

Railtalk Magazine

Issue 75 | December 2012 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 75 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

As another month draws to a close, we also see the end of the RHTT services across the UK for this year. These services, for me are one of the highlights of the year. We get to see six Class 20s in Yorkshire, and its definitely an opportunity to photograph something other than 'Sheds'. I have to admit, I didn't go out for them as much as I would have liked to this year, probably had something to do with the fact they have been very sporadic this year. The few times I did try to go out for them they didn't run, or ran in some cases over 100 minutes early or late. I was told that this was apparently due to the poor condition of the Class 20s.

On another note and following on from a conversation I was having with another editor of a rail title, this month has been very quite on the preserved scene. There hasn't been much in the way of events. Obviously some of the railways have started their Santa Specials, but there hasn't really been anything for the rail enthusiast.

I know, we are not in the peak season, but surly something, would be better than nothing, wouldn't it?

From all of us at Railtalk would like to wish you a Merry Christmas and a Happy New Year.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Mike Byrne, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Amy Bucki, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Chris Smetham, Gerald Nicholl, Richard Moxon, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates and the guys at RailUK.

Front Cover: East Midlands Trains HST power car No. 43054 heads a London St. Pancras service across Fourteen Arches on November 8th. [Steve Madden](#)

This Page: For two Sundays in November, the Looe Valley Line in Cornwall played host to a very unique sight in railway preservation. Steam Railmotor No. 93 which is normally based at the Bodmin and Wenford Railway was moved to Liskeard to haul 5 trains along the Looe Valley Line. [Steve Andrews](#)

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

Steve Roberts (The Nosh Report)
steve.roberts@railtalkmagazine.co.uk

View from the Outside
megan.thomason@railtalkmagazine.co.uk

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 23 - Pictures
Pg 80 - News and Features
Pg 80 - Scot-Rail
Pg 88 - Fares Advice
Pg 95- View from the Outside
Pg 96 - The Nosh Report
Pg 97 - Different View
Pg 98 - Preserved Railways
Pg 106 - From the Archives

Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk 2012

Vintage Trains - THE PANNIER RAMBLER

Great Western Pannier's Nos. 7752 (running as London Underground L94) and 9600 are seen at Worcester with the return working to Tyseley, November 3rd. [Mark Pichowicz](#)



Vintage Trains - THE PANNIER RAMBLER

Great Western Pannier No. 9600 draws the stock out of Tyseley at the commencement of the days tour on November 3rd. The other loco, No. L94 was on the rear of the train at this point. [Richard Hargreaves](#)





Vintage Trains - The Pannier Rambler

Above: Passing a stabled Chiltern Class 67 and stock, the pair of Great Western Panniers are seen crossing Bordesley Viaduct on the outskirts of Birmingham, November 3rd. [Chris Morrison](#)

Below: With No. 9600 leading the Great Western Pannier's are seen passing Whitlock. [Chris Morrison](#)



Vintage Trains - The Pannier Rambler

Above: Another shot of 'The Pannier Rambler' this time as it passes through Hagley en route to Worcester, November 3rd. [Chris Morrison](#)

Pathfinder Tours - THE YULETIDE BORDERER

Below: BR Standard Class 7 No. 70000 'Britannia' is seen arriving into a very dull and wet Shrewsbury on November 24th with the tour from Reading. [Steve Thompson](#)





Arriva Trains Wales - Ruggex

Above: On November 10th, Class 67 002 arrives into Crewe with an additional Saturday working of the WAG from Holyhead to Cardiff in connection with a Rugby International at Cardiff. [Richard Hargreaves](#)

Below: Arriva liveried DVT No. 82307 is seen on the rear of the train as it arrives into Crewe. [Class47](#)



Arriva Trains Wales - Ruggex

Above: Class 67 003 was in action on November 24th working an additional Saturday Ruggex from Holyhead to Cardiff in connection with a Rugby International at the Millennium Stadium. This time however the set was reversed and the Class 67 was on the rear, seen here departing Crewe. [Steve Thompson](#)

Below: Smart looking Arriva liveried DVT No. 82306 was leading. [Steve Thompson](#)



UK Railtours/EMT - The Worth Valley Wanderer
The London St. Pancras to Oxenhope 'The Worth Valley Wanderer'
charter arrives at Keighley station led by EMT power car No. 43059
on November 3rd. [Dave Harris](#)





UK Railtours/EMT - The Worth Valley Wanderer

Above: East Midlands Trains HST power car No 43059 heads along the Keighley and Worth Valley railway on November 3rd, having arrived with a charter from London St. Pancras. [Amy Bucki](#)

Below: The East Midlands Trains HST 125 which made the first ever visit of a High Speed Train to the Keighley and Worth Valley on November 3rd. Seen here alongside the River Worth just outside of Ingrow Tunnel. [Amy Bucki](#)



Steam Dreams - The Cathedrals Express

Above: In appalling weather A1 No. 60163 'Tornado' arrives into Shrewsbury with the 1227 from London Paddington, resplendent in it's new coat of paint. [Steve Thompson](#)

Below: 'Tornado' departs Shrewsbury for Coton Hill, with the ECS from the tour. [Steve Thompson](#)



Steam Dreams - The Cathedrals Express
On November 24th, and recently repainted into blue livery, A1
No. 60163 'Tornado' is seen at Shrewsbury in atrocious weather
having arrived from London Paddington. [Brian Battersby](#)



Northern Belle
Class 47 832 'Solway Princess' is pictured speeding through
Mawdlam on November 11th with 1Z35 Cardiff - Cardiff via Fishguard
Remembrance Day Northern Belle, Class 47 828 was on the rear. [Lewis Mitchell](#)



UK Railtours - The Pennine Panorama No. 2

On November 10th, Class 60 011 waits at Crewe to take over from Class 92 019 which had brought the tour from London Euston. The Class 60 would work from Crewe to Crewe (via Hope Valley and Copy Pit).

