester Power Box' approaches Whitley Bridge station with a loaded Biomass train to Drax power station, December 11th. Robert Bates

Below: Class 66 712 passes through Knottingley on December 6th with a Drax working of Biomass hoppers. Brian Battersby







A filthy Class 66 716 top'n'tails 66 706 working the 6M26 Eastleigh - Stud Farm empty stone wagons past Moira West Jct. on December 16th. Stuart Hillis

Network Rail

On December 16th, Class 97 303 shunts into the siding before hooking on the rear of the test train powered by 97 301 after its derailment at Briggs Sidings, before the undamaged section of the test train heads back to Derby. Colin Irwin

Right: On December 23rd, Class 67 027 and 67 015 are seen working the 1Q15 Derby RTC - Derby RTC via Oxford at Burton. Stuart Hillis

Main: After its derailment at Briggs Sidings, Class 97 303 drags 97 301 and the undamaged section of the test train back to Derby, passing through Hindlow on December 16th. Colin Irwin



On December 13th, Class 97 301 (with 97 303 on rear) passes Harpur Hill with the 1Q20 08:02 Derby RTC - Longsight Car MD seen here prior to shortly afterwords derailing at Hindlow. Mark Pichowicz

Class 67 007 passes Church Brampton in some rare sunshine on December 19th with a short test train, heading south towards Northampton. Class 67 015 was on the rear. Geoff Barton

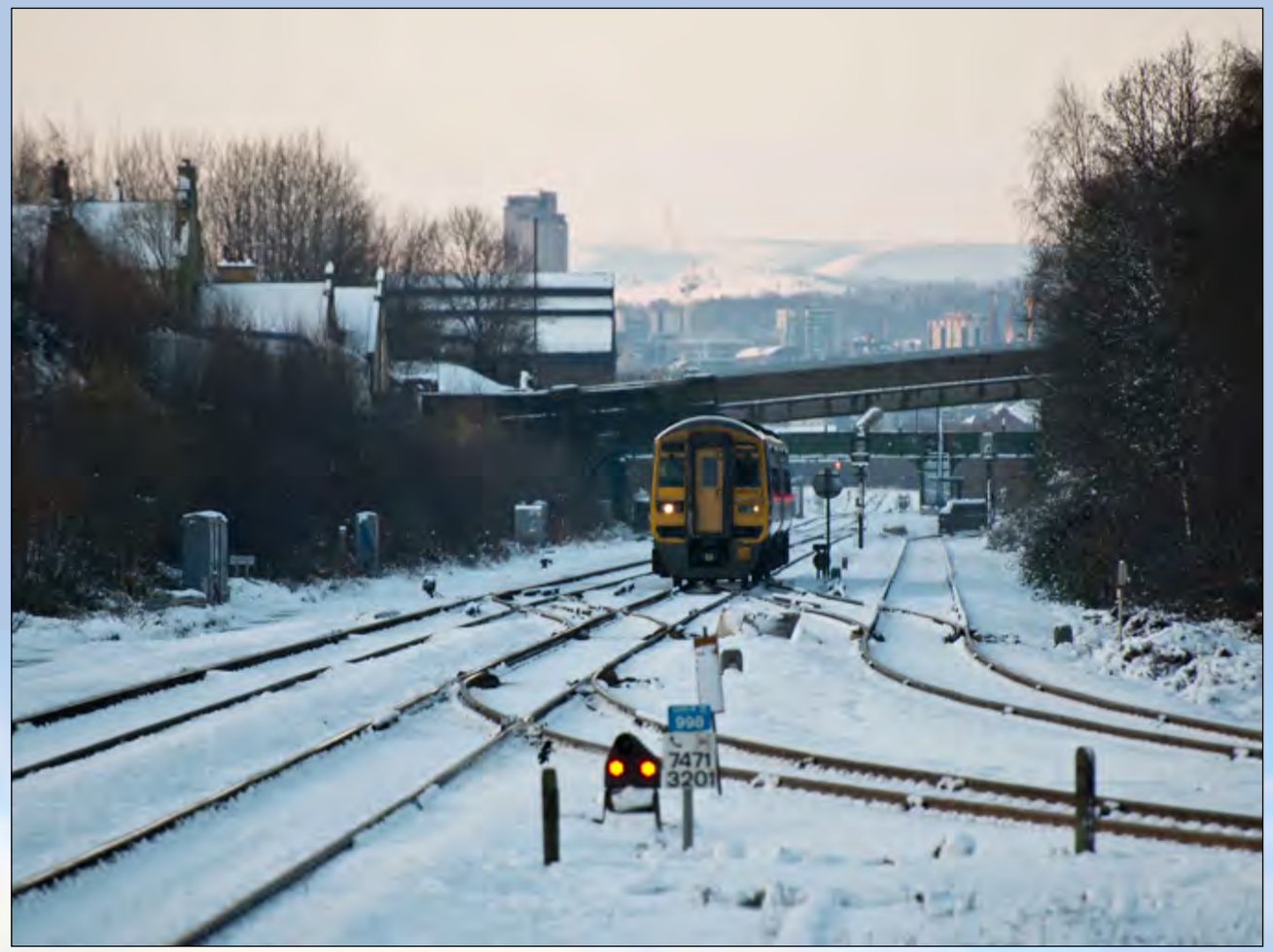
East Midlands Trains' Class 153 312 departs Doncaster on December 27th with a service to Lincoln. Class47

Right: Northern's Class 158 904 approaches Meadowhall on December 27th with a Sheffield to Bridlington service. Class47

Main: First Great Western's Class 180 108 passes across Malvern Common on December 10th. Neil Pugh

Below: East Midlands Trains' Class 153 381 working the 1K15 Derby - Crewe service, passes Stenson Junction on December 12th. Stuart Hillis







Right: London Midland's Class 170 632 passes 172 221 at Malvern Wells on December 22nd. Neil Pugh

Main: With the West Coast Mainline closed at Norton Bridge, freight and passenger trains were diverted via Alsager and Hixon. On December 27th, an Arriva CrossCountry Class 220 working the 1O12 Manchester Piccadilly - Bournemouth service passes through the station at Stone, Staffordshire. Gary S. Smith

Below: Northern's Class 142 061 arrives at Pleasington station with the 2S17 08:23 service from Colne to Blackpool South on December 15th. Dave Felton







Right: On December 27th, London Midland's Class 350 128 rushes away from Sandon, Staffordshire whilst working the 1U28 Crewe - Northampton service. Gary S. Smith

Main: Northern's Class 333 011 and 321 903 pass at Keighley on December 6th, both working Skipton services. Brian Battersby

Below: On December 6th, Chiltern Railways Class 165 032 is seen upon arrival into London Marylebone. Paul Godding







Right: London Midland' Class 321 412 is seen at Watford Junction working the late running 10:24 London Euston to Milton Keynes Central service on December 12th. Derek Elston

Main: Northern's Class 142 051 and 156 421 pass through the Heaton area of Bolton working 2E78 09:21 Blackpool North to Manchester Victoria. Dave Felton

Below: Southern's Class 377 701 stands at Watford Junction on December 3rd working a South Croydon to Milton Keynes Central service. Derek Elston







