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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...

Welcome to Issue 113 and your monthly roundup from across the UK.

Welcome to February, my favourite month of the year, none other than it being my birthday month, but if January gave us a taste of what to expect in the forthcoming year, what a cracking one it's going to be!

I suppose I have to talk about it, January did bring back a long awaited locomotive to the mainline, I know you're probably all excited and the publicity has been great and vast. I have to congratulate everyone on their hard work over the years and it's great to see it back on the mainline. I'm of course talking about Class 37 025 - now who thought I was talking about a certain steam locomotive? Looking splendid in it's large logo livery and currently working for Colas, I'm sure it will drag the attention of at least a few enthusiasts and if you are still yet to see it, we have one of two photos in this issue. However if Scotsman is more your "cup of tea", we have an odd photo or two as well.

All the best and once again, should you have any photos or articles you wish to see in the mag please get in contact.

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: Michael J Alderdice, Steve Andrews, John Balaam, Geoff Barton, Brian Battersby, Sam Bilner, Ben Bucki, Pete Cheshire, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, Colin Irwin, Jon Jebb, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Neil Pugh, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' accelerates between the signals approaching Townsend Fold during test runs on the ELR with Stanier Class 5 4-6-0 No. 45407 on January 10th. Gerald Nicholl

This Page: On January 8th, Class 37 219 passes Harrowden Jct working a Ferme Park to Derby test train, running 65 mins early and in lovely winter sunshine. Geoff Barton



Charter Scene:

BLS - The Ermintrude, Dougal and Florence Tracker

West Coasts Class 37 706 stands at Sheffield on January 23rd, heading the Cleethorpes to Carnforth return charter for the Branch Line Society. Class47



BLS - The Ermintrude, Dougal and Florence Tracker

Earlier on January 23rd, Class 47 786, which was on the opposite end of the charter to Class 37 706 is seen on the rear as the tour departs Doncaster, heading towards Cleethorpes (the long way round!). Class47

BLS - The Ermintrude, Dougal and Florence Tracker

The BLS charter from Carnforth to Cleethorpes on January 23rd ran via the Brigg line and Class 37 706 is seen arriving at Brigg with 1Z23 heading to the seaside.
Steve Thompson

BLS - The Ermintrude, Dougal and Florence Tracker

A fault with the crossing gates at Brigg meant that they had to be worked manually and the signal couldn't be cleared. With Class 47 786 on the rear, the charter waits while instructions are relayed to the driver before setting off for Wrawby Jct. with Class 37 706 providing the power on the front. Steve Thompson

Pathfinder Tours - The Mersey Weaver

Class 60 039 heads off the Ellesmere Port branch approaching the station at Helsby with 1Z31 to Folly Lane. Class 60 054 is at the rear of the train forming 'The Mersey Weaver' Pathfinder tour from Derby on January 30th. Taken from an extremely windy Helsby Hill. Dave Harris

Pathfinder Tours - The Mersey Weaver

Class 60 054 passes through Helsby working the 1Z31 Latchford Sidings to Folly Lane I.C.I. Sidings on January 30th. The tour originated at Derby and headed to Warrington earlier in the day. Class 60 039 was on the rear. Brian Battersby

Pathfinder Tours - The Mersey Weaver

Class 60 039 is seen at Ince and Elton working the 1Z31 Latchford Sidings to Folly Lane I.C.I. Sidings on January 30th with Class 60 054 on the rear at this point.
Brian Battersby

Railway Touring Company -
THE WINTER CUMBRIAN MOUNTAIN EXPRESS

Under overcast skies, LMS 5MT Class 4-6-0 No. 44872 pilots LMS 5MT Class 4-6-0 No. 45407 ‘The Lancashire Fusilier’ through Selside with the northbound ‘Cumbrian Mountain Express’ on January 23rd. Shep Woolley

Railway Touring Company -
THE WINTER CUMBRIAN MOUNTAIN EXPRESS

On January 23rd, LMS Class 5MT 4-6-0 Nos. 44871 and 45407 power through the Nappa sunrise heading from Manchester Victoria to Carlisle. Colin Irwin



Railway Touring Company - THE WINTER CUMBRIAN MOUNTAIN EXPRESS

Leaning into the curve, LMS 5MT Class 4-6-0 No. 44872 pilots LMS 5MT Class 4-6-0 No. 45407 ‘The Lancashire Fusilier’ on the homeward leg of the ‘Cumbrian Mountain Express’ on January 23rd. Shep Woolley

Railway Touring Company -
THE WINTER CUMBRIAN MOUNTAIN EXPRESS

With a combination of snow, sleet, hail and a freezing wind, LMS 8P Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ is seen working hard on the climb to Shap on January 30th. Shep Woolley

ECS and Light Engine Moves

Under threatening skies, LMS 8F Class 2-8-0 No. 48151 accelerates away from Clapham during its test run from Carnforth to Hellifield and return on January 28th.
Shep Woolley

ECS and Light Engine Moves

Royal Train locos Class 67 006 and 67 005 working the 5Z34 Toton - Eastleigh ECS pass through Burton on February 2nd. Stuart Hillis

Hauled by West Coast's Class 47 746, A3 No. 60103 'Flying Scotsman' is seen in steam across Chat Moss on January 27th, on its way from the East Lancs Railway to Steamtown Carnforth in preparation for its loaded test run. Jeff Nicholls

ECS and Light Engine Moves

West Coast's Class 47 746 'Chris Fudge' drags 'Flying Scotsman' from the ELR to Carnforth, seen here passing Mills Hill in awful weather on January 27th.
Colin Irwin

Pictures:
Arriva Trains Wales

Class 67 022 calls at Shrewsbury on January 18th whilst working the 1W96 Cardiff - Holyhead WAG service. Phil Martin

Caledonian Sleeper

Class 73 967 leads 73 968 and 92 033 with the 0Z80 Doncaster RMT - Polmadie. Caledonian Sleeper locomotive move, diverted via the Durham coast due to ECML line issues and seen here passing through Hartlepool on February 2nd.
Michael J Alderdice

As the sun sets over Hartlepool Bay on January 17th, the Caledonian Sleeper loco move from Mossend to Doncaster passes through Hartlepool, Class 47 843, 47 848 and 92 033 had been in action with diversions along the Durham coast the previous weekend. Michael J Alderdice

Chiltern Railways

Chiltern liveried Class 68 015 leads the 6U77 Mountsorrel - Crewe loaded IOA's of ballast through Burton on January 7th. Stuart Hillis

Colas Rail

Class 70 803 passes through Plymouth on January 13th working light engine from Truro to Westbury. Steve Andrews



Class 37 175 pauses at Doncaster on January 23rd whilst running light engine from Heaton to Derby. Richard Hargreaves



Class 37 025 leads 70 804 through Stafford on January 18th working as 0V25 Bo'ness - Washwood Heath. Carl Grocott





Class 37 057 (No. D6757) stands in platform 5, Derby station on January 15th. Steve Donald



Class 37 025 passes through Swindon on January 28th heading a Cockleberry Sidings, east of Swindon Station, to Barry test run. Ken Mumford

Class 56 302, 56 113 and 60 056 pass Slitting Mill on January 21st working the Sinfin Sidings to Grangemouth Ineos tanks. Steve Donald

Class 37 025 works the 4B20 Barry - Barry through Pilning on January 30th.
Carl Grocott

Class 66 850 stands at Newtown on January 23rd at the head of a ballast working. Carl Grocott

Class 60 095 heads past Upton Forge on January 31st working the 6C37 10:30 Chirk Kronospan - Carlisle Yard. Keith Davies

Class 66 849 ‘Wylam Dilly’ top’n’tails 66 850 working the 6C70 07:38 Talerddig - Bescot Yard on January 24th through Preston Boats. Keith Davies

Class 60 095 heads south through Carlisle on January 7th hauling a Carlisle - Chirk log train. Michael Lynam

Class 60 076 working the 6S26 Seaham Harbour - Oxwellmains Lafarge is seen passing through Seaham on January 20th. This was the first day of Colas operations on this route. Michael J Alderdice

Class 70 802 with 66 041 ‘dead in tow’ approaches Clapham Junction working the 13:54 Hoo Junction Up Yard to Eastleigh East Yard on January 13th. Derek Elston



Class 37 025 ‘Inverness TMD’ working the 4B20 Barry - Barry is seen at Patchway on January 28th. Sam Bilner





Class 70 804 working the 6C97 Oxford - Crewe Basford Hall rail train, is seen at Wellington on January 17th. Phil Martin



Class 37 421 heads through Burton on January 19th working an 0Z37 Derby RTC - Charfield light engine move. Stuart Hillis

DB Schenker

With Fiddlers Ferry power station running nicely in the background, Class 90 020 and 90 039 head north at Winwick Junction on January 20th with the 6S94 Dollands Moor to Irvine china clay slurry tanks. Jeff Nicholls

Class 66 101 leads the 12:15 Newhaven Day Aggregates to Acton T.C. through Kensington Olympia on January 13th. Derek Elston



Having run round in Latchford Sidings, and, several hours earlier in Walton Ship Canal Sidings, Class 66 132 passes Arpley Junction with gypsum empties from Milford West Sidings, heading to Fiddlers Ferry power station. Jeff Nicholls





Class 66 074 working the 6D44 Bescot - Toton engineers, passes through Burton on January 28th, with new DB liveried MXA wagons in the consist. Stuart Hillis



Class 60 092 passes Frodingham Jct. on January 10th working the 6E68 Kingsbury - Humber tanks. Steve Thompson



On January 10th, Class 60 074 passes under Bennerley Viaduct on the Erewash Valley line with the 11:06 Lindsey - Kingsbury loaded fuel tanks. Mark Pichowicz



Class 66 098 passes Ingatestone crossing on January 13th, hauling loaded JGAs with a Marks Tey to Crawley New Yard working. Charlie Robbins

Class 60 040 passes round the back of Doncaster station on January 23rd working a rake of steel empties. Class47

On January 9th, Class 60 020 working the 6E54 Kingsbury - Humber discharged oil tanks, is seen passing through Burton on Trent. Stuart Hillis

On January 6th, Class 67 008 heads north through Winwick on a route learner from Wakefield to Wigan Wallgate in preparation for a new ‘Binliner’ traffic flow from Knowsley to Wilton. Jeff Nicholls

Class 66 065 heads past Burgs Lane, Bayston Hill with the late running 6V75 Dee Marsh - Margam steel on January 6th. Keith Davies

On January 23rd, Class 60 001 passes Attenborough in the low winter sunshine, working the 6M57 07:15 Lindsey - Kingsbury loaded fuel tanks. Mark Pichowicz

A rain soaked Class 66 006 is pictured stabled at Didcot on January 9th. Richard Hargreaves



Class 66 112 hauls the 10:40 Brentford Town Day & Sons to Acton T.C. through Ealing Broadway on January 13th. Derek Elston





Class 66 156 passes through Blackburn station hauling the 6G35 Clitheroe to Bescot loaded cement tanks on January 7th. Dave Felton

Class 66 167 crosses onto the slow at Trowell Jct. working Broughton Lane Jct. to Toton North Yard on January 17th. Steve Donald

Class 66 088 drags failed 60 054 with the 6E41 Westerleigh - Lindsey discharged oil tanks through Burton on January 6th. Stuart Hillis





On January 28th, Class 60 074 heads through Swindon working a Robeston bound rake of oil tanks. Ken Mumford

Class 60 054 speeds through Swinton on January 23rd heading a Tinsley to Scunthorpe loaded steel. Class47



On a misty January 19th, Class 60 091 heads through Burton on Trent hauling the 6M82 Walsall - Downlow empties. Stuart Hillis

Class 60 074 approaches Scunthorpe station on January 10th working the 6M57 Lindsey oil refinery - Kingsbury loaded tanks. Steve Thompson

Class 60 017 passes Meole Brace on January 8th working the 6V75 09:30 Dee Marsh - Margam steel. Keith Davies

Class 66 074 heads south through Acton Bridge with 4M25 Mossend - Daventry containers on January 15th. Dave Harris

Running two hours early, Class 67 013 heads south through Winwick on its way back to Wakefield from Wigan Wallgate on crew training duties, January 27th. Jeff Nicholls

Class 66 001 passes Burgs Lane, Bayston Hill working the 6V75 09:30 Dee Marsh - Margam steel on January 28th. Keith Davies