Richard Hargreaves





UK Railtours - The Pennine Panorama No. 2

Above: Class 92 019 'Wagner' arrives at Northampton with the 1292 London Euston to Sheffield railtour on a grey November 10th. The Class 92 will work as far as Crewe. [Derek Elston](#)

Below: DB Schenker liveried Class 60 011 departs Crewe with the 'The Pennine Panorama No. 2' tour for a trip across to Yorkshire via the Hope Valley and Copy Pit routes. [CJ Sutcliffe](#)



UK Railtours - The Pennine Panorama No. 2

Above: Class 92 003 stands at Crewe on November 10th waiting for the arrival on Class 60 011 on the tour. Class 92 003 would take the tour forward from Crewe to London Euston. [Andy](#)

Below: DB Schenker liveried Class 60 011 arrives back into Crewe with the railtour on November 10th, where Class 92 003 would take over for the run back to London. [Class47](#)





UK Railtours - The Pennine Panorama No. 2
Class 60 011 passes through the station at Newton le Willows with
1292 London Euston to Sheffield on November 10th. [Dave Harris](#)

UK Railtours - The Pennine Panorama No. 2
Running right on time, Class 60 011 powers the 1292 Euston to Sheffield
into Blackburn, November 10th. [David Hollowood](#)



Looe Valley Line - Steam Shuttle's

For two Sundays in November, the Looe Valley Line in Cornwall would play host to a very unique sight in railway preservation. Steam Railmotor No. 93 which is normally based at the Bodmin and Wenford Railway was moved to Liskeard to haul 5 trains along the Looe Valley Line. This is No. 93 as it passes Terras Crossing on November 18th.

Steve Andrews





Morpeth Round Table

Above: Class 47 760 is seen at York with the 1250 return charter from London Kings Cross to Newcastle, organised by the ladies of the Morpeth Round Table for their annual Christmas tour to London. Class 47 786 was on the rear. [Class47](#)

Railway Touring Company - The Tynesider

Below: Ex LNER Gresley A4 Pacific No. 60009 'Union of South Africa' arrives into Kings Cross after working the York - London Kings Cross leg of the tour from Newcastle on November 24th. [Nathan Gibson](#)



Railway Touring Company - The Tynesider

Above and Below: Class 47 804 and 47 854 are seen top'n'tailing the 1251 Kings Cross - Newcastle return charter which had featured LNER A4 No. 60009 'Union of South Africa' on the outward leg from York to London. The tour was originally booked for LNER A4 No. 60007 'Bittern' but the loco was unavailable. [Both: Andy](#)



Vintage Trains - The Cumbrian Mountaineer

With the mist hanging over Kendal below, Stanier Pacific No. 6201 'Princess Elizabeth' (on its last run out over the Northern hills before a major overhaul) is seen pulling hard at Mealbank whilst recovering from a 20mph speed restriction near Oxenholme, heading 'The Cumbrian Mountaineer' towards Shap on November 17th. [Gerald Nicholl](#)



Vintage Trains - The Cumbrian Mountaineer

November 17th was LMS No. 6201 'Princess Elizabeths' last run through the north on her traditional stomping ground. It would have been her final farewell altogether, had she not also been signed on to cover for 'Britannia' on the London Paddington - Worcester Anniversary Christmas Fayre excursion a few week later.

Anyway here she is for the final time in her 12 year boiler ticket period,

No. 6201 "Princess Elizabeth" attacking Shap incline, with 'The Cumbrian Mountaineer' on November 17th. [CJ Sutcliffe](#)