Right: Northern Rail's Class 155 347 waits departure time at Wakefield Westgate with a service to Knottingley, December 6th. Brian Battersby

Main: On December 16th, deputising for a Class 158, East Midlands Trains' Class 156 414 brings up the rear portion of a Norwich - Liverpool service at Warrington Central. Michael Lynam

Below: On December 16th, Virgin Trains' Class 390 112, in 'Traindeer' livery, stands at Manchester Piccadilly having just arrived from London Euston. Brian Hewertson







Right: Arriva Trains Wales Class 175 001, working the 1V39 10:30 Manchester Piccadilly - Carmarthan service passes the 'Battlefield Turkey'. Keith Davies

Main: Virgin Train's Class 390 112, carrying its 'Traindeer' livery, passes Chelmscote, near Bletchley, heading for London Euston, December 30th. Matthew Bird

Below: On December 6th, Northern's Class 158 910 departs Wakefield Westgate with an express service to Leeds. Brian Battersby







Right: A busy scene at March as CrossCountry's Class 170 519 working the 09:27 Stanstead Airport to Birmingham New Street, crosses the 09.50 Peterborough to Ipswich Greater Anglia service, December 27th. Derek Elston

Main: First TransPennine Express' Class 350 402 calls at Wigan North Western on December 13th whilst working a Glasgow to Manchester Airport service. Brian Battersby

Below: Northern Rail's Class 156 427 passes through the Heaton area of Bolton with the 2F83 08:56 service from Todmorden to Wigan Wallgate. Dave Felton







Right: On December 18th, during the 1st week of operation, Class 221 112 working the 06:53 Shrewsbury - London Euston service stands at platform 5, Shrewsbury station. Phil Martin

Main: First TransPennine Express Class 170 307 and 170 303 form a Cleethorpes to Manchester Airport service seen departing Doncaster, December 6th. Derek Elston

Below: Northern Rail's Class 156 491 arrives into Lostock Jct., Bolton working a Hazel Grove - Blackpool North service, December 20th. Michael Lynam







Right: C2C's Class 357 220 makes a visit into London's Liverpool Street station on December 6th. Paul Godding

Main: On December 29th, CrossCountry's 1E44 Reading - Newcastle service, crosses the 1V89 Newcastle - Reading service at Burton on Trent. Stuart Hillis

Below: East Midlands Trains' Class 156 406 departs Doncaster with a service for Lincoln, December 6th. Derek Elston





On November 29th, CrossCountry's Class 170 365 passes Purton with the 1V07 10:10 Nottingham to Cardiff Central service. Colin Irwin

On November 20th, First TransPennine Express' Class 185s Nos. 185 137 and 185 117 head towards Lostock Junction and Chorley with the 1N59 10:29 service from Manchester Airport to Blackpool North. Dave Felton

East Midlands Trains' Class 153 319 waits time at Nottingham before departing as the 09:20 service to Matlock, December 12th. Derek Elston

News and Features:

Scotrail - life north of the border

First Scotrail liveried Class 158 738 is seen at Haymarket with a service for Edinburgh Waverley. Steve Thompson

Going Underground

On December 6th, ‘D’ stock No. 7500 stands at Barking working a service to Ealing Broadway. Paul Godding

NET - Nottingham Trams

Right: NET Incentro tram No. 206, in all over Eon advertising livery, departs Wilkinson Street for the city centre, December 12th. Derek Elston

Main: Alstom Citadis 302, No. 220 approaches Wilkinson Street tram stop, December 12th. Derek Elston

Below: On December 12th, NET Incentro tram No. 203 approaches the Wilkinson Street stop. Derek Elston







Fares Advice with RailUK

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

Buying Tickets Online/In Person

Q: I was buying an advance ticket at the station recently as I had RTVs to spend. As there was some time waiting in the queue I pulled up NRE on my phone to get prices for tickets. When I got to the counter I asked for the exact tickets I wanted, but the price was almost double.

When I queried this, the salesperson said that 'Online retailers have their own allocation of tickets'. If they had said that I had missed the quota I wouldn't have batted an eyelid, but other than online special offers, I thought that all retailers had access to the same pool of tickets. Was I wrong?

One of mine was a Birmingham - Stafford Advance. You'd have thought that it doesn't get simpler than that. Booking offices could only see £5.10 ones for First Class while online the £4.20 (lower tier) ones were available. I ended up buying online but there is certainly something that is different to our normal interpretation going on.

A: *Hmm, I had the same issue with a certain ticket recently, and this was confirmed by three separate ticket offices using three different types of system.*

There is nothing to suggest a different database being used, but there are certainly more special online offers. The fact that the ticket showed as available online, doesn't necessarily mean it actually was. It is only available if you successfully purchase it. That said, there may be faults in the way availability is shown in both web and ticket office systems that occasionally l lead to discrepancies. If it were a cache problem or a flaw in the design, they really need to get that sorted out, or it is going to further reduce the role of a ticket office. (Maybe that is the secret plan all along.)

An example of this is : A Durham to Didcot advance for £59.50 leaving on the 12.54 from Durham on 16 January. The ticket office attempted to charge me £74 (or so - can't remember exactly.) I went home and bought the same ticket at £59.50 online from FGW online (the same operator as the station I attempted to purchase from) within 15 minutes of attempting in the station, and it's only £58.30 on East Coast (with their online discount).

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

Never pay over the odds again, and ask us if you need help! See you there!

Better stations and more trains as investment continues to improve the railway between Barnt Green and Bromsgrove

Work to improve the rail network between Barnt Green and Bromsgrove will increase over the coming weeks and months as part of a £100m investment to provide a better railway.

Network Rail and its partners Centro and Worcestershire County Council will be completing a range of improvements from a new pedestrian footbridge at Barnt Green station to a new station in Bromsgrove. The railway in between the two will also be electrified and resignalled to help provide an improved and more frequent service to complement the new facilities.

The work represents the biggest investment in transport in the Bromsgrove area since the M42 motorway was built and the result will be a modern railway station with a frequent service to Birmingham and beyond. The new Bromsgrove station will be served by a new extended electric Cross-City line train service between Bromsgrove, Birmingham New Street, Sutton Coldfield and Lichfield, with four trains per hour each way on weekdays compared to the current one train per hour service today.

Thanks to improvements completed on the line to Redditch, Barnt Green is already seeing more trains calling at the station with three trains per hour stopping in each direction. This will rise to four trains per hour in December 2016. When complete the new Bromsgrove station will have four longer platforms, step-free access, a 350 space car park and a bus interchange. It is due to open in 2015.

Liam Sumpter, area director for Network Rail, said: "This work is part of a £100m investment in the railway in north Worcestershire which will provide a better railway for passengers. It is important that we continue to invest in the rail network to meet the increasing demands being placed on it and provide the best level of service to passengers that we can. "We have worked closely with our partners to plan and implement the upgrades to cause the least disruption and will do all we can to keep noise and inconvenience to a minimum."

Mark Goodall, head of London Midland's Cross City Services, said: "Demand for rail services continues to grow. The number of passenger journeys on London Midland services has increased by a third in the last seven years. Extending the Cross City line and electrifying the service to a new station at Bromsgrove will be a welcome boost for local rail users."