On January 21st, Class 66 030 passes through Doncaster with a Wakefield - Felixstowe intermodal. Michael Lynam

Class 66 025 approaches Acton Bridge on January 20th with a mixed rake of wagons from Warrington Arpley Sidings - Bescot Down Side. Michael Lynam

Class 90 036 and 90 018 pass through Colton Jct., York, with the 6N70 Doncaster - Tyne engineers train on January 21st. Neil Scarlett

On January 16th, Class 66 118 is seen stabled at a sunny Didcot.
Richard Hargreaves



On January 20th, Class 66 120 leads the 09:15 Trafford Park Euro Terminal to Southampton Western Docks Berth No. 109 through a bright and crisp Stafford.
Derek Elston





Class 90 034, still in DRS Blue, passes through Stafford working the 5A06 Crewe to Wembley Euro Freight Ops Centre hauling mail set Class 325 015 on January 20th.
Derek Elston



A rare sight on the network today as Class 08 428 draws a string of flat wagons out of one of the sidings in Warrington Arpley Yard on January 19th. Jeff Nicholls

On January 17th, Class 60 065 passes through Scunthorpe working the 6E68 Kingsbury - Humber tanks. Steve Thompson

Class 60 063 heads through Burton on January 25th working the 6E08 Wolverhampton - Immingham covered steel carriers. Stuart Hillis

On January 20th, Class 66 118 heads the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks through a bright but chilly Stafford. Derek Elston



On January 16th, Class 66 079 crosses the Wallington river viaduct working the 10:44 Morris Cowley to Southampton Eastern Docks service, diverted via the Pompey Direct due to Engineering Works at Wallers Ash, load 8 x 5 sets of WIA wagons, conveying BMW Minis for export. Stewart Smith



Class 66 091 working the 6B03 Burton's Birmingham Curve Junction - Toton with spent ballast, passes Moira on January 31st. One of several workings during an engineering possession of the Derby to Tamworth line. Stuart Hillis



A rare main line outing for Class 60 049 on January 6th, normally confined to pottering about in Doncaster Yards, it escaped up the Scunthorpe line working the 7T65 Up Decoy - Habrough ballast job. Steve Thompson



Class 67 006 'Royal Sovereign' leads 66 081 past Slitting Mill, Derbyshire working from Belmont Down Yard to Toton TMD on January 21st. Steve Donald

Class 60 074 passes Sutton Bridge Junction with the 6V75 09:30 Dee Marsh - Margam steel on January 20th. Keith Davies

On January 7th, Class 66 100 approaches Carlisle with empty China Clay wagons from Workington and destined for Carlisle Yard. Michael Lynam

Class 60 040 working the Kingsbury - Immingham empty tanks, passes Stenson Jct. on January 25th. Phil Martin

Class 66 145 heads south through Acton Bridge on January 20th in charge of a Mossend Euroterminal - Daventry Int Rft with Class 90 039 and 90 037 unusually attached to the rear. Michael Lynam

Class 66 136 working the 4O52 Wakefield - Didcot modal, passes through Burton on January 9th. Stuart Hillis



Class 66 035, working a Tilbury to Trostre steel train, approaches Swindon on January 28th. Ken Mumford





Class 66 050 passes Mobberley on January 25th working the 13:54 Peak Forest Up Sidings to Arpley Sidings. Colin Irwin



On January 11th, Class 60 054 working the 6E08 Wolverhampton - Immingham covered steel carriers, heads through Burton on Trent. Stuart Hillis

D.C.R.

Class 56 303 hauls a couple of Chiltern coaches through Didcot Parkway on January 9th, running as 5Z34 Bristol Barton Hill - Wembley. Carl Grocott

Class 56 103 enters Ealing Broadway station working the 6Z57 10:06 Calvert to Willesden Euroterminal on January 13th. Derek Elston

Direct Rail Services

On January 8th, Class 37 688 passes Harrowden Jct. working light engine from Tonbridge to Derby, and running 94 mins late. Geoff Barton

An immaculate Class 37 069 arrives into Guide Bridge on January 20th, running light engine from Derby RTC(Network Rail) to Crewe Gresty Bridge. Colin Irwin

Class 66 421 leads the 12:37 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt) through Northampton on January 4th. Derek Elston







Class 37 423 ‘Spirit of the Lakes’ waits on a red in the rain at Lancaster with the 2C31 17:31 Lancaster to Barrow-in-Furness on January 23rd. Colin Irwin

Class 68 017 ‘Hornet’ has charge of the 13:42 Mountsorrel Sidings to Crewe Basford Hall S.S.N. as it approaches Rugeley Trent Valley on January 20th. Derek Elston

On January 7th, Class 37 401 sits at Carlisle having arrived with a Northern service from Barrow with DVT No. 9707 on the rear. Michael Lynam

Class 37 069 and 37 609 pass through Stafford on January 28th hauling two support coaches on a move from Devonport Royal Dockyard - Crewe Coal Sidings. Michael Lynam

Class 57 305 hauls Anglia's DVT No. 82127 working 5Z56 Norwich Crown Point - Loughborough Brush through Burton on January 11th. Stuart Hillis

On January 25th, Class 66 301 passes through Scunthorpe with an unusual working. The 6Z10 York Works - Trent Yard, comprising an empty KRA and the manipulator bits off an RDT (a JZA and a YEA). All very strenuous! Steve Thompson

The two blue spots in the distance are Class 68 004 and 68 016 making their way south through Winwick on their way from Carlisle to Crewe on January 6th. Jeff Nicholls

Class 68 001 ‘Evolution’, working the 12:21 6Z96 Crewe - Toton engineers, is seen passing through Stafford on January 20th. Derek Elston

Running 124 minutes early, Class 57 306 leads the 12:54 Eastleigh (Arlington) to Willesden Brent DRS with a Scotrail liveried Mk 2 Open Brake in tow as it passes through Kensington Olympia on January 13th. Derek Elston

On January 7th, Class 37 423 with DVT No. 9710 on the rear, waits to depart Preston with a Northern Rail service for Barrow. Unfortunately the service was later cancelled due to a braking issue with the coaches. Michael Lynam

Recent newcomer Class 68 017 ‘Hornet’ works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on February 15th. Stuart Hillis

Virgin Trains East Coast

Right: Class 91 130 and ‘Thunderbird’ Class 67 006 are seen at London Kings Cross on January 16th, both awaiting their next duties. Class47

Main: Class 91 110 ‘Battle of Britain Memorial Flight’ stands at Doncaster on January 23rd working a service to London Kings Cross. Richard Hargreaves

Below: Having run light engine from Neville Hill, Class 91 119 is seen at Doncaster awaiting entry into Wabtec for a spot of attention. Richard Hargreaves







Class 67 024 arrives into Northallerton on January 24th, working a diverted London Kings Cross service,via the Durham coast. Andrew Wilson

East Midlands Trains power car No. 43076, on hire to Virgin East Coast, arrives into Peterborough on January 30th working a Harrogate to London Kings Cross service. Richard Hargreaves

Power car No. 43274 in its 'Spirit of Sunderland' livery, arrives into Peterborough on January 30th, heading towards London Kings Cross. Richard Hargreaves

NRM liveried power car No. 43238 stands at Peterborough on January 30th at the head of an Aberdeen to London Kings Cross service. Richard Hargreaves

Class 67 024 arrives into Peterborough on January 30th with a diverted East Coast service to London Kings Cross. The Class 67 was attached at Doncaster and hauled the service via Lincoln and the joint line to Peterborough. Class47

East Midlands Trains

1D27, the 11:15 London St. Pancras International to Nottingham, is seen passing Barrow upon Soar on January 5th. Derek Elston

First Great Western

Power car No. 43172 leads the 1A83 Penzance to London Paddington service past Tavistok Jct. on January 3rd. Steve Andrews

A First Great Western HST speeds through the frosty countryside at Newton St. Loe on January 16th. Sam Bilner

Power Car No. 43187 leads the 1A85 Plymouth to London Paddington out of Plymouth on January 14th. Steve Andrews

On January 30th, Class 57 604 ‘Pendennis Castle’ and 57 603 ‘Tintagel Castle’ are seen stabled on Reading Depot, due to no access to Old Oak Common during engineering works in the area. Derek Elston

Freightliner

Class 66 555 working the 6F33 Bredbury - Folly Lane waste containers is seen here heading north through Acton Bridge on January 15th. Dave Harris

Class 66 414 passes Slitting Mill, Derbyshire with a Leeds FLT to Southampton MCT working on January 21st. Steve Donald

Class 66 517 heads through Swindon on January 28th working a Wentloog to Southampton Docks liner. Ken Mumford

Class 66 509 (with 66 522 on the rear) heads through Wellington on January 17th working the 6C70 Newtown - Bescot ballast. Phil Martin

The 6L49 Lindsey - Ipswich fuel train is still attracting interest, largely because of the TTA 4-wheelers, but a bonus on January 12th was haulage by Class 66 420 in the new livery, seen here passing through Scunthorpe Station. Steve Thompson

Right: Class 66 525 heads south through Acton Bridge on January 20th working a Coatbridge - Daventry intermodal. Michael Lynam

Main: Class 66 566 working a Leeds to Felixtowe liner is seen passing through Doncaster on January 23rd. Class47



Class 66 538 is seen as it eases through Northampton with the 4L93 Lawley Street to Felixtowe on January 4th. Derek Elston

Class 70 018 runs through Acocks Green on January 30th hauling a Leeds to Southampton liner. Paul Godding

On January 20th, Class 66 514 heads northbound through Acton Bridge with a bin train from Bredbury RTS - Runcorn Folly Lane. Michael Lynam

Class 66 517 working the 4O95 Leeds - Southampton modal, passes through Burton on January 25th. Stuart Hillis

Right: Class 66 511 prepares to return to Crewe as the 11:38 Stafford to Crewe Basford Hall S.S.M. on January 20th. Derek Elston

Main: Class 90 041 eases its train through Stratford on January 16th, heading for Crewe. Class47

Below: On January 28th, Class 66 509, 66 596, 66 418 and 66 549 pass through Stalybridge working the 4E70 Garston to Hunslet Yard. Brian Hewertson







Class 86 627 and 86 605 pass through sunny Stafford on January 28th working a Manchester Trafford Park - Felixstowe liner. Michael Lynam



Class 90 047 speeds through Acton Bridge on January 20th with a Garston FLT - Crewe Basford Hall liner. Michael Lynam





Class 66 620 with the 6G65 Earles Sidings - Walsall cement tanks, heads through Burton on February 1st. Stuart Hillis

On January 16th, Freightliner had worked a ballast job at Barnetby and the return working, 6Y35 Wrawby Jct. - Up Decoy on January 17th is seen negotiating the Outward line at Scunthorpe top'n'tailed by Class 66 544 and 66 548.
Steve Thompson

Right: Class 66 955 passes Ardwick on January 28th, returning to Trafford Park light engine. Colin Irwin

Main: The 10:50 Hinksey Sidings to Eastleigh East Yard is seen as it passes through Didcot Parkway behind Class 66 524 on January 30th. Derek Elston

Below: Class 70 020 heads a Crewe Basford Hall - Felixstowe liner through Stafford on January 28th. Michael Lynam







Right: Class 90 049 passes through Northampton on January 21st running as 0Z92 08:30 Crewe H.S. to Willesden TMD. Derek Elston

Main: Class 70 020 rounds the curve at Stratford on January 16th working a Crewe to Felixtowe liner. Class47

Below: Class 66 618 passes Tupton on January 18th working the 6L89 Tunstead - West Thurrock. Stephen Simpson







Class 70 014 hauls a failed 90 047 through Northampton on January 25th working the late running 07:18 Crewe Basford Hall S.S.M. to Ipswich S.S.
Derek Elston

GBRf

Class 59 003 (furthest from camera) enjoys a rare outing on the WCML as it tows 66 714 from Tuebrook Sidings to Crewe on January 6th. The Class 59 returned light engine a few hours later. Jeff Nicholls

Class 66 749 pauses briefly at Willesden Junction on January 16th whilst hauling a stone train. Class47





With a short rake of brand new Biomass hoppers, Class 66 717 ‘Good Old Boy’ heads through Winwick with 4M12 06:00 Drax to Tuebrook on January 20th. Jeff Nicholls

Class 66 712 approaches Ashley with the 4M51 10:19 Drax AES (GBRf) to Liverpool Bulk Terminal Biomass on January 25th. Colin Irwin