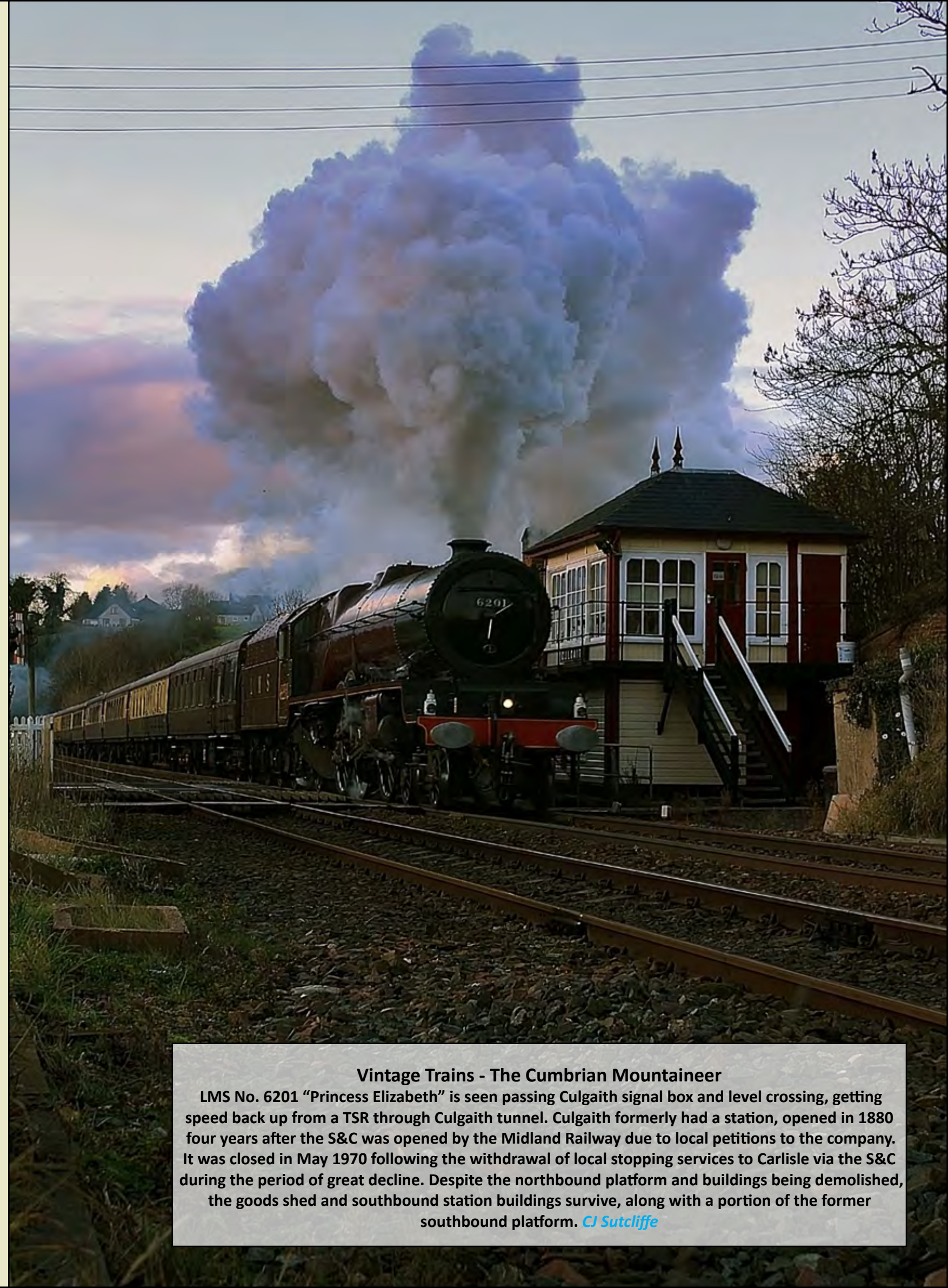




Vintage Trains - The Cumbrian Mountaineer

Above: LMS No. 6201 'Princess Elizabeth' passes Armathwaite on the return leg of it's final railtour, from Carlisle to Tyseley on November 17th. [Alex Thorkildsen](#)

Below: LMS Princess Royal Class 7P 4-6-2 No. 6201 'Princess Elizabeth' storms away from Carnforth, having taken over from a Class 47 on the 1Z90 The Cumbrian Mountaineer. Tyseley to Carlisle, routed out via the WCML and back via the Settle and Carlisle line. [Michael Lynam](#)



Vintage Trains - The Cumbrian Mountaineer

LMS No. 6201 "Princess Elizabeth" is seen passing Culgaith signal box and level crossing, getting speed back up from a TSR through Culgaith tunnel. Culgaith formerly had a station, opened in 1880 four years after the S&C was opened by the Midland Railway due to local petitions to the company. It was closed in May 1970 following the withdrawal of local stopping services to Carlisle via the S&C during the period of great decline. Despite the northbound platform and buildings being demolished, the goods shed and southbound station buildings survive, along with a portion of the former southbound platform. [CJ Sutcliffe](#)



Statesman Rail - The BATH & BRISTOL CHRISTMAS STATESMAN

Above: The driver looks back from Class 57 601 awaiting the right away signal from platform staff at Wellingborough working 1245 The Statesman from Ely to Bristol Temple Meads, November 24th. [Derek Elston](#)

Below: Class 57 006 is seen departing a foggy Wellingborough on the rear of 1245 The Statesman from Ely to Bristol Temple Meads, November 24th. [Derek Elston](#)



Statesman Rail - The BATH & BRISTOL CHRISTMAS STATESMAN
West Coast's Class 57 601 leads the 1245 Ely - Bristol past Collindeep Lane on the Midland Mainline, in the fog and gloom on November 24th. [Nathan Gibson](#)

Railway Touring Company - The Cathedrals Express
Freshly out shopped in BR blue, Peppercorn A1 Pacific No. 60163 'Tornado' heads past the Holmethorpe Estate, Redhill, with 1296 The Cathedrals Express, London Victoria - Bristol Temple Meads, November 29th. [Nathan Gibson](#)



ECS and light engine moves
LMS Princess Royal Class 7P 4-6-2 No. 6201 'Princess Elizabeth' is seen on her positioning move passing through Acton Bridge on November 16th, in connection with the following days northern farewell tour. [CJ Sutcliffe](#)

Railtalk | Calendar 2013

PayPal

Buy Now



Click on the paypal logo (top right) and pay with PayPal for the excellent 2013 calendar that will look brilliant on any wall around the home or office. The calendar features over 20 high quality images from around the world.





On November 10th, Class 57 313 hauls the Saturday's Pendolino drag along the North Wales coast seen near Abergele and Pensarn. [Andy](#)

Network Rail wanderings

Top Right: On November 10th, Class 97 304 and 97 302 arrive into Crewe with the return working of the North Wales RHTT. [Class47](#)

Bottom Right: Class 73 138 and 73 201 top'n'tail a Newtork Rail survey train through West Hampstead on November 17th. [Neil Davies](#)

Below: Network Rail's Class 97 303 speeds through Waverton (near Chester) on November 3rd with the Saturday's RHTT working from Crewe to Holyhead and return. [Brian Battersby](#)



Class 97 302 and 97 303 top'n'tail a Network Rail RHTT working from Crewe to Holyhead along the North Wales coast on November 10th. [Andy](#)



On November 3rd, 2012 Network Rail's elderly Class 31 285 makes its way from Kent to its current base at the Railway Technical Centre, Derby.
After a short wait at the Fulscot Bridge, the 3Z05 from Dollands Moor is allowed to approach the Didcot East Junction just as Arriva Cross Country Voyager Class 220 009, on a service to Manchester Piccadilly, comes to halt. The Cross Country service will overtake the test train at Didcot by taking the line that avoids the station.

Gary S. Smith



GBRf Class 73 204 is seen on the rear of a Network Rail test train as it passes Kangaroo Spinney, Wellingborough on the Midland main line, November 2nd. The leading loco was Class 57 312. [John Coleman](#)



Class 67s out and about

Class 67 002 is seen at Shrewsbury on November 12th with the 1W94 Cardiff - Holyhead WAG service.