To deliver the improvements, there will be some short-term disruption as the work takes place but everything will be done to minimise this as much as possible.

GB Railfreight and Electro-Motive Diesel celebrate Class 66 project with locomotive naming, as third batch arrives on UK soil

GB Railfreight and Electro-Motive Diesel (EMD) have recently celebrated the important work undertaken on their project to construct 21 new Class 66s for the freight operator's fleet by naming locomotive number 66753.

In proceedings at Electro-Motive Diesel Ltd.'s Doncaster Roberts Road depot, which opened one year ago, John Smith, Managing Director of GB Railfreight, and Brian Edwards, Vice President of Sales, Locomotive Service Operations & Customer Performance at Progress Rail Services Corporation & EMD, spoke about the importance of the project for what was GB Railfreight's largest ever investment in new locomotives.

The locomotive was named "EMD Roberts Road", in recognition of the significant investment made by EMDL in the Roberts Road depot that primarily serves GB Railfreight's daily freight operations. The name was also meant to honour the EMDL employees at Roberts Road who play such a pivotal role keeping GB Railfreight's fleet operating at the top of all industry measures.

The naming ceremony came on the day that the third batch of Class 66s start unloading, having arrived from the US into the Port of Newport on Saturday (6th December). The first batch arrived from the US into the Port of Newport in July 2014. Railfreight and engineering staff were joined at the event by EMDL employees, the Mayor of Doncaster Ros Jones, the Chief Executive of Doncaster Council, Jo Miller, and various members of the rail press, exemplifying the significance of the project for the local community, as well as the wider rail freight industry.

John Smith, Managing Director of GB Railfreight, said: "It is incredibly fitting that, on the day when the third batch of our Class 66 locomotives start their journey on UK soil, we celebrate the project with the naming of the 66753 locomotive. This has been a project of huge significance to the growth of GB Railfreight – the largest investment in locomotives in our company history – and I want to thank everyone at EMD for making the project such a success".

Scott Garman, EMDL Sales Director, said: "I am delighted to be a part of this event, celebrating the strong relationship between GBRf and EMD. It is also gratifying to know that the UK freight operating companies put their faith in the Class 66, which continues to be the most productive, economical and reliable diesel locomotive in the UK."

Mayor of Doncaster, Ros Jones, said:
"With two of the biggest names in rail, based in the town and linking up on this deal, it is another example of how Doncaster and the rail sector go hand in hand. "GB Railfreight has invested heavily in these new iconic locomotives which will be customised for the UK at Electro-Motive Diesel's Doncaster depot with safety systems and radios as well as receiving their final sign off so they can enter use.

"Doncaster is, and always will be, the home of rail, a message that will be promoted by the newly-named 'EMD Roberts Road' locomotive as it travels up and down the country. With the national High Speed Rail College coming to the town soon, I have every confidence we will continue to be at the forefront of this expanding industry."



First Great Western's Class 57 603 "Tintagel Castle" is seen at the head of the night sleeper at Penzance station. Neil Pugh

DB Schenker Rail UK invests in unique multimodal Euro-Hub development

DB Schenker Rail UK has announced the development of a multimodal Euro-hub for the import and export of finished vehicles, which will be the only rail linked facility of its type in the country, connected to HS1. The company has taken a 20 year lease on a 34 acre site in Barking, East London, with plans to initially construct a rail connected facility to accommodate the unloading, storage, preparation and distribution of imported and exported finished vehicles. It will be ideally situated at the most westerly point of connection to the European rail network, providing a pivotal link between the UK and Europe. It will also have excellent access to the UK strategic highway infrastructure.

The terminal will initially have the capability of handling up to 150,000 finished vehicles per year. It will provide simplified logistics supply chain solutions for customers, reducing transhipment and the associated risk of damage through handling. Furthermore, it will also allow for significantly shorter transit times and reduced CO2 emissions when compared to current typical international transit modes in the automotive sector. Geoff Spencer, CEO of DB Schenker Rail UK, said: "Barking Euro-Hub is a truly innovative new offering to the automotive import/exports market. DB Schenker Rail UK has been moving finished vehicles by rail through the Channel Tunnel since it opened 20 years ago so we are well placed to develop the Barking site. It will bring huge benefits to our customers and the broader industry."The new facility is expected to open in March 2015. It has the potential to create 21 local jobs over the coming years and will have the capability to handle intermodal traffic both internationally and domestically, creating a dynamic site that presents a genuine opportunity to drive modal shift.

£7m investment project kicks off in Wimbledon - please check before you travel!

Work has begun on a £7m project to rebuild a crucial railway junction in Wimbledon, which will affect journeys through the station throughout January. The project is replacing a dozen sets of points - which allow trains to cross between different lines - to the west of Wimbledon station. It will improve reliability for hundreds of thousands of passengers each day on one of the busiest parts of Britain's rail network. Work began at Christmas and will continue every weekend until mid-February, with no South West Trains able to call at, or run through, Wimbledon on those weekends and an amended timetable in place at many stations.

John Halsall, infrastructure director for the Network Rail-South West Alliance, said: "We have scheduled the work in order to minimise disruption to passengers as much as possible but if you, friends or family are travelling during these times, I strongly suggest checking travel details first.
"This work will have a significant impact on our services and we apologise for the inconvenience caused but they are a vital part of improving our network and our service to passengers."



On December 21st, West Coast's Class 57 314 and 57 315 depart the Nemisis Rail depot with two Statesman Rail coaches.
Stuart Hillis

MOVING CENTENARY TRIBUTE TO CAPITAL'S HEROES OF WORLD WAR ONE

A commemoration of Edinburgh's own heroes of the First World War – including a professional footballer with Hearts who was killed in action on the Somme – took place at Waverley Station on December 16th. The memorial event took place in front of East Coast's specially-liveried locomotive 91 111 'For The Fallen,' which sports a livery filled with images, stories and tributes to regiments along the route and the people who served in them during World War One.

The locomotive also carries the insignia of five historic regiments from the East Coast route as well as those of their modern-day successors; including the Royal Scots, today's Royal Regiment of Scotland. The 16th Battalion The Royal Scots was raised by Sir George McCrae, a self made businessman and prominent political figure in Edinburgh, who was also a director of Heart of Midlothian Football Club – 'Hearts' to football fans in Scotland's capital city. McCrae realised that if he could get players to join his battalion, supporters would join to serve alongside their sporting heroes.
In a matter of weeks, 1,350 people enlisted, including 30 professional footballers, among them Lance Corporal James Boyd, who was killed in action at the Somme on 3 August 1916, aged 21. The last message sent home by Lance Corporal Boyd before he was killed features in the special livery on East Coast's 'For the Fallen' locomotive.
The rail industry is marking the centenary of the outbreak of World War One in several ways, and East Coast's 'For The Fallen' locomotive is a visible reminder of the conflict, and those who shaped its outcome, to millions of passengers on one of the nation's busiest long distance lines. No fewer than 700,000 people worked on Britain's railways 100 years ago: 20,000 of them died after volunteering to serve in the Great War.