On December 27th, Class 73 141, 20 901 and 20 905 are seen stabled in Tonbridge Yard. Mark Pichowicz

Class 92 043 approaches Acton Bridge on January 20th with a Dagenham Docks - Garston Car Terminal car train. Michael Lynam



On January 27th, Class 66 762 with the 6M83 Tinsley - Bardon Hill empty hoppers, passes through Moira. Stuart Hillis





Class 66 098 hauling the 6X01 Scunthorpe - Eastleigh rail train overtakes Class 66 761 working the 6M83 Tinsley - Bardon Hill hoppers, at Burton on January 28th. Stuart Hillis



Class 20 118 and 20 096 (with 20 314 and 20 107 on the rear) haul barrier wagons and new LUL ‘S’ stock through Moira on January 27th working the 7X09 Old Dalby - West Ruislip. Stuart Hillis

Class 20 107, 20 314, 20 132 and 20 118 are seen stabled in Derby Carriage Sidings on January 8th. Steve Donald

Class 66 765 heads south through Acton Bridge on January 15th working the 6E10 loaded Biomass from Liverpool Bulk Terminal to Drax power station. Dave Harris

Class 66 718 passes Mobberley on January 25th working the 4M51 10:00 Drax AES (Gbrf) to Liverpool Bulk Terminal Biomass. Colin Irwin

Class 66 717 heads an empty Biomass train from Drax - Liverpool Bulk Terminal through Acton Bridge on January 20th. Michael Lynam

Class 66 740 working a Washwood Heath to Wellingborough sleeper train and running 33 mins late, heads past Harrowden Jct. on January 8th. Geoff Barton

Grand Central

On January 30th, power car No. 43467 leads a Sunderland to London Kings Cross service through Peterborough. Richard Hargreaves

Abellio Greater Anglia

Still carrying its National Express livery, Class 90 008 ‘The East Anglian’ departs Stratford on January 16th working a service from Norwich to London Liverpool St. Class47

Class 90 004 ‘City of Chelmsford’ arrives into Manningtree with the 13:53 departure to London Liverpool Street on January 27th. Derek Elston

Network Rail

On January 11th, Class 97 303 storms past Belle Vue, Shrewsbury with the late running 6J45 10:34 Crewe - Talerddig. Keith Davies

Class 66 522 and 66 509 top'n'tail the 6C70 Sutton Bridge - Bescot ballast working through Drawell Street on January 17th. Carl Grocott

Right: Class 37 606 and 37 608 top'n'tail the 1Q13 test train via the East Midlands, seen passing through Moira on January 18th. Stuart Hillis

Main: Class 97 301 and 31 233 pause at Doncaster on January 23rd whilst running light engine from Derby to Slateford. Class47



Class 37 606 and 37 608 top'n'tail the 1Q77 09:01 Longsight - Derby RTC (Network Rail) through Walcott on January 28th in lovely winter sunshine. Keith Davies

Class 97 302 and 97 303 stand at Coleham on January 20th ready to work a ballast down the Cambrian later in the day. Carl Grocott



Class 37 057 is seen on the rear of the 3Q06 Eastleigh - Derby RTC test train as it passes Burton on January 9th. DBSO No. 9708 was leading. Stuart Hillis





The NMT (comprising of Nos. 43013, 977984, 977993, 977994, 975984 and 43014 'The Railway Observer') waits in Derby station prior to working 17:56 Derby to Old Oak Common HSTD on January 7th. The PLPR illumination line can be seen in the distance under the development coach, No. 977993. Steve Donald



The 3Q12 Doncaster West Yard - Derby RTC, via Immingham East Jct. surprisingly turned out Class 37 667 on January 27th. Here it is passing through Scunthorpe on it's way to Immingham, the loco unusually leading, it's usually propelling on this leg of the job. Steve Thompson

Class 37 219, hauling a test train, arrives into in Derby station on January 7th working from Ferme Park Reception Sidings to Derby RTC. Steve Donald

Rail Operations Group

On February 2nd, Class 37 884 passes Wigan North Western working 0Z37 Derby RTC (Network Rail) to Carlisle High Wapping Sidings. Andy Parkinson

Recently named ‘Lost Boys 68-88’, UK Rail’s Class 56 098 pauses at Swinton on January 23rd to allow a Cross Country Voyager to pass whilst running from Darlington to Leicester LIP. Class47

Europhoenix liveried Class 37 884 arrives in Derby on January 17th hauling SouthEastern's Class 375 624, running from Stewarts Lane Jct. to Derby RTC.
Steve Donald

Class 56 098 and 56 301 lead the 5V56 Kilmarnock - Laira FGW stock move through Pilning on January 30th. Carl Grocott

Units: DMUs and EMUs

Brand New Gatwick Express Class 387 209 leads 387 203 into Northampton with the 5K55 10:33 Wembley Euro Freight Ops Centre to Crewe mileage accumulation run on January 4th. Derek Elston

Right: Arriva Trains Wales Class 150 250 is seen arriving into Chester on January 23rd with a service from Crewe. Paul Godding

Main: London Midland liveried Class 321 417 arrives into Stratford on January 16th working an Abellio Greater Anglia service. Class47

Below: East Midlands Trains' Class 222 001 'The Entrepreneur Express' passes Barrow upon Soar on January 5th working the 12:29 Sheffield to London St. Pancras International. Derek Elston







On January 16th, London Overground's Class 172 002 enters the depot at Willesden for maintenance. Class47

On January 14th, Northern's Class 319 379 heads towards Liverpool with the 2F31 from Warrington Bank Quay to Liverpool seen here passing Winwick Jct. Only one Northern Rail DMU service remains now at Liverpool Lime St. on the Warrington Central line with this service changing over to electric traction in December.
Dave Harris

East Midlands Trains' Class 153 308 working a Derby - Crewe local service is seen passing Stenson Jct. on January 25th. Phil Martin



London Midland's Class 170 501 waits time at Rugeley Trent Valley with the 15:41 to Birmingham New Street via Walsall service on January 20th. Derek Elston





Northern Rail's Class 158 845 passes through Moston on January 27th working a service to Leeds. Colin Irwin



Away from it's normal routes, Abellio Greater Anglia's Class 156 402 forms the 5Z50 10:00 Norwich Crown Point T&RSMD to Derby, passing Barrow upon Soar on January 5th. Derek Elston

London Overground's 2D76, the 13:17 London Euston to Watford Junction formed of Class 378 202, approaches Kensal Green on January 13th. Derek Elston

Great Northern's Class 365 514 arrives into London Kings Cross on January 16th with a service from Cambridge. Class47





CrossCountry's Class 220 021 arrives at Stafford on January 20th working the 1V51 10:07 Manchester Piccadilly to Bristol Temple Meads. Derek Elston

London Midland's Class 170 515 working a Hereford to Birmingham New Street service arrives into Great Malvern station on January 23rd. Neil Pugh



On January 16th, a Southern Class 377 EMU working the 11:47 London Victoria to Southampton Central via the Mid-Sussex line, crosses the Wallington river viaduct on the approach to Fareham. Stewart Smith

Great Western Railway's Class 166 217 arrives into Great Malvern on January 23rd working a London Paddington to Hereford service. Neil Pugh



Great Western Railway's Class 166 212 in GWR green livery is seen departing Reading heading for London Paddington on January 16th. Richard Hargreaves





Arriva Trains Wales Class 150 282 waits to depart Shrewsbury with a Chester bound service on January 18th. Phil Martin



On January 24th, Class 156 490 stands at Darlington, working a Saltburn service. Andrew Wilson

Northern Rail's Class 150 225 departs Ashley station on January 25th, with a service for Chester. Colin Irwin

Abellio Greater Anglia's Class 321 442 is seen arriving at Dovercourt with the 13:00 Manningtree to Harwich Town service on January 27th. Derek Elston

On January 7th, ScotRail's Class 156 507 and 156 462 sit in the north bay at Carlisle following cancellation of services to Newcastle following a land slip at Hexham. Michael Lynam

Abellio Greater Anglia's Class 170 271 stands at Peterborough on January 30th working a service to Ipswich. Richard Hargreaves

London Midland's Class 172 342 arrives into Solihull on January 30th. Paul Godding

Northern Rail's Class 142 020 is seen at Darlington on January 24th working a service to Redcar. Andrew Wilson

Great Western's Class 150 002 is seen stabled at Reading depot on January 30th. Derek Elston

London Overground's Class 378 230 arrives at Kensal Green working the 2C25 13:01 Watford Junction to London Euston service on January 13th. Derek Elston



Northern's Class 158 905 arrives into Doncaster on January 23rd working a service to Bridlington. Richard Hargreaves

A SouthEastern High Speed Class 395 'Javelin' calls at Stratford International on January 16th, working a service to Strood. Class47



Great Northern's Class 365 510 stands at Peterborough on January 30th having arrived with a terminating service from London Kings Cross. Richard Hargreaves

Great Western's Class 165 107 still in FGW 'dynamic lines' livery calls at Ealing Broadway working a London Paddington to Reading service on January 13th. Derek Elston

Arriva Trains Wales Class 142 042 stands at Chester on January 23rd working a service to Manchester Piccadilly via Altrincham. Paul Godding

Northern Rail's Class 144 004 waits at Doncaster on January 23rd, working a service to Hull. Richard Hargreaves

On January 7th, a Virgin Trains Pendolino comes off the Newcastle line at Carlisle where it had been stabled due to the closure of the WCML north of Lockerbie. Michael Lynam

Great Western Railway's green liveried Class 166 205 is seen stabled in one of the west end bays at Reading on January 30th. Derek Elston



On January 7th, First Transpennine Express Class 350 409 is seen stabled on the centre roads at Carlisle due to the closure of the WCML north of Lockerbie, whilst 350 406 heads a service to Manchester Airport. Michael Lynam



Great Northern's Class 321 420 stands at Peterborough on January 30th working a service to London Kings Cross. Class47

On January 16th, Arriva Trains Wales Class 158 824 stands at Telford Central working a service from Birmingham International. Paul Godding





Great Western Railway's Class 166 207 working the 10:48 Reading to London Paddington, departs Ealing Broadway on January 13th. Derek Elston

Northern Rail's Class 142 042 working the 2H52 14:34 Manchester Piccadilly to Rose Hill Marple, calls at Guide Bridge on January 20th. Colin Irwin



News and Features:

Scotrail - life north of the border

Scotrail's Class 158 715 'Haymarket' arrives into Aberdeen on January 9th with a service from Inverness. Class47

On December 13th, Class 334 007 and 334 013 crosses the Kelvin Railway Viaduct, located slightly eastbound of Partick railway station, whilst working the 2H94 12:25 Helensburgh Central - Edinburgh Waverley service. Jonathan McGurk



On January 15th, Virgin Trains' Class 221 111 stands in Glasgow Central having worked the 1Z04 10:00 Carlisle - Glasgow Central High Level via Dumfries service, diverted due to the ongoing Lamington Viaduct issues. Jonathan McGurk





Class 318 270 calls at Glasgow High Street on January 15th working the 2E66 09:53 Balloch - Airdrie service. Jonathan McGurk



Class 156 474 passes through Glasgow High Street station on January 15th working the 2Z14 10:13 Cadder Down Passenger Loop - Eastfield H.S. via Maryhill, Anniesland (via Knightswood South Junction), and Glasgow Queen Street Low Level route learning train. Jonathan McGurk

On January 15th, Class 314 212 is seen from Victoria Bridge, Glasgow, whilst departing Glasgow Central High Level railway station, working the 2D23 11:42 Glasgow Central High Level - Paisley Canal service. Jonathan McGurk

Manchester Metrolink

On January 12th, Metrolink tram No. 3059 heads for Bury from Manchester Victoria, seen in the company of two Northern units. Michael Lynam

Sheffield Supertram

On January 23rd, Supertram No. 115 is seen in Commercial Street, Sheffield heading to Halfway. Derek Elston



In East Midlands Trains livery, tram No. 116 is seen in Commercial Street, Sheffield heading to Halfway. Derek Elston



Tram No. 120 in heritage livery, is seen working a service to Meadowhall. Derek Elston

Going Underground

District line ‘D’ stock No. 7027 stands at Earls Court on January 16th, working a service to Tower Hill. Class47

Bakerloo line ‘1972’ stock No. 3299 enters the siding at Harrow & Wealdstone on January 16th. Class47

Train No. 247, the 12:52½ Elephant & Castle to Harrow & Wealdstone approaches Kensal Green station on January 13th formed of Bakerloo '1972' stock No. 3550.
Derek Elston

Fares Advice *with RailUK*

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

What constitutes "first opportunity to purchase"?