Phil Martin



Top Right: Class 67 019 is seen heading light engine through Gospel Oak on November 17th. [Neil Davies](#)

Bottom Right: Scotrail liveried Class 90 021 and Class 67 027 are seen on a Warrington to Crewe IEMD working at Crewe on November 10th. [Class47](#)

Below: On November 17th, Class 67 024 is seen at London Kings Cross on 'Thunderbird' duties for East Coast. [Neil Davies](#)



Freightliner's GE locos

Top Right: Class 70 005 speeds through Burgs Lane, Baystan Hill, Shrewsbury on November 10th with a Crewe bound loaded spoil working from South Wales. [Phil Martin](#)

Bottom Right: Class 70 010 passed through Shrewsbury on November 24th with the 6Z61 Portbury - Fiddlers Ferry coal. [Steve Thompson](#)

Below: Class 70 002 is seen working the 4Z68 Ratcliffe power station - Crewe with empty coal hoppers through Branston (near Burton on Trent), November 28th. [Stuart Hillis](#)



Freightliner's Class 70 002 is seen working the 6U77 Mountsorrel - Crewe with loaded Network Rail autoballasters as it passes Catholme on the approach to Wynchnor Jct., bathed in a warm autumn glow on November 23rd. [Stuart Hillis](#)





Recent Class 60 workings

Above: On November 15th, Tata Steel liveried Class 60 099 heads the 6F74 Liverpool Bulk Terminal - Fiddlers Ferry out of Warrington. [Michael Lynam](#)

Top Left: On October 25th, Class 60 015 passes through Warrington Bank Quay with the 6F81 Liverpool Bulk Terminal - Fiddlers Ferry power station with loaded coal hoppers. [Michael Lynam](#)

Bottom Left: On November 16th, Class 60 017 passes Appleby with the 6K22 Santon FOT - Immingham Bulk Terminal iron ore empties. [Steve Thompson](#)

Below: Class 60 011 passes through Pleasington on November 9th with the 6K05 engineers working. [David Hollowood](#)



On November 2nd, Class 60 019 "Port Of Grimsby & Immingham" makes light work of 6M20 Whatley - St. Pancras loaded aggregates train with RMC rust buckets in tow, as it passes over Hungerford Common. [Daniel Stanbridge](#)



On November 14th, newly refurbished Class 60 010 is seen working 6B33 Theale OS - Robeston Sidings empty TEA/TDA MURCO tanks as it passes through Didcot Parkway. [Daniel Stanbridge](#)





Above: Class 60 092 is seen working 6M57 Lindsey - Kingsbury with loaded fuel tanks, through Barton under Needlewood on a freezing cold and foggy morning, November 24th. [Stuart Hillis](#)

Top Left: On November 27th, Class 60 019 with empty coal hoppers for Liverpool Bulk Terminal from Fiddlers Ferry power station approaches the former site of Fiddlers Ferry & Penketh railway station. [Michael Lynam](#)

Bottom Left: Class 60 071 'Ribblehead Viaduct' is seen working the 6E54 Kingsbury - Humber empty tanks through Burton on Trent, November 26th. [Stuart Hillis](#)

Below: On November 15th, Class 60 040 heads into Warrington Arpley yard with the Fiddlers Ferry - Liverpool Bulk Terminal empty coal hoppers. [Michael Lynam](#)





Above: DB liveried Class 60 017 is seen working the 6D44 Bescot - Toton departmental service conveying new sleepers, seen passing North Staffs Junction on November 29th. [Stuart Hillis](#)

Top Left: Class 60 092 passes Kangeroo Spinney Wellingborough on November 2nd working the 6F93 Castle Cement's. This Class 60 was the latest to be refurbished and was undergoing trials prior to being repainted into DB Schenker colours. [John Coleman](#)

Bottom Left: One result of the recent wet weather was the staining of the bodywork of Class 60 099 while passing under the loading bunker at Immingham Bulk Terminal during it's recent stint on the Iron Ore circuit. Seen here on November 27th working the 6T25 to Santon Foreign Ore Terminal. [Steve Thompson](#)

Below: EWS liveried Class 60 035 is seen hauling the 6E54 Kingsbury - Humber empty bogie tanks through Burton on Trent, November 19th. [Stuart Hillis](#)



On November 14th, Class 60 015 is seen working 7C54 Oxford Banbury Road Sidings - Whatley empty JNA/JYA boxes, passing though Didcot North Jct. [Daniel Stanbridge](#)



Direct Rail Services

On November 14th, Class 20 302 and 20 304 are seen in Leeds with the evening Yorkshire RHTT working to Halifax. [Andy](#)



On November 2nd at last, some sun! In fact, you could say, at last, some 20s, as this was the first time the RHTT has made it down the Scunthorpe line for a few days. Anyway this is the 3S13 Wrenthorpe Rec - Grimsby Town headed by Class 20 312 and is seen passing an unconcerned kango gang at Frodingham Jct. [Steve Thompson](#)



Top Right: On November 14th, Class 20 302 and 20 304 are seen at Bradford Interchange with the RHTT working to Halifax. [Andy](#)

Bottom Right: Class 66 428 leads the 4M44 Mossend to Daventry up through Stafford on July 24th. [John Martin](#)

Below: On November 2nd, the 3S14 Grimsby Town - Malton sees Class 20 302 in charge as it passes through Crowle Station. [Steve Thompson](#)



On November 1st, Class 37 682 and 37 409 'Lord Hinton' visited Tondy working 1Q14 Cardiff - Margam Radio Survey Train, which also visited The Vale of Glamorgan line several times. [Lewis Mitchell](#)





Above: Looking distinctly work-stained, Class 20 303 leads the way towards Malton with 3S14 from Grimsby, October 19th. [Steve Thompson](#)

Top Right: On November 9th, the 3S13 passes through Scunthorpe in a sudden burst of sunshine as Class 20 303 leads 20 312 on the way to Grimsby. [Steve Thompson](#)

Bottom Right: Class 20 312 is seen leading the Yorkshire RHTT working to Halifax out of Bradford Interchange on November 20th. [Andy](#)

Below: Class 57 309 'Pride of Crewe' is seen at Crewe on November 24th. [Steve Thompson](#)



"Ancient and Modern at Scunthorpe" on November 23rd as Class 20 302 leads 20 305 through the station with 3S13 Wrenthorpe - Grimsby Town passing Class 185 104 on 1B73 Cleethorpes - Manchester Airport.