East Coast Deputy Managing Director Andy Meadows said: "The whole rail industry has rightly been marking the centenary of World War One. 'For The Fallen' is East Coast's individual tribute to those who went to war, and to those who made the ultimate sacrifice. This includes the 20,000 rail workers who signed up for the War, never to return.
"We worked on the design of our commemorative loco with five regiments on the East Coast route, including the Royal Regiment of Scotland. It takes some of the stories, images, facts and history behind the regiments, and the Great War, to millions of our passengers across the country.
"By setting an example, sportsmen played a key role in encouraging young men to sign up for service. One of those brave men was James Boyd.
"The sacrifices of James and his comrades secured our freedom. To quote from Laurence Binyon's poem, For The Fallen, 'We Will Remember Them'."
Lance Corporal James Boyd sent his final message from the Front on a Field Service Postcard, which gave soldiers a number of pre-written statements. These could be deleted as necessary, and they were not allowed to write anything on it except their name and the date. Soldiers were warned: "If anything else is added, the postcard will be destroyed", and these provided a quick way for soldiers to say 'I am quite well" and that a letter will follow shortly. Sadly, and all too often, that letter would never be written.

Owner of Hearts Ann Budge said: "I am very proud to be able to represent Heart of Midlothian FC at such a fitting ceremony. Especially at the station where so many of our boys set off from to defend their country 100 years ago. This commemoration in Edinburgh, featuring East Coast locomotive number 91 111 'For The Fallen' in its striking and thought-provoking livery, followed the introduction in 2011 of East Coast's popular policy of train namings to promote the people and places, communities and heritage on its flagship route. The train operator's fleet also includes East Coast electric locomotive 91 110 'Battle of Britain Memorial Flight', which features the insignia of the Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) and its three famous World War Two aircraft – the Spitfire, Hurricane and Lancaster.

Northampton station to open no later than 12 January 2015!

Network Rail and London Midland have confirmed that the new £20 million station will open no later than Monday 12 January. Covering 2,500 square metres, the new building is twice the size of the old station. Shortly after the station opens more features will be added including a Starbucks, a Café Republic and a WHSmith store as well as an Enterprise car rental outlet.

The station is fully accessible with a lift between the car park entrance and the booking hall. The booking hall leads to a new bridge with covered stairs and new lifts to all platforms. The new station also has more ticket barriers which means passengers can get to the platforms more easily than before. The station can be accessed from Black Lion Hill or via the car park opposite the entrance to the old station.

Terry Strickland, area director for Network Rail, said: “The new station is a fantastic addition to the town. Its modern design and new facilities provide a fitting gateway to Northampton and is the latest example of investment in the rail network to meet the demands of an increasing number of passengers. We have all been frustrated by the delay to the opening but I hope everyone will agree the new station was worth the wait when it comes into use.”

London Midland’s head of West Coast Services, Terry Oliver, said: “After announcing 36,000 extra seats per week on our Northampton services this is just the news we have all been waiting for. Our priority now is to get the station ready for our passengers. We have a dedicated team focussed moving staff and equipment into the building as quickly as we can.

Councillor Jim Harker, leader of Northamptonshire County Council, said: “The new Northampton station will be a modern, fitting gateway into the town and our county and I’m delighted that work has now been completed. The county council is pleased to have been instrumental, including our critical financial support, in making this tremendous asset for Northampton become a reality.”

Councillor David Mackintosh, leader of Northampton Borough Council, said: “Everyone has been extremely patient, and we’ll all be glad to finally see the new station in use.

“It is a key gateway to our town, and the kind of facility that rail passengers to and from Northampton have deserved for many years.

“It will also be good to get on with demolition of the old station buildings so our plans for the new multi-storey car park can be put into operation.”

London Midland has now begun the work to move staff and equipment in to the building as quickly as possible. This process normally takes three to four weeks. However London Midland has committed to opening the station sooner if all of the equipment and testing can be completed earlier.



BR Rebuilt Light Pacific 4-6-2 No. 34046 ‘Braunton’ and GWR Castle Class 4-6-0 No. 5029 ‘Nunney Castle’ are pictured in Penzance station at the head of ‘The Atlantic Coast Express’ railtour. Neil Pugh

DB Schenker Rail UK Names Locomotive in Honour of Jack Mills

DB Schenker Rail UK is extremely privileged to have named one of its trains in honour of Jack Mills, the driver who was seriously injured in the Great Train Robbery 51 years ago.

Locomotive 90036 was named Jack Mills at Crewe Railway Station on December 2nd. The train naming ceremony was combined with an unveiling, by Virgin Trains, of two plaques at Platform 12 at Crewe. These plaques honour Jack Mills and also David Whitby, Jack’s colleague who was alongside him at the controls of 1M44 that fateful night in 1963. Family and former colleagues of the two men took part in the moving ceremony.

Andrew Byrne, Head of Maintenance and Infrastructure at DB Schenker Rail UK, said: “DB Schenker Rail UK is pleased to be able to name one of our locomotives in honour of Jack Mills who was seriously injured in the Great Train Robbery over 50 years ago. This should not be forgotten. This naming ceremony pays tribute to the commitment of Jack Mills to the railway and others affected. It will make sure that they continue to be remembered on the rail network for many years to come.“We are delighted that David Whitby has also been honoured at the ceremony, when Virgin Trains unveiled a plaque in his memory on Platform 12. These events represent a permanent reminder of the price these two men ultimately paid.”

During the ceremony DB Schenker Rail UK driver Paul Fowles presented a replica of the Jack Mills name plate to his family.

On December 16th, Black 5s Nos. 44781 and 45407 pause at Swindon whilst working 'The Cathedrals Express' from Bristol enroute to Kent. Ken Mumford



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Easier access for passengers as work to fix 'Norbiton Gap' is completed

Passengers at Norbiton station are benefiting from better access after work was completed to reduce a gap between trains and the platform edge.
The Network Rail / South West Trains Alliance and its contractor Osborne realigned the platforms at the station in just seven weeks, significantly reducing the stepping distance to trains. Resurfacing and alterations to the platforms have also helped to create more space for passengers at the station.

The work has been delivered as part of ongoing investment by the Network Rail / South West Trains Alliance to transform stations, improve safety and increase the reliability of rail infrastructure across the Wessex route.

Tim Shoveller, chief executive of the Network Rail / South West Trains Alliance, said: "We hope everyone who uses Norbiton station will feel the benefit of this investment and it's great to see the end of the 'Norbiton gap'. Our alliance is investing hundreds of millions of pounds to increase the capacity of our network and make life easier for our passengers, from the start of their journey to the end."
Ed Davey, MP for Kingston and Surbiton, said: "The gap at Norbiton station was



a significant concern, especially with the proximity of Kingston Hospital, and it's great that the work has been completed so quickly.
"I'd like to thank all the local people and groups who've helped work with us to get this improvement implemented."



At the National Railway Museum, Santa specials using 0-4-0 saddle tank 'Teddy' built in 1941 by Peckett & Sons have been running during December. Michael Lynam

Mark III carriage refurbishment commences

Abellio Greater Anglia's refurbishment programme for its intercity MkIII carriages began on 22 December at the company's Crown Point Depot in Norwich.