Q: ...Specifically, when the ticket you want to purchase is not available from the local TVM?

This arose recently as I work in Cambridge, live in St Neots, and was having a night out in London. I'm in a rush and only have time to get a travelcard at CBG, which is fine until time to come home. My normal modus operandi is to buy a single HIT-SNO and take care to get the stopping train. I get to KGX after the ticket office has closed, and the Virgin TVMs there won't let you buy a ticket starting anywhere else. I take exception at being asked for £23.60 for a KGX-SNO single. No staff around to ask.

What I want to know is, would it be wrong simply to board the train and claim that either finding a member of staff on the train, or getting to SNO, would be my first opportunity to buy the ticket that I want? Clearly KGX is my first opportunity to buy some ticket.

A: This situation is covered by Condition 3 of the NRCoC. In essence, if the ticket you require is not available, you must buy a ticket which covers part of your journey and convert this to the correct fare at the first practical opportunity. In this case, you have already bought a ticket valid as far as Hitchin, so that opportunity is - in the opinion of most here who consider that you are not required to delay your journey - is at St Neots.
BUT: the ticket office at KX is open (according to NRE) until 0136 (0036 on Saturdays) - if it is open, then this is the first opportunity to buy and you must buy a ticket there. It may be more convenient to do so on arriving in London.

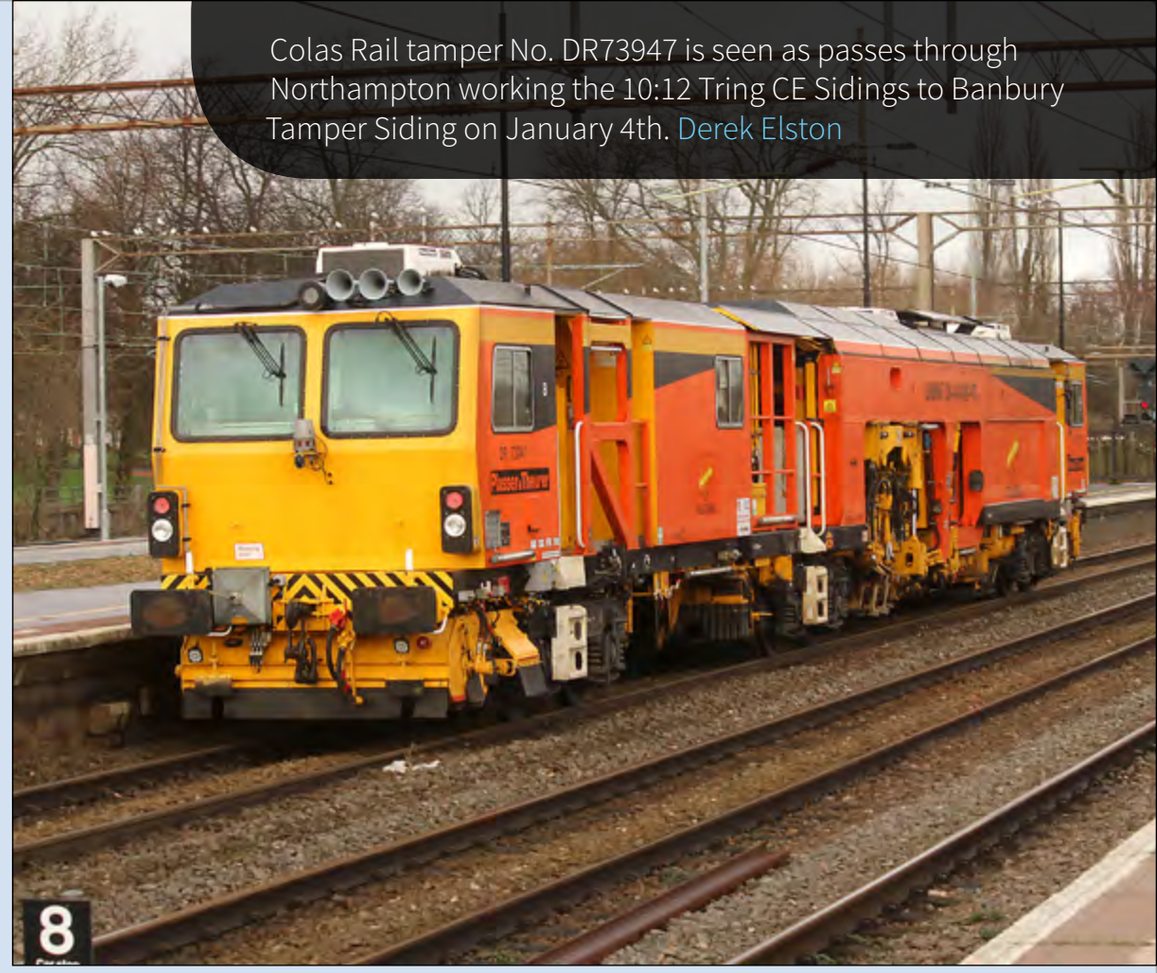
Cross Country promoting connections to St. Pancras

Q: I've noticed that the departures screen in Leeds station has started saying next to Cross Country southbound departures 'change at Sheffield for Leicester and St Pancras'. At first I thought it was because of disruption elsewhere but it seems to be a regular message. Does anyone know why this is? Given that it involves Arriva and Stagecoach-owned TOCs there isn't a mutual company ownership reason and indeed, given Stagecoach's majority ownership of VTEC, it seems odd for them to want this alternative to be publicised.

A: It's because there is a 1640 XC to Reading and a 1640 Northern Express to Sheffield (advertised as Meadowhall), the reason behind this and the additional text is because people connecting at Sheffield for EMT were booked on the 1640 from Leeds to Sheffield (the XC service) but we're getting on the Northern because it said 1640 Sheffield so people were getting on that and missing their connections. Hence why Network Rail in conjunction with XC and Northern have for that once a day event put the additional info on

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!



Colas Rail tamper No. DR73947 is seen as passes through Northampton working the 10:12 Tring CE Sidings to Banbury Tamper Siding on January 4th. Derek Elston



Class 67 008 heads north through Acton Bridge on January 15th with a route learner for the forthcoming Knowsley - Wilton waste working. Dave Harris

ANOTHER NEW-LOOK TRAIN TAKES TO THE VIRGIN TRACKS

Virgin Trains' promise to enhance and improve the customer experience on the East Coast route took another step forward in late January with the release onto the lines of its second refurbished train within a month. The train also entered service as Virgin and Network Rail signed an agreement that commits them to work closely together to improve performance across the network.
Meanwhile, engineering staff are working round the clock to replace seats and carpets across the 45-strong Virgin fleet with the aim of completing by the end of the year. Luxurious black leather seats for First Class carriages and stunning red cloth seats in Standard are providing a new lease of life to the trains and extra comfort for customers. The work, including new carpets and fittings, is part of a £40 million investment over the next few years that will also see new diesel engines fitted and the re-branding of the exterior of the trains. The alliance means the two businesses will collaborate more closely on day-to-day issues relating to performance, safety and customer service, as well as major projects including the 65 new express trains being built by Hitachi and planned to roll-out from 2018.

Virgin Trains' Managing Director David Horne said: "We're looking forward to our new fleet arriving from 2018 but we wanted to make sure the trains our customers are travelling on now give them the kind of comfort and glamour Virgin is known for. Our refreshed interiors are just one of the ways we will be improving and enhancing the overall experience for our customers and the alliance with Network Rail means we'll be collaborating much more closely on all areas of safety, performance and service."

Leap year babies travel free on their birthday!

Chiltern Railways are giving those who are born on the 29th February free travel on their birthday (as leap year babies don't get a birthday very often!) Birthday boys and girls may choose to experience their big day in London and take advantage of the excellent attractions and theatres. Marylebone station is just a short walk away from Baker Street and Regents Park. To make use of this offer, people who are celebrating their birthday will need to show either a passport or a driving license.

Work at Lamington Viaduct to continue throughout February

The ScotRail Alliance has confirmed that the Lamington Viaduct, which has been closed since it was severely damaged by Storm Frank, has suffered further damage, meaning that it will not reopen until the first week of March, 2016. Engineers have been working around-the-clock to divert the Clyde – using over 1,500tons of stone to dam part of the river – and stabilise the structure after the viaduct's second pier was left on the brink of collapse when floodwaters scoured out much of its foundations.

Having successfully stabilised the damaged pier on January 13 by pumping over 300 cubic meters of fast-setting concrete into the void, engineers have now been able to conduct structural checks on sections of the viaduct it was previously too unsafe to inspect.

It was initially hoped that work to reinstate the viaduct would have been completed by February 1. However, the latest inspections have shown that:

•Continued bad weather and high water levels have caused structural damage to another pier on the viaduct

•Three steel bearings, which support the bridge deck and track have been damaged

•The damage to the foundations is worse than previously thought, requiring more time and significantly more work to properly stabilise the structure.

Phil Verster, Managing Director of the ScotRail Alliance said: "The damage caused by Storm Frank to the Lamington Viaduct has been very serious. Our engineers have been in a race against time to get the structure stabilised and prevent it from collapsing into the Clyde. Only now that we have won that race can we really see the full extent of the damage.

"The damage from the floodwaters is significant. We have had to use hundreds of tons of rock to divert and reduce the flow rates at the piers and an extraordinary amount of concrete just to stabilise the second pier. Unfortunately the scale of the damage and the complex nature of the engineering challenges means that the repair is going to take longer than we initially thought.

"All of the train companies who operate services on the West Coast Mainline are working together to make sure that we keep goods and people moving. The temporary timetables and arrangements that have been in place for the past couple of weeks are going to have to continue. That is why it is so important that anyone who is travelling on this route checks their travel details before they travel. All the companies have information on their websites and have staff ready to answer any questions you might have.

"I know that the damage that Storm Frank has caused to this viaduct is impacting on a lot of people. We are doing everything we can to get the repairs done and the line reopened quickly and safely."

Phil Bearpark, Virgin Trains' Executive Director for Operations and Projects, said: "Safety is our priority and we fully support Network Rail in their work to repair the Lamington viaduct."

"We have worked really hard with our industry partners in ScotRail and Network Rail to put a train diversionary service in place via Dumfries. This means that journeys take around an hour longer than normal but customers travelling between Glasgow and Carlisle are able to take a replacement train rather than a bus."

Over the coming weeks, engineers will install additional concrete supports on either side of the second pier to strengthen the structure, before installing additional eight-metres-long rock anchors / mini piles through the pier's foundations to support the structure from a much wider and lower base.

Structural repairs to the third pier will also be completed and the course of the river widened – to reduce future water pressure on the structure – before the steel bearings are replaced, the viaduct bridge-deck realigned and the track re-laid.

Manchester ring road speed restrictions to be introduced as vital Ordsall Chord work progresses

Network Rail has started excavation work as it continues to build the vital new Ordsall Chord between Manchester Victoria and Piccadilly stations – but it will mean speed restrictions and traffic measures on the Manchester ring road at Trinity Way. The work has been planned to cause the least disruption to motorists and all four lanes of Trinity Way will remain open but will be narrowed with a 20mph speed restriction in place for safety reasons. The Ordsall Chord is being built as part of Network Rail's £1bn+ investment in the railway in the north of England which will deliver a more reliable, faster and efficient railway to the millions of passengers who travel by train every year. Work is due to be complete by December 2017.

Nick Spall, route delivery director for Network Rail, said: "This work is absolutely vital as we start to build the new viaduct. We have been planning it alongside Manchester City Council, Salford City Council and Transport for Greater Manchester and have done all we can to keep disruption to motorists to a minimum. The road will remain open as much as possible but to allow cranes and equipment to be moved safely across Trinity Way, there may be a need for overnight closures but motorists will be given advanced warning.
The creation of the Ordsall Chord will bring many benefits to the city and the north of England. Not only will it link the major stations within Manchester but will help support delivery of faster trains linking Manchester Victoria and Liverpool as well as improving journey times to Liverpool, Leeds and the north east. Investment like this is vital so not only transport links are vastly improved but local and regional economies receive boosts which help create more jobs and lead to wider investment and regeneration."