Steve Thompson





On November 13th, Class 20 304 waits to depart Gilberdyke with 3S22 Gilberdyke to Hall Royd Jct. RHTT working. [Mark Pichowicz](#)



Above: On November 23rd, Class 37 610 and 37 612 head through Water Orton with a 2Q88 Tyseley to Derby R.T.C working. [Neil Davies](#)



Top Right: Class 37 259 and 37 218 are seen working the 0Z38 Crewe Gresty Bridge to Derby R.T.C as the pair pass through Crewe on November 23rd. [Neil Davies](#)

Bottom Right: On November 28th, Class 20 312 is seen passing over the A18 bridge and heading towards Keadby Canal, Class 20 302 was on the front. [Steve Thompson](#)

Below: Heading down Appleby Bank on November 30th, Class 20 312 and 20 302 are seen with the 3S13 Wrenthorpe Rec - Grimsby Town. [Steve Thompson](#)





Colas Rail

Above: Class 47 739 "Robin of Templecombe" makes a rare journey to Westerleigh Railhead to collect a track machine. The loco had run light engine from Rugby and returned later in the day with the track machine in tow heading back to Rugby, November 17th. [Sam Bilner](#)

Top Right: Colas Rail's Class 56 087 and Freightliner's Class 66 598 stand side by side at Carlisle waiting the road south on November 17th. [Alex Thorkildsen](#)

Bottom Right: Class 56 087 heads the 6Z52 Chirk to Teigngrace empty timber carriers through Severn Tunnel Junction on November 7th. [Wayne Radford](#)

Below: Colas liveried Class 56 302 followed it's successful trip with 47 739 the previous day by working solo on 6E07 Washwood Heath - Boston docks with covered steel carriers seen here at Branston on November 20th. [Stuart Hillis](#)



Right: DBS Class 66 115 tows
Class 56 087, having been failed with a screen
wiper problem, hauling 6X39 Dollands Moor to
Longsight through Althorpe running three hours
late on November 1st.

Derek Elston

Bottom Left: Class 56 087 is seen arriving
into Newton Abbott on November 7th with
the timber train to Teignrace.

Steve Andrews

Bottom Right: Cue clag as Class 56 087 starts its
journey with the 6E07 Washwood Heath to
Boston Docks, pictured departing Washwood
Heath on November 22nd.

Wayne Radford



DB Schenker's GMs and 90s

Top Left: Class 66 067 heads up through Stafford on July 24th with the 14:58 4023 Hams Hall to Southampton.

John Martin

Bottom Left: Class 66 011 and 66 094 top'n'tail a RHTT working through Liskeard on November 18th. *Steve Andrews*

Below: Class 66 009 heads the 6H50 Willesden to Tunstead through Stafford on July 24th. *John Martin*





Above: On November 15th, Class 66 199 heads the 6C40 Fiddlers Ferry - Newbiggin containerised Gypsum working through Warrington. [Michael Lynam](#)

Top Right: Class 66 020 heads the 6M48 Southampton to Halewood through Stafford on July 24th. [John Martin](#)

Bottom Right: On November 28th, Class 66 113 heads the 4M00 Mossend - Clitheroe empty cement tanks through Hellifield. [Michael Lynam](#)

Below: Class 66 098 and 66 156 head through Burton on Trent with the 6D44 Bescot - Toton engineers working on November 19th. [Stuart Hillis](#)



Class 66 165 takes three bogie wagons carrying concrete sleepers, forming a 6Z25 Bescot ES - Eastleigh yard working, passing through Hinksey, Oxford on November 3rd. [Gary S. Smith](#)



On November 7th, Class 66 062 and 66 245 are seen passing Sharnbrook with the 3J93 West Hampstead - Toton RHTT working. [Lorenzo D'aniello](#)





Above: Class 66 206 is framed by the splendour of Hellifield station as it passes through with a rake of empty coal hoppers on November 28th. [Michael Lynam](#)



Top Right: Class 66 245 and 66 062 pass Flickwick station on the 3J92 Toton to Cricklewood sidings RHTT working, November 5th. [John Coleman](#)

Bottom Right: Class 66 152 'Derek Holmes Railway Operator' approaches Leicester working the 4M74 Ipswich Griffin Wharf to Birch Coppice intermodal on November 24th. [Derek Elston](#)

Below: On November 20th, Class 66 059 heads an engineers train southbound underneath the temporary footbridge at Branston. [Stuart Hillis](#)



Another shot of the Midland main line RHTT working and the usual pair of Class 66 245 and 66 062 are seen in action again on November 5th, working the 3J92 Toton TMD - West Hampstead at Fourteen Arches.

Steve Madden



In late afternoon autumn light on November 1st, Class 66 177 runs along the avoiding line at Didcot, Oxfordshire with the 6M52 Southampton Eastern Docks - Castle Bromwich Jaguar. This view should be impractical when the former Great Western Railway line to Oxford is electrified. [Gary S. Smith](#)



GBRf workings

Top Left: On October 31st, Class 66 717 is seen heading through Doncaster taking a rake of JNAs towards Down Decoy yard. [Steve Thompson](#)

Bottom Left: Seen heading up Appleby Bank on November 30th is Class 66 746 working 6C09 HIT - Eggborough. [Steve Thompson](#)

Below: Harry Needle liveried Class 20 311 and 20 314 plus barrier wagon and new 'S' class tubestock with Class 20 096 and 20 107 on rear, are seen working the 7X23 Derby Litchurch Lane - Old Dalby on the freight only Burton - Leicester branch near Moira (on the 'Alps' section as it is known locally due to old mine workings), November 9th. [Stuart Hillis](#)



Class 66 741 heads up Appleby Bank with a strange working, 6N54 Immingham NCB Terminal - Redcar, comprising 18 JGA stone hoppers loaded with coal. The plain green livery of the former FLHH loco matches the wagons pretty well. [Steve Thompson](#)





A modern locomotive with a Great Central Railway name, on the former Great Central Railway 'London Extension'. Not long after leaving Calvert, GBRf Class 66 715 'Valour' approaches the old Quanton Road station, Buckinghamshire with an extra 6V49 empty spoil train to Thorney Mill on November 3rd. The Great Central Railway named their 1920-built, Class 9P 4-6-0 steam locomotive 6165 "Valour" "In memory of G.C.R. employees who gave their lives for their country 1914 - 1918". The GBRf diesel locomotive is also dedicated as a war memorial and has nameplates in a similar style to its predecessor, together with cast GCR coat of arms. The GCR 'London Extension' met the Metropolitan Railway's branch from Verney Junction at the bridge in the distance and the railway was run jointly from here to Harrow-on-the-Hill.