The significant refresh will see all of the train operator's MkIII fleet enhanced, with improvements throughout for both First Class and Standard carriages including, plug points; new LED lighting; new carpets; new tables; new seat covers; upgraded environmentally-friendly controlled emission toilets with new floors and new taps; re-painting of the carriage interior saloon and vestibule panels, walls and ceilings.

Exterior painting of all carriages is also being undertaken as part of a separate programme already underway. The work will be carried out at a specially prepared facility at Abellio Greater Anglia's Crown Point Depot in Norwich by the company's partner for the project Vossloh Kiepe. The first refurbished carriages are due to enter service in the first quarter of next year, with the full programme completed by the end of the train operator's current short franchise in October 2016.

As announced earlier this week as part of the wider MkIII upgrade programme, a number of carriages will be modified to enable more Standard seats to be provided - over 2,500 a day or over 600,000 a year.

'Let there be light' at Birmingham New Street daylight reaches station concourse for the first time

Natural light has hit the floor of the new concourse at Birmingham New Street station as the final layer of concrete was broken through as part of the development's new atrium. Over 4,000 tonnes of concrete, which made up much of the roof of the old shopping centre, has already been removed and demolition experts are preparing to demolish the final 2,000-tonne layer which made up the roof of the old concourse. When completely demolished the stunning new atrium, which will be the centrepiece of the new station and Grand Central Birmingham building, will be visible for the first time.

Chris Montgomery, Network Rail's project director for the Birmingham New Street redevelopment said: "As our work to transform New Street station continues, excitement among our 1,000-strong workforce is really starting to build. Piece by piece, the design and concept for the station is being brought to life and it's great to see natural light reaching the concourse for the first time. "Once we have demolished this next level completely the new concourse will be flooded with natural light from above, transforming the experience of millions of passengers who will use this fantastic new station when it opens in September 2015."

Transport minister Baroness Kramer said: "When complete, the transformation of Birmingham New Street will provide a truly dazzling gateway to the city, and I congratulate everyone involved. "Over the next five years, more than £38 billion will be spent on improving and running the rail network. This project is a shining example of how our investment is helping to deliver better journeys and a stronger economy across the UK." Sir Albert Bore, leader of Birmingham City Council said: "This is a really momentous occasion in this project. One of the main drivers for redeveloping the station was to create a lighter, brighter first impression when people come to our city and this breakthrough is the first sign of how this will happen."

Demolition engineers from specialist contractor Coleman & Company have worked round-the-clock over the past two months to remove the thousands of tonnes of concrete. Mark Coleman, managing director at Coleman & Company, said: "To demolish 6,000 tonnes of cast reinforced concrete from the centre of a busy city centre construction site, above a live operational rail station, without noise, dust and disruption is a huge engineering challenge.

"Some of the beams we have removed weigh more than the equivalent of 30 Range Rovers. Our engineers have been working closely with Network Rail and Mace, assessing the structure and crunching the numbers, to ensure that all works are completed to the highest standards." To keep noise levels down during night time work, a special machine has been designed, known as the Mega Muncher, that 'eats' the concrete. This method is significantly quieter and less disruptive than traditional jackhammer-type methods.

Richard Brown, development director of Grand Central Birmingham, the premium retail and dining destination which will sit above the transformed New Street station, said: "This next phase of the project is incredibly exciting for Grand Central Birmingham. As the natural light breaks through onto the concourse it will reveal an insight into a unique shopping and station experience with shops and restaurants surrounding a stunning atrium-roofed concourse for the railway station, created out of the former Pallasades shopping area."

Class 50 007 'Hercules' leads 50 017 'Royal Oak' and 56 302 through Burton on December 7th as 0Z50 Derby - Washwood Heath. Stuart Hillis



Loco Fleet List 2015

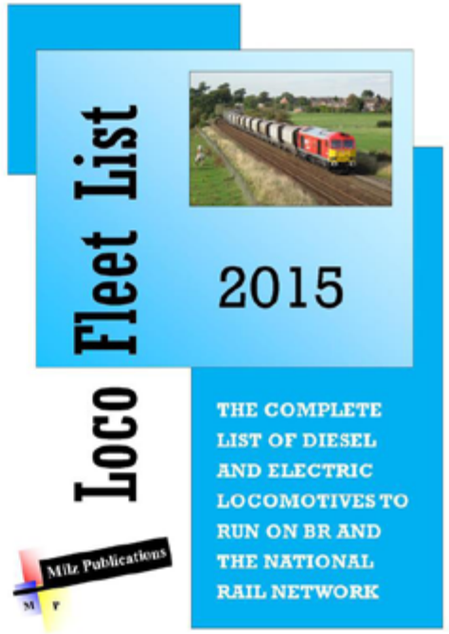
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names





Loco Fleet List 2015 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web:www.milzpublications.co.uk Email:lee@milzpublications.co.uk

Intercity train upgrade scheme to provide over 600,000 extra seats per year

Abellio Greater Anglia's refresh programme for its intercity trains will now deliver over 2,500 extra standard seats every weekday, as a result of further improvements which will now be implemented as part of the £9 million rolling stock upgrade.

The initiative, which started in earnest in January, will see seven catering vehicles converted from offering 24 First Class seats to providing 54 standard seats and another 29 standard carriages each gain an additional four seats. The intercity trains operate between Norwich and London, so passengers from Norwich, Diss, Stowmarket, Ipswich, Manningtree, Colchester and Chelmsford, as well as on connecting lines from Sheringham, Great Yarmouth, Lowestoft, Felixstowe, Harwich and Clacton will all see benefits from the increased seating capacity being added by the train operator.

The overall impact means that rather than over 1,600 extra standard seats being provided each week day, as was announced earlier this year, there will now be over 2,500 extra standard seats each weekday - equivalent to over 12,500 seats a week, over 50,000 seats a month or well over 600,000 seats a year.

The major refresh for the carriages will be undertaken by Vossloh Kiepe at Abellio Greater Anglia's Crown Point depot in Norwich and it has now been confirmed that there will be 15 additional jobs involved in delivering the programme, giving a boost for the local economy with more people based in Norwich over a 21 month period.

Jamie Burles, Managing Director, Abellio Greater Anglia said: "We are pleased to be able to increase the number of additional standard seats on our trains as part of our intercity train refurbishment programme. There will now be over 2,500 extra standard seats every weekday and over 600,000 available every year. On some services it will lead to an increase of up to 15% in standard seating.

"We're also glad that with our partners in the project Vossloh Kiepe undertaking the work at our Norwich Crown Point depot, there will be a boost for the local economy, with 15 jobs created locally during the course of the programme. We are committed to continuing to raise service standards for customers and communities across our network."



First Great Western's HST power car No. 43092 is seen passing Malvern Wells on December 22nd. Neil Pugh

Abbey Line successfully reopens after four week closure

Following a 30-day closure of the St Albans Abbey Line, the route is now back open. Buses replaced trains on the line, which runs between Watford Junction and St Albans Abbey, during the latest closure as part of Network Rail's £81 million Watford Area Renewals Programme.

Terry Oliver, London Midland's head of West Coast services, said: "I would like to sincerely thank Abbey Line passengers for their patience and cooperation during these four weeks.