Councillor Andrew Fender, chair of Transport for Greater Manchester, said: "The Ordsall Chord project – which will incorporate a major redevelopment of Salford Central – is a significant programme of works that, along with the rest of the North of England Programme, will revolutionise rail travel throughout our region. I want to reassure commuters and local residents that TfGM has been – and will continue – to work closely with Network Rail and Manchester and Salford City Council to minimise disruption along Trinity Way and surrounding areas, and maintaining four lanes to traffic for the duration of the project should go some way to ensuring that."

Sir Richard Leese, leader of Manchester City Council, said: "The Ordsall Chord is a vital part of the Northern Hub, which will bring significant improvements to rail services across the north west, including Manchester itself, providing extra capacity to support thousands of additional freight journeys and enabling millions more passengers to travel across the region each day. It will provide a huge boost to the economy of the city, helping to drive growth across the wider region and indeed the whole of northern England."
Salford City Mayor Ian Stewart said: "These improvement works will have a positive impact nationally as journey times to and from Greater Manchester will be faster, with more frequent trains. It is exactly what we need to support our thriving northern powerhouse."



West Coast's Class 37 706 calls at Stalybridge on January 11th with a Preston to Diggle loop test train. The contraption on the front is a Dutch invention and is the only one in the country, it sends out a 360 degrees laser and the loco can travel up to 70mph whilst getting a picture of what state the track is in. Brian Hewertson



Europorte branded Class 92 043 drags Freightliner's Class 90 049 past Willesden on January 13th. Derek Elston

On January 13th, Class 59 104 'Village of Great Elm' and 59 001 'Yeoman Endeavour' power the 07:12 Merehead Quarry to Acton T.C. jumbo stone train through Ealing Broadway. Derek Elston



Class 59 102 'Village of Chantry' passes through Swindon on January 28th working a Wootton Basset bound stone train. Ken Mumford



Work continues to fix flood damaged railway in North Wales

Network Rail engineers are continuing repair work on the Conwy Valley line after flooding caused damage at over 100 separate locations. The severe flooding has meant trains have been unable to run between Llandudno Junction and Blaenau Ffestiniog since 27 December 2015.

The Conwy Valley saw unprecedented rainfall in December which severely damaged sections of the railway, washing out hundreds of tonnes of ballast, the crushed rock that help to hold the track in place. Flood waters reached platform level at North Llanrwst station, overwhelmed banks alongside the railway and caused considerable damage to a number of bridges along the route.

Engineers have been on site undertaking detailed investigations to understand the full scale of the damage. Sections of the line remained underwater in the days following the flooding and more damage to signalling cables was discovered as debris was removed. Network Rail is working hard to rebuild the damaged railway, repair bridges, secure embankments, replace signalling cable and clear away debris.

Despite challenging conditions, the repair work is currently progressing to plan and engineers are aiming to reopen the railway by the end of February.

Network Rail Wales route managing director Paul McMahon said: "The Conwy Valley saw record rainfall in December and this has caused a huge amount of damage to the railway.
We know how important the line is for the local community and we're working hard to repair the damage and get the line reopened as soon as it's safe to do so. We have started work to repair the damage caused by the flooding, including replacing the hundreds of tonnes of ballast that was washed away. The ground conditions are still far from ideal and this is causing us challenges in accessing the sites. There's also the risk of further flooding given how wet the land is. In the meantime, I'd like to thank local people for their patience and ask passengers to check with National Rail Enquiries or Arriva Trains Wales before they travel."

While work to repair the Conwy Valley line continues, rail replacement buses are in operation. Passengers are advised to check before travelling here: www.arrivatrainswales.co.uk/check



Photo: © Network Rail

Task force formed to speed Dover sea wall railway rebuilding as beach protection work continues

A task force led by Dover and Deal MP Charlie Elphicke has been created to help with the work to rebuild the railway between Dover and Folkestone and reduce the impact on passengers.

The line has been closed since Christmas Eve 2015 after storms damaged the sea wall at Shakespeare Beach in Dover.



Network Rail and its partner Costain have been working to protect the railway and sea wall since those storms, with more than 9,000 tonnes of rock armour already placed on the beach and another 9,000 tonnes expected to arrive in early February. In addition, design teams have been working on a long-term solution to the damage.

Network Rail's route managing director, Alasdair Coates, said: "This task force is a positive step forward for our project and will make a big difference to what will be a major civil engineering challenge for us."

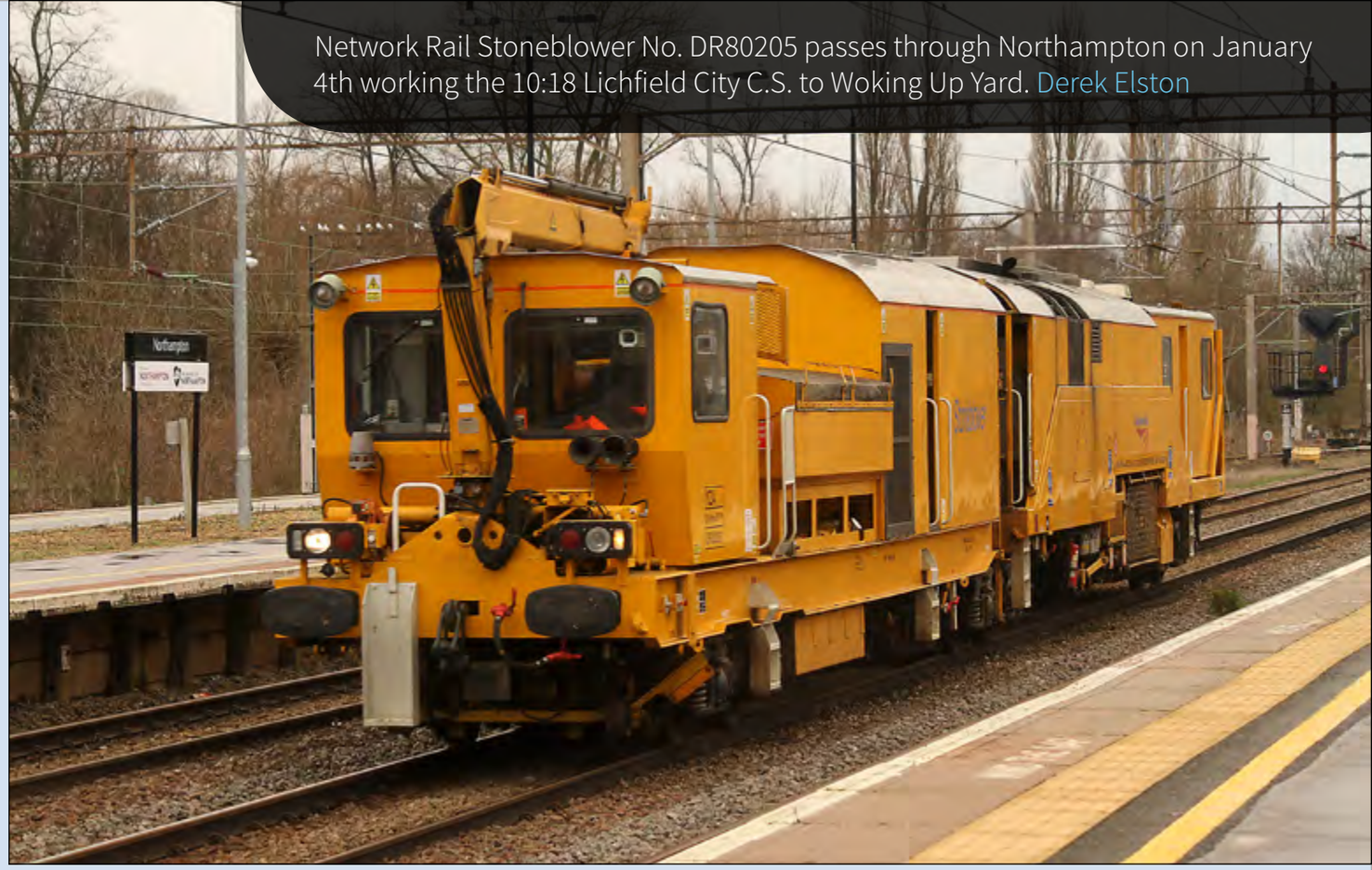
"We realise that passengers in Dover, Deal, Folkestone and Sandwich are keen to know when we will be able to reopen the line and I can reassure them we are working very hard to get them an answer."

"This is a vulnerable stretch of railway and we have to find the right design to last many more years into the future. As soon as we have a design and a timescale we are confident in, we will let everyone know."

Charlie Elphicke MP said: "I know how tough things are for commuters and rail users. I am doing everything I can to ensure Network Rail gets our railway back open as soon as possible. The high speed rail link is crucial to the developments we have planned in Dover and Deal. It's important the line is repaired as soon as possible - yet we must also make sure the repaired line is safe, secure and built to last."

David Statham, managing director at Southeastern, said: "The loss of a large part of our railway has meant we've had to make changes to our services. These have been made so that everyone in the area has access to travel, but are temporary and are by no means perfect. We are adaptable to the changing nature of this work and will run our normal services as soon as we can. In the meantime, we are working with Network Rail and other stakeholders to provide the best possible service. This task force will also allow us to work closely together to get the job done well and the line between Dover and Folkestone reopened as soon as possible."

The working group includes Network Rail, Southeastern, MPs Charlie Elphicke, Damian Collins, and Craig McKinley, Dover District Council and Kent County Council. It will be sharing information and helping tackle any administrative or bureaucratic hurdles which may affect the work to reconstruct or repair the railway.



Network Rail Stoneblower No. DR80205 passes through Northampton on January 4th working the 10:18 Lichfield City C.S. to Woking Up Yard. Derek Elston

Photo: © Network Rail

On January 7th, Class 60 065 heads through Scunthorpe working the 6N73 Lackenby to Teesside with another load of slabs. Steve Thompson

On January 18th, Caledonian Sleeper liveried Class 86 401 stands at London Kings Cross having brought in the ECS for the sleeper to Fort William. The service has been running into Kings Cross during the closure of the West Coast main line at Lamington. Class 90 045 was leading the train. Gary Smith

New trains and longer staffing hours announced as passenger satisfaction rises on Great Northern



Great Northern has announced modern trains from the summer and longer station staffing hours as passenger satisfaction rises in an independent nationwide survey.

Class 377 Electrostars with air conditioning, automatic service announcements and the latest in accessibility features for disabled passengers (pictured above) will run on the Cambridge/ King's Lynn and Peterborough services to and from King's Cross.

They are being released from the Thameslink route which is getting brand new Class 700 trains and, by the end of the year, will have replaced all the older Class 317 and 321 trains. Meanwhile, the other trains are going through either heavy maintenance or overhauls to maintain and improve their reliability.

Station staffing hours will also be increased as Great Northern staffs its ticket gates for longer and introduces more gates at stations such as Alexandra Palace and Sandy. Ticket gates discourage fare dodging which in turn is known to discourage anti-social behaviour and increase security.

Customer information screens are being upgraded around the Bowes Park to Watton-at-Stone Hertford Loop and 22 Rail Neighbourhood Officers and 20 special constables introduced.

Great Northern's Passenger Service Director Keith Jipps said: "The report by Transport Focus has shown that, once again, passenger satisfaction has risen on Great Northern, which is testament to the hard work our staff put in every day, keeping trains clean and helping customers at stations. We know we need to do more, in particular to improve punctuality, which is why we are working with Network Rail to improve track and signalling and recruiting many more train drivers. We're also bringing in more reliable, modern trains this summer with air conditioning and projects to improve the experience at our stations."

Virgin Trains pulls out all the stops to keep West Coast between England and Scotland open

Virgin Trains have worked with industry partners to ensure services continue to run after following Network Rail's decision to close this part of the route until they are sure it is safe to run trains over Lamington viaduct, a section of the West Coast Mainline between Carlisle and Scotland.

Virgin Trains customers travelling along the West Coast between Scotland and England will experience extended journeys until the first week of March, but regular services are in operation.

Virgin Trains East Coast services are unaffected.

Phil Bearpark, Executive Director for Operations and Projects at Virgin Trains, said: "Safety is our priority and we fully support Network Rail in their work to repair the Lamington viaduct. We have worked really hard with our industry partners, ScotRail and Network Rail, to put on regular shuttle services between Carlisle and Glasgow with a diversionary service via Dumfries. This means that journeys take around an hour longer than normal but customers travelling between Glasgow and Carlisle are able to take a replacement train rather than a bus."