Gary S. Smith



On November 26th, the 6M65 10:20 Peterborough GBRf - West Ruislip is seen heading through Sandy with GBRf liveried Class 20 905 and 20 901 leading and HNRC liveried Class 20 314 and 20 311 on the rear. [Lorenzo D'aniello](#)



On November 15th, Class 66 745 is photographed passing Stockport working the 4Z15 Doncaster - Crewe CS with GB Rf Intermodal Flats for Repair.

Richard Moxon



Freightliner's workings

Above: Class 66 535 makes it's tortuous way over the junction at Shrewsbury on November 24th with the 4V06 Basford Hall - Stoke Gifford coal empties. [Steve Thompson](#)

Top Left: On November 2nd, Class 66 599 heads east with the retimed 6E06 Bredbury - Roxby bin train and just for a change, the sun was out. [Steve Thompson](#)

Bottom Left: On November 24th, Class 66 414 passes through Leicester working the 4L90 08:55 Lawley Street to Felixtowe. [Derek Elston](#)

Below: Class 66 419, still in full DRS livery, is seen hauling 4V68 Ratcliffe PS - Crewe through Burton on Trent, November 13th. [Stuart Hillis](#)





Above: Class 90 047 heads a Freightliner service through Stafford heading for Crewe on July 24th. [John Martin](#)

Top Right: Class 66 503 'The Railway Magazine' heads a southbound liner through Water Orton on November 23rd. [Stuart Hillis](#)



Bottom Right: Class 66 522 climbs Appleby Bank on November 30th with the 6Y13 HIT - Ferrybridge. [Steve Thompson](#)

Below: Class 90 043 is also seen heading through Stafford on July 24th, working the 4M88 Felixstowe to Crewe. [John Martin](#)



Class 66 588 heads through Oxford on November 29th working 4049
09:23 Basford Hall - Southampton Maritime service. [Steve Madden](#)



After a signal check, Class 66 590 approaches Wrenbury station, Cheshire with the 4V64 Basford Hall - Wentloog container train, November 11th. It had been planned that the semaphore signalling on the Crewe - Shrewsbury line would be removed in December.

Gary S. Smith



Class 66 419 is seen on the rear of a ballast working heading for Crewe Basford Hall on November 10th as it passes through Baystan Hill, Shrewsbury. [Phil Martin](#)



DCR workings

Class 31 601 hauls a refurbished MK3 for Chiltern Railways working 5Z31 Bristol Barton Hill - Wembley LMD, through Didcot East Junction on November 8th. [Daniel Stanbridge](#)



During October and November 2012, Devon & Cornwall Railways ran class 56-hauled power station flyash trains between Didcot, Oxfordshire and the tip at Calvert, Buckinghamshire. The trains were expected to be hauled by DBS locomotives later in the year when sufficient class 66s would be released from the railhead treatment season. Here Class 56 312 brings the 6291 empty flyash train from Calvert off the Didcot west curve at Foxhall Junction and approaches the power station on November 1st. This is another view that can be expected to change with the forthcoming electrification of the Great Western mainline. [Gary S. Smith](#)



Class 56 312 is seen working the 6251 10.55 Calvert - Didcot Power Station
as it passes through Oxford on November 29th. [Steve Madden](#)





HSTs

Above: East Coast's HST power car No. 43367 is seen passing MetroCentre with a Tyne Valley diverted service on September 16th. [Liam Coates](#)

Right: East Coast's HST power cars Nos. 43319 and 43308 are seen working the London Kings Cross - Inverness service through Darlington on November 31st. [Steve Thompson](#)

Below: East Midlands Trains HST power cars Nos. 43043 and 43051 operate the 1D17, 09:15 London St. Pancras to Nottingham service on November 24th. [Derek Elston](#)





Class 92 highlights

Above: Class 92 011 heads light engine up through Stafford on July 24th. [John Martin](#)

Below: On November 23rd, the 4L18 Barton Dock to Felixstowe Intermodal is seen in the hands of Class 92 044 as it approaches Manchester Oxford Road. [Michael Lynam](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Units, Units, Units

Arriva Trains Wales Class 175 001 passes Burgs Lane, Baystan Hill, Shrewsbury with a Manchester - Cardiff service on November 11th.

Phil Martin



Top Right: Virgin Trains' Pendolino Class 390 045 '101 Squadron' is seen at full line speed of 125mph as it passes Bolton-le-Sands level crossing on November 15th. [Chris Stanley](#)

Bottom Right: A rare outing for East Midlands Trains Class 153 385 and 153 279 on November 29th as the pair are seen working work a Crewe - Derby service as they near Stenson Junction. [Stuart Hillis](#)

Below: Northern Rail's Class 150 110 is seen at Liverpool Lime St. having arrived with a service from Manchester Oxford Road. [Steve Thompson](#)



On November 11th, Arriva Trains Wales' Class 175 007 passes
Abergele and Pensarn with a Llandudno - Manchester service.

Andy



Passengers watch as Arriva Trains Wales Class 153 312, working the 2K87 Shrewsbury - Crewe local shuttle, arrives into Wrenbury station, Cheshire on November 17th.

Gary S. Smith





Above: Northern's Class 323 229 is seen at Manchester Airport on November 10th.
Paul Godding

Top Left: A South West Trains Class 455 unit on a Hampton Court - Waterloo service crosses the River Thames at Richmond on November 11th. *Chris Morrison*

Bottom Left: On November 3rd, First Great Western's Class 165 220 arrives into Great Malvern with a terminating service from London Paddington. *Class47*

Below: On November 30th, East Midlands Trains Class 158 858 is seen at Liverpool Lime St. with a service to Norwich. *Steve Thompson*





After recurring technical problems, the Class 180 diesel multiple units had been handed-back by First Great Western to the leasing company in 2009. However, the train operating company re-introduced the DMUs, that it calls 'Adelantes', to services across the Cotswolds in July 2012. The 1W47 Paddington - Worcester Shrub Hill is scheduled to take the avoiding line at Didcot, Oxfordshire but on November 1st the train, formed of Class 180 102, was routed via the station and is seen rejoining the main line at Didcot North Junction in late autumn afternoon light.