"Although subject to longer journey times, passengers who did travel with us were able to reach their destinations using the rail-replacement bus operation that London Midland put in place."

A section of the West Coast main line was also closed on Saturday 27 and Sunday 28 December as part of the project, meaning no trains were able to run into and out of London Euston.

Terry Oliver added: "The majority of passengers followed our advice to travel with other operators or on different dates. "I'd like to thank passengers for following this advice over the Christmas period and remind them to check before they travel ahead of further closures in February and April."

Abellio Greater Anglia invests a further £1.5m in performance and service delivery initiatives

Abellio Greater Anglia is to invest a further £1.5m in a new programme of performance and service delivery initiatives, designed to give customers a better service by improving punctuality and service consistency across its network.

Fully recognising customers want better performance after a challenging few weeks, the train operator will implement a series of actions to improve train reliability including modifications to trains, recruitment of additional staff and further upgrades to train presentation standards.

The key actions are: Reliability modifications to the doors on Class 315, 317 and 321 electric trains used on Great Eastern and West Anglia services to and from London; More overnight door maintenance and repair resources at key locations such as Colchester, Southend, Orient Way (London), Chingford and Cambridge to tackle and prevent disruptive door faults - helping improve punctuality on services to and from London; Modifications and upgrades to the electrical and mechanical systems on the Class 315, 317 and 321 electric trains used on Great Eastern and West Anglia services to and from London; Further enhancements to the Class 90 locomotive maintenance regime (these locomotives are used on the Norwich - Ipswich - Colchester - London intercity services); Improving the maintenance depot systems for changing train wheels and motors; Additional resources to further strengthen the round the clock technical support for the train fleet; Four additional engineers and technical support staff to help deliver the performance improvement schemes as quickly as possible (in addition to the 6 announced last month); Fourteen additional cleaning staff (in addition to the 40 extra staff announced last month) to continue the focus and investment on cleaner trains.

The programme of initiatives will start immediately and be delivered progressively over the next six months to help improve punctuality and wider service delivery across the company's network, after the difficult recent period. Although Abellio Greater Anglia's annual punctuality results place it 10th out of the 22 UK train operators (with an annual average of 90.7% against a national average of 89.3%), the last few weeks have not been good enough. The autumn is traditionally a more difficult period for UK train performance, but this year has been especially problematic - primarily due to infrastructure faults such as track, signalling and overhead line problems, plus an increase in problems due to weather-related disruption and an increase of over 50% in the number of fatality incidents (suicides) compared to 2013. In addition, there have been Abellio Greater Anglia's own train faults, plus freight companies' train faults.

Abellio Greater Anglia is working very closely with Network Rail, who is actively targeting a more reliable infrastructure performance in 2015.

Thameslink doubles capacity on two of Sussex line's busiest train services

Train operator Thameslink has responded to public calls to double the length of two of its busiest services from Brighton to London, relieving overcrowding. Passengers to benefit include those from Brighton, Hassocks, Burgess Hill, Haywards Heath, Three Bridges, Gatwick Airport and East Croydon.

Just three months after taking over the Brighton to Bedford franchise, Thameslink has brought in brand new trains to free up existing carriages to lengthen the 09:00 and 09:07 Brighton services by four carriages to eight from 5 January 2015.

At the same time these trains will be retimed to 08:56 and 09:06 as part of a timetable revision to accommodate the reconstruction of London Bridge station.

Dyan Crowther, Thameslink Chief Operating Officer, said: "I am really pleased to be able to announce that, just three months after taking over this franchise, Thameslink will be doubling the length of two of our busiest services from Brighton, providing the space and comfort that our passengers have long called for.

"We've done this by bringing in the first of 29 modern air-conditioned trains to replace our older Thameslink units which by May will have replaced all our older trains on this route."

Passengers have long questioned why the popular trains were run with only four carriages, with Brighton Kemptown MP Simon Kirby demonstrating the overcrowding to the then-rail minister Stephen Hammond in front of local media in July. However, it was only with the additional of extra trains by Thameslink that the carriages could be found without shortening another service earlier in the rush hour.

Simon Kirby MP said: "As someone who has worked for a long period of time to improve the rail service for residents, including bringing the then rail minister to see the conditions that people experience every day, I am delighted with this news. The many hard pressed passengers from my constituency will find the additional space beneficial and it should help create a much more comfortable environment."

Caroline Lucas, MP for Brighton Pavilion, commented: "A reliable and regular Brighton to London rail link is critical for so many local residents. We've lobbied for improved services, and it's really welcome news that some are now set to expand - and that needs to be built upon to further increase capacity, affordability and reliability for rail users."

Did you Know - Ken Mumford

JUBILEE RENAMING

NUMBER	OLD NAME	NEW NAME	DATE OF CHANGE
5633	Trans-Jordan	Aden	1946
5616	Malta	Malta G.C.	1943
45700	Britannia	Amethyst	1951
45610	Gold Coast	Ghana	1957

It is a fact that many people learnt much about geography through their interest in the railways.

Frightful Fearless

On February 7th 1981, Class 50 050 'Fearless' had to be removed from the 13:50 Paddington to Liverpool Lime Street because of an unusual defect. The crew could not turn off the horn and Paddington was haunted by the intermittent noise of the locomotive sounding, to quote an observer 'like some aquatic creature in its death throes'. Sister locomotive 50 017 'Royal Oak', was able to replace it, and left 25 minutes late.

Bigger Castles

The '5023 Castle' class 4-6-0s had fireboxes that were redesigned with increased water spaces.