Customers travelling between Edinburgh and Carlisle and destinations in North West England and the West Midlands are able to use a replacement bus service.

Customers are advised to check before they travel. Details of the shuttle train service and replacement bus services can be found at www.virgintrains.com

Great Western Railway scoops top rail awards

Great Western Railway has scooped the top award for Outstanding Operating Team, as well as being recognised in three other categories, at a prestigious rail industry awards.
Winning their first award as GWR, the company has taken the Golden Whistle for the Major Possessions, Projects and Central Station Team in the Outstanding Operating Team category at the Institute of Railway Operators Golden Whistle Awards.
A further two silver awards were achieved for Operational Performance, Intercity and Operational Performance, Regional; while Customer Services Training Manager Ashley Bray was highly commended in the Outstanding Individual category.

GWR Managing Director Mark Hopwood spoke of his pride with GWR being recognised in this manner. He said: These results clearly show our commitment to Building a Greater West and investing in what we know our customers want to see, and reflect the hard work of thousands of GWR colleagues. I am immensely proud of these awards and the work put in by all of our dedicated staff. The recognition for improved performance is a welcome achievement, showing Network Rail's work to drive down infrastructure related delays – and we hope to continue our work with them to transform this railway."

The recognition comes just days after GWR achieved its highest ever score for customer satisfaction according to independent transport user watchdog, Transport Focus. Increasing its year-on-year measure for overall satisfaction by 3% from 81% to 84%, GWR has posted its highest score since the National Rail Passenger Survey began in 1999.

Unlike other industry awards the Golden Whistles are dedicated to people who work in railway operations. They recognise those who have gone above and beyond expectations in order to deliver outstanding operational performance.



LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' runs round its train at Rawtenstall on January 17th. Brian Hewertson

Laggansarroch Viaduct reopens on-time for passengers

Passengers are back on track on the Glasgow-Stranraer line after engineers completed vital works to stabilise the flood-damaged Laggansarroch Viaduct. Engineers had been working around-the-clock at the structure, near Girvan, since January 9 after flood-waters from Storm Frank scoured out the riverbed beneath the viaduct's concrete pier bases.

Work to stabilise the viaduct has been carried out in challenging weather conditions with heavy rainfall and rapidly rising river levels hampering engineers.

Phil Verster, managing director of the ScotRail Alliance, said: "This has been a very complex operation due to the location of the site and the unpredictability of the weather."

"Our engineers have been working as hard as they can through extreme conditions to reopen the line for our passengers."

"We appreciate the patience customers have shown during the disruption to their service and there was no way for us to repair the viaduct without a short-term closure of the line."



Over the last 18 days, engineers have used tons of industrial grout to secure the viaduct's second and third piers and over 300 tons of stone rock armour has also been installed around the base of the piers to protect the structure from future flooding.

To access the piers, engineers had to build a stone causeway over part of the River Stinchar while divers were deployed to assess the damage and carry out the repairs.

The site team also liaised with SEPA and local land owners throughout the work to minimise the environmental impact of the project.

Buses had been replacing trains on the section of line between Girvan and Stranraer during the engineering works.

Photo: © Network Rail

New advanced railway engineering techniques saved time and money at Christmas

A new approach to railway engineering this Christmas has helped reduce delays for passengers and saved taxpayer-funded Network Rail hundreds of thousands of pounds by allowing trains to run at high speed after Network Rail's recent £150m Christmas engineering programme.

Typically, speed restrictions are put in place after major track upgrades (such as those at Purley and Acton Wells Junction) for safety reasons – perhaps to allow freshly lain ballast to settle. These speed restrictions can cause disruption to passenger journeys and cause Network Rail to incur what can be significant costs as a result of the disruption to train operators' normal service.

But, for the first time on this scale, over Christmas and New Year 2015 some projects allowed trains to start using the railway at high speeds – in some cases as fast as 125mph – as soon as they had finished thanks to new advanced railway engineering techniques and a focus on 'high speed handbacks'.

Track monitoring and installation practices have improved significantly in the last few years. The key to achieving a high speed handback is to ensure track is installed at each stage to its specific design tolerances, that care is taken while tamping to get the track to its final exact co-ordinates and that welding and stressing is completed as part of the core works where sufficient access is available, rather than scheduled for a later date.

This improved approach delivers significant benefits for passengers, the workforce, Network Rail, train operators and the millions of taxpayers who help fund the railway:

•Faster trains means reduced delays and journey times for passengers

•Staff spend less time trackside as they don't need to set up and remove speed boards for train drivers

•Reduced need for compensation to train operators as disruption is reduced

On January 18th, Class 66 213, 66 194 and 60 024 pass Tupton working an 0E23 Doncaster to Toton light engine movement. Stephen Simpson



Class 50 007 'Hercules' (No. D407) passes Burton on January 11th working 1Z99 Washwood Heath - Allington Junction to rescue a failed loco which was working the Boston steel train. Stuart Hillis



DB Schenker Rail UK names locomotive to mark STVA terminal opening

DB Schenker Rail UK was pleased to name locomotive 90018 'The Pride of Bellshill' in a ceremony hosted by STVA. STVA, which specialises in finished vehicle logistics, held the ceremony at Bellshill, Glasgow to mark the opening of its Finished Vehicle Multi Modal Terminal. The new development facilitates full logistical services for both rail and road transport of finished vehicles. The event was attended by Richard Lyle, Member of Scottish Parliament (MSP) for Central Scotland.

Geoff Spencer, CEO of DB Schenker Rail UK and Ian Brown, Managing Director of STVA joined Mr Lyle on stage as he unveiled the newly named locomotive, 'The Pride of Bellshill'.

Geoff Spencer, CEO at DB Schenker Rail UK, said: "We work with STVA to deliver finished vehicles across the UK via rail freight and were pleased that we could name our locomotive 90018 'The Pride of Bellshill'. It will be seen up and down the UK rail network for decades to come.

"Rail freight is a great choice for the transportation of vehicles as it reduces road congestion and offers significant environmental benefits. Rail freight produces 76% less CO2 than HGVs for the equivalent journey."



Ian Brown, Managing Director at STVA, said: "We are delighted to open this first class new terminal which demonstrates our continued commitment to Scotland as a key part of our UK Business. The rail volumes arriving at this site will remove 2m truck miles each year from our congested roads. It is both operationally efficient and environmentally responsible. We are convinced that this provides a sound basis for converting more flows to rail. In addition to these factors we have a great local team led by an excellent manager. Together with the support of the wider STVA team we are confident this combination will drive our Bellshill business forward."

Richard Lyle, MSP for Central Scotland, said: I would like to compliment STVA and DB Schenker Rail UK on this wonderful event. I'm glad that the facility will bring more jobs to the area and wish STVA and DB Schenker Rail UK luck in their future endeavours."

LMS Hughes Crab No. 13065 is seen arriving into Rawtenstall on January 9th.
John Balaam



SOUTHERN COUNTIES RAILWAY SOCIETY
A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Clean trains inside and out as new £40m sidings regenerate railway land

Wallets, mobiles phones, umbrellas, false teeth and even a new kitchen sink… Thameslink's railway cleaners find all kinds of leftovers when trains pull into their sidings for a break. And they are being helped on their way by the government-sponsored Thameslink Programme, with the opening of a new £40m railway facility in Cricklewood, north London. The new yard, which also features a drive-through train wash, is already cleaning trains on the busy Thameslink route between Bedford, London and Brighton. It will also be used by Thameslink's new Class 700 trains when they are introduced this spring, and will play a vital part in running the programme's new intensive train service.

Network Rail's Thameslink Programme director Simon Blanchflower said: "Everything the Thameslink Programme does is about improving journeys for passengers and this new facility will make a real difference. We have turned a disused piece of railway land into a first-class railway facility that will play a crucial part in what will be one of the country's most intensive main line train services."

The huge facility, which can accommodate 22 trains at a time, was constructed by contractors Carillion with site operator Thameslink and Network Rail, on the site of disused rail lines not far from the existing depot. They include a new train wash, toilet emptying facilities and walkways for staff to remove rubbish from trains. In fact, when the Thameslink Programme introduces a 24 trains per hour service from Blackfriars to St Pancras International in 2018, it is expected that staff at the Cricklewood sidings will remove one tonne of rubbish from trains every day.

Keith Wallace, Projects Director at Govia Thameslink Railway, said: "These sidings are a crucial part of our plans to modernise Thameslink services to give our passengers new, spacious trains starting this spring and, from 2018, more frequent services at all our stations between Bedford and London. The facility is state-of-the-art and a credit to Network Rail and the Thameslink Programme team. Our 26 staff on site are already using them to keep trains clean."

MP for Hendon Matthew Offord, who opened the sidings on Friday 22 January, said: "I am delighted that the Government's sponsorship of the Thameslink Programme is contributing to this new facility at Cricklewood. When completed, this investment will provide a much-needed modern and efficient train service for all users of the Thameslink line including my constituents in Edgware, Hendon and Mill Hill."
The Class 700 trains, being built by Siemens, will run an intensive service to and through London from locations such as Bedford, Peterborough and Cambridge in the north and Brighton and Gatwick in the south, offering new standards of spaciousness, reliability and passenger information. The location of the sidings in Cricklewood means that trains will be able to visit the sidings around the clock to keep them looking their best.

A rare glimpse of sun on a cold and blustery day lights up LNER A3 No. 60103 at Irwell Vale as it double heads Stanier Class 5 4-6-0 No. 45407 on the 09:50 non-stop run from Rawtenstall to Heywood, January 10th. Jeff Nicholls



Loco Fleet List 2016

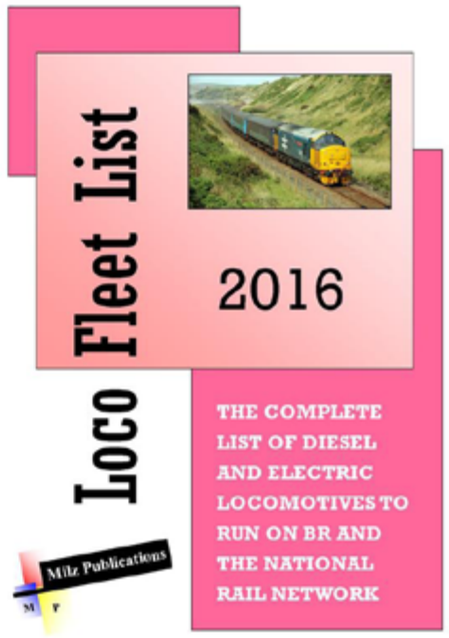
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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 2016 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

South Yorkshire Train Driver Wins Award for Selfless Act

A Barnsley-based rail worker has been honoured after attempting to save a man's life at Sheffield's Meadowhall station. Andrew Dickinson, a train driver manager for Northern Rail, has received a 'Heart' award in the annual Serco Pulse Awards after he saw a passenger collapse on the platform as his train pulled into the station. Speaking of the incident, which occurred last August, Andrew said: "People were just stepping over him to board the train that I was travelling on. "It wasn't really something I stopped to think about. I immediately left the train to offer assistance and ring the paramedics as I could see he was going into cardiac arrest. An off-duty A&E nurse came to assist, along with a first aider from Meadowhall. "I was able to direct the paramedics to the patient and steer passengers away from the incident."

Despite the efforts of Mr Dickinson, the paramedics and the other first aiders, the man unfortunately died at the scene. Andrew arranged a taxi for one of the first aiders and accompanied the other on her journey home by train. He also arranged flowers for both of them on behalf of Northern to show appreciation for their help. Northern Rail is a joint venture between Serco and Abellio, and the Serco Pulse Awards recognise individuals who make a positive impact in their work. Alex Hynes, Managing Director for Northern Rail, said: "The Pulse Awards celebrate people like Andrew whose behaviours make a difference. It's these kinds of selfless and caring acts that make our staff great and make us very proud."