Gary S. Smith



Above: London Midland's Class 350 113 stands in Liverpool Lime St. station on October 30th with a service to Birmingham New St. [Steve Thompson](#)

Top Left: London Midland's Class 172 342 arrives into Stourbridge Jct. with a Kidderminster service on November 3rd. [Paul Godding](#)

Bottom Left: On November 3rd, First Great Western's Class 158 960 departs Worcester with a service to Great Malvern. [Richard Hargreaves](#)

Below: Northern's Class 150 215 is seen arriving at Manchester Oxford Road with a service from Liverpool, November 23rd. [Michael Lynam](#)





Above: Cross Country's Class 220 019 is seen on a Reading - Newcastle service as it pauses in Darlington station on November 31st. [Steve Thompson](#)

Top Left: A humble Class 142 065 waits in one of the bays at Darlington on October 31st ready to form a Saltburn service. [Steve Thompson](#)

Bottom Left: The simultaneous departures of 1V81 Manchester - Carmarthen and 1G33 Shrewsbury - Birmingham New St. create a bit of activity at the Severn Bridge Jct. end of Shrewsbury station on November 24th. [Steve Thompson](#)

Below: Class 360 205 wearing it's new Heathrow Express livery approaches London Paddington on November 17th. [Derek Elston](#)





Above: First Transpennine Express' Class 185 125 is seen at Manchester Airport having arrived with a service from Newcastle on November 10th. [Brian Battersby](#)



Top Right: London Midland's Class 172 343 departs Worcester Shrub Hill on November 3rd. [Richard Hargreaves](#)

Bottom Right: London Overground's Class 378 221 is seen at London Euston station in Lycamobile advertising livery working the 21:33 London Euston to Watford Junction service on November 5th. [John Coleman](#)

Below: First Great Western's Class 165 107 is seen at Worcester Shrub Hill with a London Paddington service on November 3rd. [Class47](#)





Odds and Sods

Above: Class 57 314 is seen at Crewe with the Saturday working of the London Euston - Holyhead 'Pendolino drag'. [Steve Thompson](#)

Top Right: First Great Western's Class 08 836 is seen at London Paddington station having brought in the sleeper stock from Old Oak Common, November 5th. [John Coleman](#)

Bottom Right: The Lancastrian Transport Trust have secured six surplus trams from Blackpool Corporation, Nos. 632, 287, 715, 704, 304 and 8 are currently stored temporary in open storage in a secure compound near Blackpool. [Michael Lynam](#)

Below: Class 56 311 heads the 6Z56 Chaddesden to Cardiff Tidal empty JRA scrap wagons through Washwood Heath on November 22nd. [Wayne Radford](#)





Scot-Rail - life north of the border

Freightliner's Class 66 619 'Derek W Johnson' sits inside the carriage shed at Perth on October 28th, having been failed with a wheel flat. The loco had been working 6B31 Inverness - Oxwellmains cement on October 25th, and Class 66 514 eventually rescued the empty Inverness cement tanks on October 28th.

Robert Duff

Scot-Rail - life north of the border continued...

Top Right: Class 37 229 is seen on the rear of 3Q16 (with a DBSO on the front), working Mossend - Inverness as it pauses in Dunkeld to be loop by the Caledonian sleeper, November 9th. [Robert Duff](#)

Bottom Right: In Brunswick Green livery, LMS Coronation Class 4-6-2 No. 46233 "Duchess of Sutherland" is seen powering past Greenhill Lower Junction whilst working 1Z48, 15.26 Stirling to Wolverhampton 'The Caledonian' charter on October 6th. [Robert Duff](#)

Below: Newly painted Class 57 601, now in WCRC maroon livery, with 47 826 on the rear, pass Denmarkfield Farm, Luncarty, working 1Z32 Inverness - Edinburgh 'The Statesman' on October 21st. [Robert Duff](#)



Scot-Rail - life north of the border continued...

Black 5s Nos. 44871 and 45407 are seen just outside Linlithgow working a Bo'ness - Castleton ECS on October 29th. [Richard Jones](#)





Going Underground

Above: District Line 'D' stock is seen at Ealing Broadway on November 10th. [Chris Morrison](#)

Top Right: A Richmond bound train of District Line 'D' stock arrives at Westminster on November 11th. [Chris Morrison](#)

Bottom Right: A Heathrow bound train of Piccadilly line 1973 stock arrives at Leicester Square on October 27th. [Chris Morrison](#)

Below: A DLR Bank - Lewisham train arrives at Heron Quays on October 27th. [Chris Morrison](#)



Going Underground continued...

Hammersmith and City stock No. 5592 is seen at Edgware Road station on November 5th. [John Coleman](#)





Going Underground continued...

Above: London Underground 1925 stock No. 91179 emerges from the depths to arrive into Stratford station on November 17th. [Pete Cheshire](#)

Top Right: London Underground battery loco No. L19 (97719) is seen on the rear of an engineering train at Farringdon on November 17th. [Pete Cheshire](#)

Bottom Right: Jubilee line No. 96095 is seen at Stratford having arrived with a service from Stanmore. [Pete Cheshire](#)

Below: Jubilee Line 1925 stock No. 96033 is seen at Stratford with a Stanmore service on November 17th. [Pete Cheshire](#)



Manchester Metrolink

Manchester Metrolink tram No. 3060 is seen being delivered to Queens Road on November 17th.

David Hollowood



Trams and Metro

NET Tram No. 201 'Torvill & Dean' in all over advertising livery arrives into Nottingham railway station terminus on November 24th. [Derek Elston](#)



Fares Advice with RailUK

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

Does a price capped oyster become a valid travelcard?

Q: Had an interesting situation on board recently, I was working a 1Pxx running fast from Waterloo to Woking. Doing a ticket check a lady presented a Clapham to Woking ticket plus an oyster card which she said she had used throughout the morning and had been price capped for the day. She had found herself in Waterloo and decided to jump on the fast train rather than use her oyster card to Clapham and then getting a stopping train. She had no documentation to verify whether she had used her oyster that morning or not and we are not issued with oyster readers. Fortunately for me I had a get-out clause because she had paid the minimum fare (YP card) for the Woking ticket so I was able to do a zero fare excess. But I don't really know if her combination could be termed as valid, can others advise please?