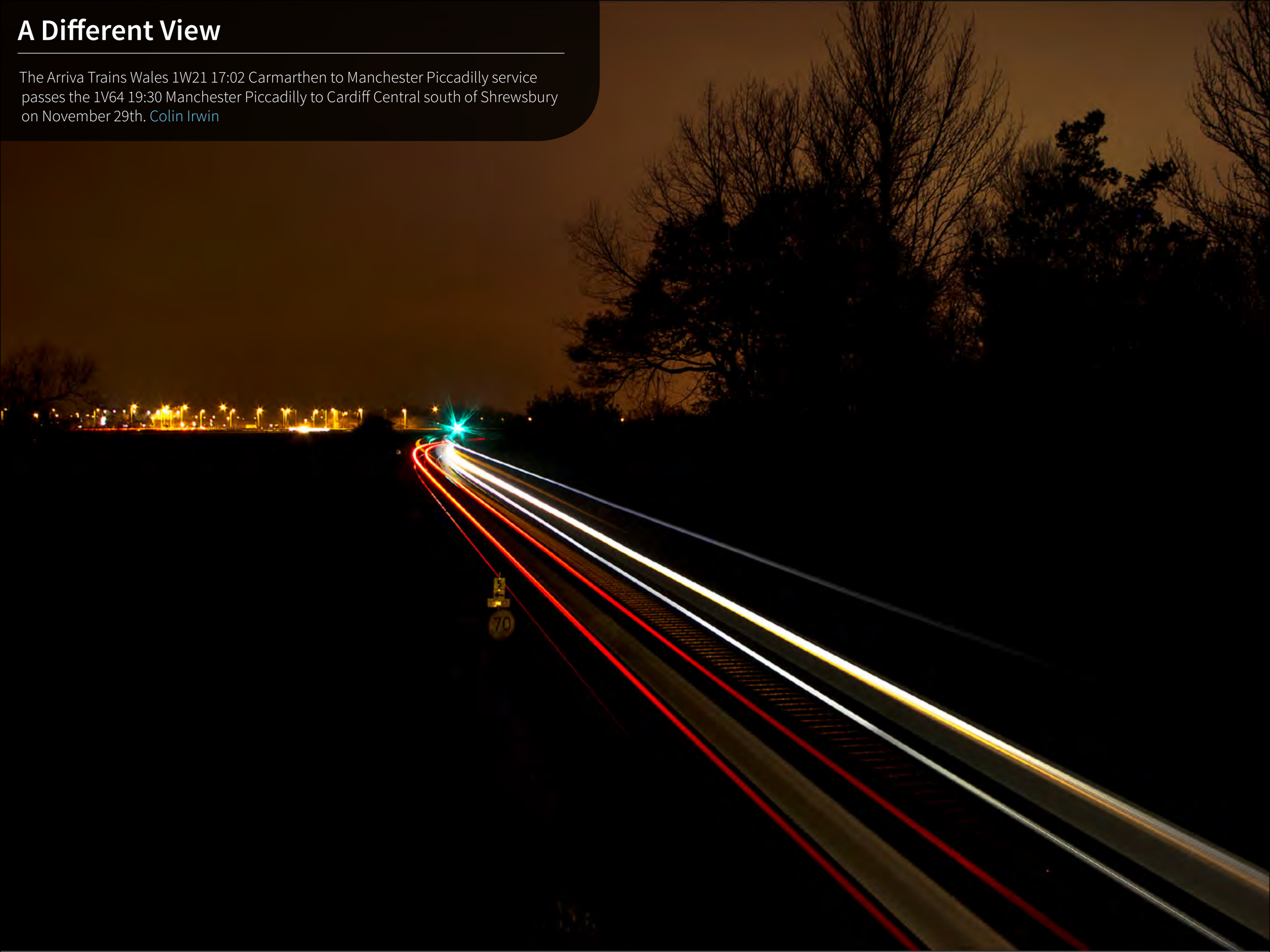
What's at the bottom of your garden?

About the early 1960s there was a new outcrop of complaints from local residents about the Festiniog Railway, but from a new angle. This time they were directed at local authorities for rating assessment of property adjacent to the railway. Understandably in Blaenau Festiniog a derelict railway is detrimental to the values of nearby property. But not so further down, where it appears that a re-opened railway is worse! A resident opposite the Harbour Station in a rating assessment claim complained of 'engines shunting late at night.' She was bluntly told not to live near railways if they bothered her. A resident at the top end of Penrhyn Station was more successful. He complained that between thirty and forty trains a day passed in season, the engines often setting fire to his hedge, while photographers demolished his garden.

But after all - It's not everybody who can truthfully claim to have Fairlies at the bottom of the garden!!

A Different View

The Arriva Trains Wales 1W21 17:02 Carmarthen to Manchester Piccadilly service passes the 1V64 19:30 Manchester Piccadilly to Cardiff Central south of Shrewsbury on November 29th. Colin Irwin



On December 28th, steam heat oozes from a rake of Mk 1 coaches at the Severn Valley Railway, Bridgnorth. Richard Hargreaves

How long does it take to rebuild a bridge? The work at Harrowden Jct. started on July 7th and it was due to open early in December, but as you can see from the photo it is now going to be February 20th. Its a good job that they have used the old foundations, otherwise it would have been even longer! Geoff Barton



Preserved and Industrial Railways:
Keighley and Worth Valley

On December 6th, Class 25 059 is pictured departing Keighley on the rear of a steam hauled Santa special. The loco was assisting up the bank to Ingrow West.
Class47



Class 4F No. 43924 departs Haworth shed to start the day on the ‘Mince Pie’ specials, December 30th. Colin Irwin

BR Class 4F No. 43924 coasts out of the sun and back into Keighley with a ‘Mince Pie’ special on December 30th. Colin Irwin

BR Class 4F No. 43924 departs Keighley with a ‘Mince Pie’ special on December 30th, heading for Oxenhope. Colin Irwin

Class 101 DMU Nos. M51189 and Sc51803 stands at Keighley on December 6th with a service to Oxenhope. Class47

Teeside Steel, Redcar

Ex Norwegian NSB Di 8 No. 8.716 is seen at the Redcar steel plant on December 30th, having just dropped off a Torpedo for loading. Class47

Ex Norwegian NSB Di 8s Nos. 8.704 and 8.712 are seen operating torpedo services at the Redcar plant on December 30th. Brian Battersby

Right: Looks like Di 8 No. 8.711 is being used as a source of spares for the rest of the fleet. Brian Battersby

Main: A total of eight GEC Stephenson 0-6-0s stand out of use in the yard at Redcar on December 30th. Brian Battersby

Below: GEC Stephenson 0-6-0s No. 277 and 251 are seen outside the depot at Redcar on December 30th. Brian Battersby







Romney Hythe and Dymchurch Railway

On December 28th, 1927 built Mountain type loco No. 5 ‘Hercules’ departs Dungeness during a RH&DR winter running day. Mark Pichowicz

Wensleydale Railway

Class 03 144 stands at a very cold and frosty Leeming Bar on December 30th.
Class47

On December 30th, Class 117 DMU No. W51400 stands at Redmire, the current terminus for the line. Brian Battersby

Class 101 DMU No. 51210 stands at Leeming Bar on December 30th ready to work a service to Redmire. Brian Battersby

Class 37 674 stands in the yard at Leeming Bar on December 30th. The loco was being prepared for the following days services. Brian Battersby

North Yorks Moors Railway

LMS Stanier Class 5 4-6-0 No. 45428 departs Whitby with 'The Goth Express', heading for Pickering on November 2nd.
Colin Irwin

Kent and East Sussex Railway

GWR 0-6-2T 5600 Class No. 6619 climbs away from Rolvenden on Christmas Eve with a KESR Santa Special service.
Mark Pichowicz

Crossley Evans, Shipley

No. 9 ‘Beth’ a Ruston 0-4-0 is seen in the scrapyard at Shipley on December 6th. Brian Battersby

Again at Crossley Evans in Shipley, Ruston ‘Venom’ and Hunslet 0-4-0 ‘Prince of Wales’ stand out of use. The two yards here contained a total of five industrial shunters. Class47

Not often that a loco gets well and truly hidden by its surroundings, but at the Crossley Evans scrapyard in Shipley, Sentinel shunter 'Katie' was quite difficult to spot. It is actually still sat on a rail connected siding, even though in this view it looks not to be. Class47

Middleton Railway

Hudswell Clarke 1544 ‘Slough Estates’ No. 3 climbs the Middleton Railway (LEEDS) with a private Santa charter on December 3rd. Colin Irwin

Severn Valley Railway

BR Class 9F No. 92214 ‘COCK O’ THE NORTH’ runs round its train at Kidderminster on December 28th. Richard Hargreaves

Great Western Railway 28xx Class 2-8-0 No. 2857 departs Highley on December 28th with a Bridgnorth to Kidderminster service. Richard Hargreaves



East Lancs Railway

LMS ‘Crab’ No. 13065 sits at Rawtenstall in the pouring rain with a Santa special, December 14th. Colin Irwin





LNER K4 No. 61994 ‘The Great Marquess’ departs Summerseat with a Santa special on December 24th. Colin Irwin

SWANAGE RAILWAY

TRIBUTES PAID TO DETERMINED SWANAGE RAILWAY PIONEER

Heart-felt tributes are being paid to a determined Swanage Railway veteran and pioneer since the late 1960s – who campaigned for and volunteered on the growing steam railway for more than 40 years – following her death at the age of 92. Devoted to the cause, Moyra Cross was one of a handful of community-spirited volunteers who stood in Station Road, Swanage, in all weathers back in 1969 gathering signatures for a petition against British Rail closing the ten-mile branch line from Wareham.