Caledonian Sleeper liveried Class 92 023 is seen in the yard at Brush Loughborough on January 5th. Derek Elston



On January 13th, Northern Electric Class 319 386 arrives into Wigan North Western with a service from Liverpool Lime Street.
Eddie Emmott

VIRGIN TRAINS AMONG UK'S BEST WORKPLACES

Virgin Trains has been recognised as one of the best companies to work for in the UK. Ahead of British Airways, EasyJet and Transport for London, Virgin Trains' East Coast business was ranked second out of all transportation and logistics companies, and 43rd overall in an independent UK-wide survey of 1,600 companies. The Bloomberg-sponsored survey, which lists the top 400 employers in the UK, used a robust sample of 15,000 UK employees who answered questions about their employer. Clare Burles, People Director for Virgin Trains on its east coast route, said: "We're absolutely delighted to feature so highly in this list. It's our people – both customer-facing and behind the scenes - and their commitment, skills and personality that drive our amazing business." The company has already enjoyed an eventful January – delivering the first of its newly refurbished trains as part of a £40m investment in its train fleet. This includes a stylish makeover with new interiors, including luxurious leather seats in First Class, and new carpets and fittings throughout to bring added customer comfort and a touch of the glamour for which the Virgin brand is famous, as well as an improved working environment for staff. Since it launched in March 2015, Virgin Trains has been transforming the business including introducing new uniforms, a revamped staff benefits package and a Red Hot awards ceremony to recognise the great work of its customer-facing, operational and engineering employees. A new recognition scheme, Virgin Stars, has also been launched to recognise and celebrate the company's best people, and examples of customer service. Meanwhile, Newcastle Driver, John Scott was awarded an MBE in the New Year Honours.

Did you Know - Ken Mumford

Wrong Station!!

A driver stopped his express train by mistake at a station. Here the stationmaster gave the driver a good telling off!! Calmly the driver replied, *"We'd better go then. It's a long time since we saw you, so we thought we'd stop and see how you were getting on! Bye!"*

Wrong Fuel??

An old driver, normally a quiet fella, looked at the coal on his engine realising that his expertise told him that it was dreadful. Taking a large sample, he tool it to the shed fireman, placed it on his desk saying, *"See if that will burn in your fire 'cause it won't burn in mine!"*

Attempted Bombing

The reason for a lot of bombing in the Potters Bar area (just north of London) during World War Two was the Germans believed that if they could destroy all (or some) of the three railway tunnels in that area they could cause quite a bit of disruption.

Preston was NOT amused!

Queen Victoria passed through Preston Station several times on her way to and from Balmoral on the Royal Train, yet never once stopped to visit the town. On many occasions her carriage window curtains were drawn when passing through Preston Station. Yet the ill-fated Russian tsar Nicholas III and his family did at least get off their Royal Train in 1896 when passing through Preston from Balmoral. They dined in a special dining-room on what became platforms 3 and 4, they exercised their dogs along the platform after breakfast. No-one was allowed on the station, not even the local Mayor who wanted to officially greet them.

Usk was First!!

5032 *'Usk Castle'* took the first train of the nationalized era out of Paddington - the 12.05 a.m. to Birkenhead on January 1st 1948.

Bustitution!

Enthusiasts visiting three Maiden Newton to Bridport branch line for a farewell trip on April 7th 1975 (a month before the line closed) were disappointed to find that a taxi was providing the service in place of the single-unit railcar which had failed!

The Snogging Whistle: At Llangorse Halt (*next stop north-east of Talyllyn Junction on the line to Builth Wells*) the engine whistle was used on occasions to summon courting couples boating on Llangorse Lake to rejoin a special train as they lost count of time in those idyllic surroundings. . . . . .and each other!!

The Nosh Report

Welcome to a the "Nosh Report" your monthly dip into what's available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

Well, this month's offering comes from East Midlands Trains, regarding an outlet at Kidsgrove station:

A Spotter Tea makes passengers' day at Kidsgrove Station

A community enterprise at Kidsgrove station is celebrating its first anniversary and winning praise from rail passengers. 'A Spotter Tea' is a community café facility, open in the station Booking Hall during the morning peak, which provides a drinks and snacks service for Kidsgrove passengers. The facility has been warmly welcomed by passengers, with 100% of those surveyed during a 2-month trial period to the end of December 2014 giving it 10 out of 10 and requesting it stay as a permanent service. Top feedback especially was given to Kath Keeling, the Kidsgrove resident who runs 'A Spotter Tea' at the station, for her "excellent service" and "lovely smiles".

The café was set up as a community enterprise by North Staffordshire Community Rail Partnership (NSCRP) with support and funding from East Midlands Trains (EMT) and a grant from the Association of Community Rail Partnerships (ACoRP).

Faye Lambert, Project Manager for NSCRP said: "Kidsgrove is a significantly growing station with 196,000 passengers a year and many had told us they would welcome a snack facility for their morning commute or shopping trip. In developing the project, we wanted to build on the strong community involvement, for example, the support of the station volunteers, which already benefits the station hugely. Through Kath, 'A Spotter Tea' is run by the community for passengers, and it has made Kidsgrove an even more welcoming station." 'A Spotter Tea' was awarded a national Community Rail award by ACoRP in 2015 for providing an improved service to passengers.

Kath, a former Moorcroft Pottery painter, said: "I love being part of 'A Spotter Tea'. I was made redundant in 2014, and this project really has changed my life. I've been made to feel part of the team by the station staff, and the passengers, and its great sharing a smile and a laugh with them and hearing their news."

Jason Cocker, Area Station Manager for East Midlands Trains, said: "This is a great facility and one that we are very proud to have at Kidsgrove. Kath is doing a fantastic job at the station and we know from the feedback from customers that a Spotter Tea is really valued. We would like to take this opportunity to congratulate Kath on her first anniversary and thank her for her support at Kidsgrove."

A Spotter Tea is open at Kidsgrove station Monday-Friday from 0700 to 1000 and on Saturdays from 0800 to 1200, serving fresh coffee drinks and teas, a variety of snacks and cold drinks, plus homemade oatcakes on Saturdays.

That's all for this month, but please send your suggestions to: nosh.report@railtalkmagazine.co.uk for future issues.

Queen Street Tunnel to close for 20 weeks

The ScotRail Alliance has launched a major publicity campaign to ensure that customers have all the information they need to keep moving when Queen Street tunnel closes for twenty weeks between 20 March and 8 August 2016. The £60m project will renew nearly 2km of ageing slab-track through Queen Street tunnel and enable faster, longer, greener trains to operate on Scotland's rail network from later this year. The closure of the tunnel will mean that trains that would normally run in and out of Queen Street High Level will be diverted to either Queen Street Low Level or Glasgow Central. This will mean changes to existing timetables and, in many cases, longer journey times. A dedicated webpage has been launched to give people information about the impact on their own journey. This will be supported over the coming weeks with advertising, business briefings and customer information at stations, on train and online. Additional carriages will be added to services that are running to provide as much extra capacity as possible, and queuing systems will be in place at Glasgow Queen Street and Edinburgh Waverley at peak times.

Phil Verster, managing director of the ScotRail Alliance, said: "Glasgow Queen Street is one of the busiest stations in Scotland. Every day, tens of thousands of people travel through the station on their way to work, to college or university or to visit friends. People will still be able to do that while the tunnel is closed - the railway is still very much open for business. However, they will see changes to their normal journey.

We want to make sure that everyone understands what these change mean for them. That is why we are launching our biggest ever public information campaign. In the run up to the closure we will be speaking directly to our customers, to businesses, and to public bodies to give them the information they need and to answer any questions that they might have. Upgrading the tunnel will allow us to run faster, longer, greener trains in the future. This will mean more seats, shorter journey times and less impact on our environment. The long term benefits of this investment will be considerable, not just for our railway, but also for the country."

Transport Minister Derek Mackay said: "This is a significant milestone in our £5 billion programme of investment in Scotland's Railway which is helping to reverse decades of under-investment and substantially modernise our rail infrastructure. This is a once in a generation project and one of the most ambitious ever planned on the Edinburgh-Glasgow route. The works will support the introduction of a new generation of faster, quieter and greener electric trains on routes across the Central Belt next year. Although I understand that this work will cause some inconvenience to passengers, the ScotRail Alliance is working to ensure that services are maintained where possible, disruption is kept to a minimum and that passengers are kept well informed throughout the work. I would like to thank passengers in advance for their cooperation and understanding during the tunnel closure."

Model Railways - Carl Grocott

Welcome to February's edition of the Model Railways page. This month we will feature news from Rail Exclusives new arrival and will include other news from OO gauge modern image scene. I will also provide information on forthcoming Model Rail Exhibitions and provide photographs and information from my own layout.

Latest Modelling News

Rail Exclusive Class 24

Rail Exclusive in partnership with Sutton's Locomotive Works have produced a brand new Class 24. No 24081 in BR Blue and D5000 in BR Green Livery. The model is very highly detailed including softly sprung metal buffers and independent directional front marker and rear tail lights (DCC). Prices start at £160 for analogue and £260 for a DCC model which comes with a 21 pin Zimo sound chip fitted with 2 speakers.



Photo: Class 24 081 in BR Blue
© Rail Exclusive

Rapido Trains

Rapido Trains along with Locomotionmodels have produced an APT-E for the National Collection in miniature. Unfortunately only a number of the APT-E models have been produced and are for pre order only. Rapido trains are now inviting customers that have pre-ordered and paid a deposit for a model to pay the balance. The model was due for launch in early 2016. Models will be available with a factory fitted DCC ESU Sound decoder and a DC version which will be fully DCC ready.



Photo: APT-E © locomotionmodels.com

Forthcoming Model Railway Exhibitions

Telford : A brand new Diesel and Electric Show being held in Telford on Saturday 20th and Sunday 21st February at the Telford International Centre. Includes Trade Stands, Exhibitors and Detailers. Also there will be a Cafe and Seating area.
Opening Times: Saturday and Sunday 10am to 4:45pm
Ticket Prices: Advance adult one day £7.50.
To book tickets visit http://www.classicmagazines.co.uk/product/show/id/24
On the day adult one day £9.50

Cleckheaton (Near Bradford): A model railway exhibition will be held at the Whitcliffe Mount Sports Centre in Clecheaton on 30th April and 1st May. Over 30 layouts both DCC and DC.
Opening Times: Saturday 10am to 5pm and Sunday 10am to 4pm
Ticket Prices: Adults: £5.50, Family (2+2): £12, Under 16s: £1

Manchester: A model railway exhibition will be held at the Museum of Transport in Manchester on 21st and 22nd May. Over 20 layouts DCC and DC, full trade support, refreshments, includes Museum entrance and free bus service from Manchester Victoria Station.
Opening Times: Saturday and Sunday 10am to 5pm
Ticket Prices: Adults: £7, Concession: £6, Accompanied Children under 16: Free

Layout Review

Trench Halt

A fictional modern image DCC layout which has been progressing steadily and after about 3 years of work is now pretty much complete. Hopefully each month I aim to add a photograph of the layout and also write a brief description of each model. Below is a photograph of Bachmann 37409 "Lord Hinton" in DRS Compass livery weathered and with factory fitted sound. It is seen propelling Saloon vehicle 975025 "Caroline". The saloon was custom built by Britannia Pacific Models and this particular model is also fitted with a DCC chip to provide headlight and tail lights.