She was a pioneering member of the Isle of Purbeck Preservation Group in 1969 – which was formed to prevent closure – and then the Swanage Railway Society from 1972, as well as the Swanage to Wareham Railway Group, which were formed to rebuilt the much-missed line. A founder Swanage Railway member and volunteer who knew Moyra for almost 40 years, Peter Frost said: “Everyone owes a huge debt of thanks to Moyra, and her fellow campaigners, for volunteering to stand up in the community in the face of opposition during the early days – as well as for such a magnificent contribution in making the Swanage Railway so successful.

“Moyra’s contribution to the Swanage Railway over so many years will never be forgotten. She was, and is, an inspiration to the generations of Swanage Railway volunteers who follow in her footsteps,” added Peter who grew up in Corfe Castle and played on the branch line as a child during the 1960s.

In September, 2002, Moyra helped to officially name a new multi-million pound inter-regional Virgin express train ‘Dorset Voyager’ at Swanage station along with fellow stalwart Swanage Railway volunteer Stan Symes.

Swanage Railway Trust Chairman Gavin Johns paid tribute to Moyra: “Everyone was saddened to learn of Moyra’s death as she was a much-loved and appreciated long-standing supporter of the Swanage Railway who was always dependable and devoted to the cause for more than 40 years. “She had been an active volunteer providing countless hours of practical support to the Swanage Railway which we truly appreciate. We extend our condolences to her family at this sad time but take heart in the knowledge of the unwavering support that she gave to the Railway and the town of Swanage,” he added. Moyra and her husband Ronald – known to everyone on the Swanage Railway as Roger – moved to Swanage early in 1969 after the pair retired from a large insurance company in London.

Moyra was one of the first volunteers in the fledgling station shop at Swanage when it first opened in 1976, at the start of the railway’s rebuilding, while Roger was a volunteer restoring carriages and wagons.

Moyra was on duty in the station shop at Swanage in 2009 when the first diesel and steam trains ran from London down to the Purbeck seaside resort for the first time since 1972 and 1967 respectively.

Attended by her family and many friends across the community, Moyra’s funeral took place at St Mary’s parish church in Swanage – opposite the restored railway station – on the afternoon of Wednesday, 3 December, 2014. It was followed by a private burial at the Godlingston cemetery in Swanage, within sight and sound of the rebuilt railway for which she worked so hard for more than 40 years, where Moyra rests next to her late husband who died in the early 1990s.

New volunteers, in many roles, are always welcomed by the Swanage Railway with full training given. For an informal chat – and to find out more – contact volunteer co-ordinator Mike Whitwam on 01929 475212 or email ‘volunteer@swanagerailwaytrust.org.uk’.

EWS liveried Class 31 466 departs Rawtenstall with the Santa special, heading for Bury on December 19th. Michael Lynam

There is still frost on the ground at lunchtime on December 3rd, as Class 117 Nos. W51382 and W51339 depart Rawtenstall with a mid-week Christmas shopper special. Gerald Nicholl

LMS A Class 0-6-0 No. 12322 heads a luncheon special away from Ramsbottom on December 3rd. Gerald Nicholl

The Santa special on November 29th sees Class 33 109 passing Ewood Bridge. Colin Irwin

Churnet Valley Railway

Class 33 102 “Sophie” top’n’tails Tkh No. 2944 ‘Hotspur’ through Consall on December 10th with a Santa special. Colin Irwin

TKh No. 2944 ‘Hotspur’ powers through Consall with a Santa special on December 10th. Colin Irwin

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Embsay and Bolton Abbey Railway

Robert Stephenson & Hawthorn 0-6-0ST No. 47 ‘Moorbarrow’ returns to Embsay with a Santa special, November 30th. Colin Irwin

As the sun sets on November 30th, NCB No. 38 (D9513) runs round its Santa special at Embsay. Colin Irwin

From the Archives

BR 9F Class No. 92058 passes through Preston station with a mixed freight train on May 14th 1967, less than 6 months to go before being withdrawn from service.
Dave Felton



Right: BR Class 85 No. E3086 stands in Crewe Station, circa 1973-74. Brian Battersby

Main: On March 16th 1999, Class 37 415 calls at Stafford whilst working a Holyhead to Birmingham Net St. service. Paul Godding

Below: Class 31 410 departs Seamer with a scheduled passenger train to Sheffield on July 23rd 1983. Dave Felton







Right: Hump Shunter Class 13 001 is seen at Tinsley on February 15th 1981. Brian Hewertson

Main: Petroleum branded Class 37 359 passes Aldwarke Jct. on December 12th 1993 with a rake of tanks. Paul Hewertson



Right: Class 37 515 displays its short lived HNRC livery at Barrow Hill on October 4th 2003, can it really be that long ago? Brian Battersby

Main: Class 87 023 'Velocity' arrives into Birmingham New St. on April 7th 1994 with a service from London Euston. Paul Godding

Below: Two tone green liveried Class 47 833 'Captain Peter Manisty RN' on the blocks at Manchester Piccadilly on September 25th 1993. Paul Hewertson







Class 37 521 and 37 412 stand at a very snowy Shrewsbury on February 22nd 1994, working the 6S55 Burngullow - Irvine ‘Silver Bullet’ china clay. Phil Martin

Right: Class 25 041 passes through Manchester Victoria on October 13th 1980 with a short engineers train. Steve Stepney

Main: Class 31 268, 31 223, 31 212, 31 250, 31 229, 31 284 and 31 173 are seen lined up at Stratford depot on August 1st 1987. Derek Hopkins

Below: Class 304 035 arrives into Navigation Road en route to Altrincham from Alderley Edge on September 28th 1991. Michael Lynam







Right: Accident damaged Class 47 850 is seen at Crewe Horse Landing on July 25th 1995. Steve Stepney

Main: Class 60 019 passes Eyton working the 6V75 09:12 Dee Marsh to Margam steel train on February 1st 2003. Carl Grocott





Here on March 3rd 1984, with traces of snow still around, Southern loco No. 850 ‘Lord Nelson’ with a Cumbrian Mountain Express service, passes Ais Gill Summit heading southbound to Leeds. This loco can still be seen today operating regularly on The Mid-Hants Railway. David Mead

The Back Page

A First Great Western Class 143, No. 143 620 is seen receiving attention on Exeter St. Davids depot. Paul Beard