A Different View

This lovely statue of Paddington Bear by Marcus Cornish, is located on platform 1 at London's Paddington station. Richard Hargreaves

A statue of ‘one of the most ingenious and prolific figures in engineering history’, Isambard Kingdom Brunel, is located on platform 9 at London Paddington. Derek Elston

That front end just couldn’t be anything else! Taking a deserved rest, ‘Flying Scotsman’ simmers in the spotlight after a day of high-profile media attention on January 8th. Gerald Nicholl

With a backdrop of Eggborough power station, DB Schenker liveried Class 90 036 and 90 018 pass Heck Ings, Selby, with the 6N70 Doncaster - Tyne engineers train on January 22nd. Neil Scarlett

Preserved and Industrial Railways:
East Lancashire Railway

LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' emerges from Brookbottom's Tunnel during its running in trials on January 16th. Shep Woolley



On January 16th, Southern West Country Class 4-6-2 No. 34092 ‘City of Wells’ speeds past Ewood Bridge en route to Rawtenstall. Michael Lynam

Restored LNER A3 Pacific No. 60103 'Flying Scotsman' is seen at Heywood during test runs on the ELR along with Stanier Class 5 4-6-0 No. 45407 in the fading afternoon light on January 8th. Gerald Nicholl

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*

CLASS 58 LOCOMOTIVE GROUP

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

LNER A3 Class 4-6-2 No. 60103 ‘Flying Scotsman’ works away from Irwell Vale during a heavy snowstorm on January 16th. Shep Woolley

On January 16th, ‘Flying Scotsman’ approaches Ewood Bridge with a non stop run from Rawtenstall to Heywood. Michael Lynam



LMS Hughes Crab No. 13065 departs Irwell Vale, heading for Rawtenstall on January 16th. Michael Lynam





LMS Hughes Crab No. 13065 is seen at Bury Bolton Street station on January 17th. Brian Hewertson



On January 9th, SR West Country Class No. 34092 ‘City of Wells’ approaches Summerseat with full Golden Arrow decals. Michael Lynam

A3 No. 60103 ‘Flying Scotsman’ is seen departing Bury Bolton Street station on January 16th, with the 12:20 Rawtenstall - Heywood service. Neil Scarlett

Southern West Country Class 4-6-2 No. 34092 ‘City of Wells’ points the way to Brookbottoms Tunnel on January 16th. Shep Woolley

With an approaching snowstorm above, Hughes Crab No. 13065 is seen approaching Irwell Vale on January 16th. Shep Woolley





The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO HEADS TO THE SEASIDE WITH THE ‘SCARBOROUGH FLYER’

London to Scarborough on Saturday 4th June 2016 with No. 60163 ‘Tornado’

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce the recreation of the ‘Scarborough Flyer’ and Tornado’s first visit to Scarborough on a revenue earning train. This main line steam railtour will run from London King’s Cross to York and Scarborough and back, picking up passengers at Potters Bar (for M25), Peterborough and York. This tour will feature new build Peppercorn class A1 No. 60163 Tornado, completed in 2008, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. Tornado first visited Scarborough with her first main line test run from York on 4th November 2008.

The British preoccupation with visiting the seaside prompted the London & North Eastern Railway (LNER) to launch this famous named train in the summer of 1927 to popularise this northern resort with Londoners. Running non-stop from London King’s Cross to York – a rare accolade – the ‘Scarborough Flier’ (as it was also written until the 1950s) was by 1935 the fastest express on the LNER, beaten only by the streamliners. After a wartime pause the ‘Scarborough Flyer’ survived until 1963. It was usually hauled by an LNER Pacific to York where a Gresley class D49 would usually take over for the Scarborough leg.

On Saturday 4th June 2016 The A1 Steam Locomotive Trust will re-create the magic of going by steam to the sea. With new ex-LNER Peppercorn Pacific No. 60163 Tornado in charge, the ‘Scarborough Flyer’ will travel from London King’s Cross station along the East Coast Main Line to York, then along the delightfully rural branch line through Malton to Scarborough itself. We expect there to be much fast running at the permitted maximum of 75mph and with this being a late spring tour we anticipate wonderful views of the stunning Yorkshire scenery. Scarborough retains much of its old character, with Victorian cliff lifts linking the higher town with the curving promenade and the beach. The characteristic bustle of the South Bay contrasts with the tranquil North Bay, where the North Bay Railway (probably the finest example of a traditional seaside miniature railway in Britain) offers fine cliff top views over the North Sea. A special discount is available to passengers on the ‘Scarborough Flyer’. Open top sightseeing buses offer a grandstand view of this very agreeable resort and there are bracing seaside walks to be enjoyed too. After a three hour break Tornado will haul the train back to York where an electric locomotive will take over for the return run to London King’s Cross.

First Class Dining fares are available for travel right through to Scarborough only. First Class Non-Dining and Standard Class fares are available to either Scarborough or York, and also for the journey from York to Scarborough and back to York but numbers are limited. Online and telephone bookings are handled by our booking agents UK Railtours. Go to www.a1steam.com or www.ukrailtours.com to make an online booking, or call 01438 715050 to book over the phone. In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:
“What better way to spend a spring Saturday than being pampered in an historic railway carriage with traditional silver service and fine wines as you pass through the English countryside hauled by Britain’s newest main line steam locomotive. The ‘Scarborough Flyer’ will be Tornado’s first visit to Scarborough on a revenue earning train and this main line steam railtour offers magnificent sights and sounds that will accompany a fast, express passenger steam locomotive working hard… an experience not to be missed!”

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.
Photo: © Geoff Griffiths/A1SLT: No. 60163 Tornado passing Arksey on 26th September 2015.



Keighley and Worth Valley Railway

After overnight snow in the Worth Valley, the KWVR diesel railbus heads south with the first train of the day to Oxenhope, on the morning of January 17th. The unit is seen alongside the River Worth between Damems and Ingrow. Ben Bucki

Dartmoor Railway

Class 33 103 and 47 701 arrive into Okehampton on January 23rd during the lines Sulzer weekend. Steve Andrews

Class 45 060 departs Okehampton on January 23rd working a service to Meldon.
Steve Andrews



National Ralway Museum - Shildon

Undergoing bodywork repairs at Shildon in January is Class 55 002 ‘The Kings Own Yorkshire Light Infantry’. Andrew Wilson





Class 03 No. D2090 operates a PLEG charter at the museum on January 24th. Andrew Wilson

The gas turbine APT-E is pictured on display at Shildon on January 24th. Andrew Wilson





The other PLEG loco for the tour on January 24th was Class 08 484, still carrying its Port of Felixtowe branding. Andrew Wilson

Built by the NER in 1889 as one of 201 Class J21's, No. 65033 is now the sole survivor. On January 24th, it is seen, not in the best of conditions, at the NRM Shildon. Andrew Wilson

MAJOR LINE UPGRADE ALMOST COMPLETE AND CHALLENGE OF RESTORING HERITAGE DIESEL TRAINS FOR MAIN LINE RUNNING

An ambitious and historic project to restore and upgrade three miles of former Network Rail line, as well as install a hi-tech level crossing with associated signalling and build a road-rail interchange facility, is almost complete – so passenger trains can again run to Wareham.
The start of the trial service from Swanage and Corfe Castle is due to start during the first quarter of 2017 – instead of June, 2016 – because of the need to replace, rather than restore, non-standard specialist equipment on two ex-British Railways 1960s heritage diesel trains being upgraded to exacting main line standards.

It was in September, 2014, that the Swanage Railway took on the lease of three miles of former Network Rail line – from a mile west of Norden station to a quarter of a mile south of Worgret Junction near Wareham – to give tracks, bridges and embankments a major upgrade ahead of the trial train service.



The restoration work has seen 1,200 wooden track sleepers replaced, half a mile of track laid, a quarter-mile-long embankment given a major upgrade, undergrowth and drainage cleared along six miles of embankments as well as the installation of a new set of track points at Furzebrook.
A new state of the art level crossing has been installed on the access road to the Wytch Farm oil field and Norden station while 2,235 cubic metres of earth has been excavated – and a new siding laid – so a new road-rail interchange could be built to enable the creation of the Norden Gates level crossing.

Swanage Railway Company Project Wareham director Mark Woolley said: "The historic transformation has been remarkable and I'd like to pay tribute to everyone – on the ground and behind the scenes in planning and logistics – for all their hard work which will see the ambitious upgrade of our three-mile extension completed by the end of March, 2016.
It has been a major undertaking – the laying of half a mile of track, the replacement of 1,200 wooden sleepers, the major upgrade of a quarter-mile long embankment, the installation of a state of the art level crossing and associated signalling at Norden as well as the creation of the new road-rail interchange at Norden for the transfer of locomotives and carriages."

"The start of the trial passenger service to Wareham during the first quarter of 2017 – instead of June this year – is because of the need to replace, rather than restore, non-standard equipment on our two ex-British Railways 1960s heritage diesel trains being upgraded to exacting main line standards. Detailed technical examination has concluded that new non-standard axles and wheel bearings – known as wheel-sets – need to be manufactured by specialist contractors in the United States, South Africa and England. We estimate the completed trains will be tested and delivered to the Swanage Railway during the Autumn of 2016. We're very grateful for the assistance of our specialist contractors who have been very helpful in progressing the detailed examination and manufacturing work needed on our two diesel trains so they can carry passengers to Wareham," added Mr Woolley, a Swanage Railway volunteer for 33 years.

The Swanage Railway has been given a grant of £1.86 million from the Government's Coastal Communities Fund to introduce a trial passenger train service from Swanage to the main line at Wareham. It is planned to run the service on 50 selected days during 2017 and 90 selected days during 2018.



The grant covers the restoration of the former Network Rail line as well as the restoration and upgrade, to main line standards, of the two ex-British Railways diesel trains – a one-coach Class 121 'Bubble Car' and a three-coach Class 117 unit – which are known as diesel multiple units or DMUs for short.

The Purbeck Community Rail Partnership, of which the Swanage Railway is a member, has been working since 1997 to re-establish a passenger train service between Swanage, Corfe Castle and the main line at Wareham.

Photos: © Andrew PM Wright.

Great Central Railway (North)

On December 20th, Stanier 8F No. 8274 heads south away from Ruddington with a Santa Special. Mark Pichowicz

Great Central Railway

On January 30th, visiting from the Severn Valley Railway, Bulleid Light Pacific No. 34053 ‘Sir Keith Park’ passes Woodthorpe with a TPO working during the lines winter steam gala. Mark Pichowicz

Eden Valley Railway

On January 30th, still carrying its now rather faded EWS livery, Class 37 042 sits at Warcop. Built by English Electric at their Vulcan Works in Lancashire in 1962, works No. EE/VF 3034/D696, the loco entered service in June 1962 as D6742, allocated to Darnall shed in Sheffield. During a nomadic life the loco was allocated to Cardiff Canton, March, Healey Mills, Thornaby, Tinsley and Immingham. On the introduction of TOPS it was renumbered 37 042. Although primarily a freight locomotive, D6742/37 042 made regular appearances on passenger trains, something which continued until 2004 when it spent two days on Arriva Trains' Leeds - Carlisle loco hauled services with 37 411. On the break up of British Rail 37 042 passed to EWS. It was transferred to the reserve fleet in 2004 before being put into storage in 2007 and finally being sold for preservation in early 2011. 37 042 arrived at Warcop in April 2011 and is awaiting restoration.
Colin Irwin

From the Archives

BR Class 81 electric locomotive No. 81 021 with a mixed goods train, stands at Warrington on March 26th 1982. Dave Felton



Right: Class 55 022 ‘Royal Scots Grey’ is seen heading to Liverpool, departing from Manchester Victoria on December 17th 1981, back when Victoria still had a feel of a ‘proper station’ about it. Paul Hewertson

Main: Class 37 406 passes Rhosneigr on November 18th 2006 working the 6F18 14:50 Holyhead RTZ - Warrington Arpley. Carl Grocott

Below: A Class 304 EMU passes Guide Bridge with a Manchester Piccadilly - Hadfield service on a misty January 28th 1992. Michael Lynam







Right: Class 53 Brush prototype No. 1200 ‘Falcon’ stands at Newport Ebbw Junction motive power depot on October 10th 1971. Dave Felton

Main: Class 31 216 shunts parcel vans at Derby Station on March 3rd 1984. Nick Clemson

Below: Class 26 034 is seen stabled at Eastfield depot on July 26th 1980. Brian Hewertson







Right: Class 55 010 and 50 041 stand in the works sidings at Doncaster on December 29th 1981. Paul Hewertson

Main: Class 40 152 passes Deal Street signal box with a Perth - Red Bank empty NPCCS working on March 5th 1984. Nick Clemson



A general view of Bolton motive power depot 9K (formerly 26C), from the top of the coaling tower on the day the depot closed, June 30th 1968. Dave Felton

Right: Class 50 015 stands at Dawlish Warren on March 21st 1989 at the head of a ballast working. Brian Hewertson

Main: ADB977554, a converted Class 104 DMU for Sandite duties, is seen stabled at Buxton on March 28th 1992. Michael Lynam

Below: BR Class 142 diesel multiple unit No. 142 030 approaches Miles Platting in January 1987. Dave Felton







Class 58 008 stands in a rather deserted roundhouse at Barrow Hill on April 9th 1989. Brian Hewertson





Class 320 313 stands at a very snowy Dalreoch station on March 12th 2006. Jonathan McGurk

Class 47 536 heads past Horton-in-Ribblesdale with the diverted 15:40 Carlisle - London Euston on March 18th 1984. Nick Clemson



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Eurostar e300 power car No. 3216 leads a Brussels service through Stratford International on January 16th. Class47