A: Nope, it couldn't. For which reason, once the price cap has been reached for the day one is still obliged to touch in and out fully for the rest of the day (a requirement which is not made of period travelcard holders). It's an annoying technicality, and is partly why some of us have always hoped TfL would actually make it possible to load an Oyster with a day travelcard in the same way that it can be loaded with season tickets. The above also means that the passenger will have been faced with an incomplete journey charge after touching in at Waterloo.

What ticket should be sold?

Q: This is a hypothetical question, when there is disruption on the WCML London Midland and Virgin passengers can normally use each others tickets. Passenger A and Passenger B both want to go from Euston to Birmingham on the next Virgin Service at 4pm on a Saturday afternoon. There is a major OHLE failure near Milton Keynes which will not be fixed until Sunday morning. Neither passenger is making a return journey. Passenger A gets sold by Staff member A a £20.90 London midland super off peak single. Passenger B gets sold by staff member B a £46 any permitted off peak single. Which passenger has been sold the correct ticket

A: *If both passengers indicated a preference to take Virgin Trains then the Any Permitted ticket is correct. If LM are not operating a service then I believe they are within their rights to stop selling those tickets, though in practice they may continue selling them to anyone who requested one, however anyone who did not realise this and bought their ticket from a TVM (which probably would continue to sell the tickets), or had already purchased a ticket, would of course be entitled to travel on Virgin as per the arrangements.*

It would be a similar case with Grand Central at York. If I stated I wanted to travel on EC, I would not be sold the wrong ticket if the GC train was cancelled on the basis that it would be accepted! GC have been known to issue tickets on demand to anyone who approached them asking for a GC ticket, would be charged the GC fare but would end up on EC (hasn't happened to me but I heard about it happening a lot in the early days).

Can LU stations sell travel cards with out boundary origins?

Q: My wife wanted to buy an all zones travel card from Hertford East with a network railcard. The ticket machines at HFE were out of order, in one case and in the other rejecting credit cards and notes. So she tried to buy the ticket at Seven Sisters before changing to the Victoria Line. The ticket office there was happy to sell an all zones travel card with the railcard discount but said they could not sell a HFE to all zones travel card. Was the ticket office at Seven Sisters correct in this as it serves NR as well as LU trains? She ended up having to buy an HFE to Boundary Z6 at Paddington NR ticket Office while changing there. The total extra cost was only 10p but why should the passenger have to visit two ticket offices to cover their journey?

A: *I suspect that TfL ticket offices can't sell outboundary travelcards because the origin of such a ticket wouldn't be in TfL's territory, so it's probably something their machines aren't set up to do. However, what the staff member should have been able to offer your wife was a single from Boundary Zone 6 to Hertford East, with Network Railcard discount, which would have allowed your wife to get home again. It requires some fiddling with paper fares tables though, so whether or not the clerk was aware it could be done (or could be bothered to do it) is another matter entirely.*

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.

Olympics legacy for rail users as Games 'travel champions' to be used at Christmas and bank holidays

Rail passengers using the country's biggest and busiest stations will get a helping hand from a new army of volunteers after the success of Network Rail's 'travel champions' initiative during the London Olympic and Paralympic Games.

In a move which will secure an Olympic legacy for passengers across the country, Network Rail intends to make the volunteers a permanent feature in its stations at busy times, such as bank holiday weekends and during big sporting events. The decision was made after staff who had volunteered during the Games said they wanted to continue to help the travelling public in future.

Almost 600 travel champions from across Network Rail's business worked alongside station teams to provide travel advice, directions and other helpful information to visitors from across the world as well as regular commuters during the Olympic summer. More than half of the 1.4bn rail journeys made each year start or end at one of Network Rail's 17 managed stations.

Olympic long-jump gold medallist Greg Rutherford said: "Travel champions were a fantastic part of the Games. I had family coming to London who don't use public transport that often – people like my dad, who had absolutely no idea where he was going and was still trying to ring me on the day of the competition to find out how to get to the stadium! So for him to manage it perfectly just shows what a good job the travel champions did."

"I'd like to say a massive 'thank you' from me and all the other athletes, because without the travel champions it would never have been as smooth as it was and it wouldn't have been the greatest Olympics in recent history."

Fiona Taylor, route managing director at Network Rail, said: "Playing a part in the success of the Olympic and Paralympic Games was a once-in-a-lifetime experience for our people and it's no surprise that they want to keep that going. Our station staff do a great job every day, but the extra help from travel champions at some of the busiest



Easier rail ticket purchases just a click away with First Capital Connect

A new online booking system has been launched by First Capital Connect (FCC) that makes buying the best value rail ticket quicker and easier than ever.

New features on www.firstcapitalconnect.co.uk include a lowest fares finder button which shows the cheapest tickets on every combination of service. Passengers can also select a specific price band for their chosen route and see at a glance the times of all the services running in that bracket during the day.

It is easy to choose two singles or a return ticket and then mix and match between first class and standard in either direction. Useful information pops up just by hovering the mouse pointer over a specific ticket.

There is a live online chat area for instant answers from a member of staff and transaction history showing ticket purchases for up to three years.

Customer Service director Keith Jipps said:

“We are delighted to launch this new system. Our new online ticket booking tool will make it even easier for our customers to buy their rail tickets – saving them time and helping them identify the best deal.

“This system is far simpler and informative; there’s no more hunting around clicking backwards and forwards for information – it can all be displayed on one page.

“It’s what our customers have been telling us they want which is why we have invested in this new service.”



Loco Fleet List 2013

This 82 page 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 2013 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



New plans for rail depot to accommodate 50 new jobs in Derby

Updated plans for a new maintenance centre of excellence in Derby have been re-submitted by Network Rail to accommodate the team required to support the electrification of the Midland Main Line.

The depot will bring together up to 400 maintenance staff from existing offices and sub-depots across the east midlands. That team will now be joined by around 50 new electrification maintenance specialists.

Martin Frobisher, route managing director for Network Rail, said: “This maintenance depot is central to our plans to help sustain a modern, reliable railway in the east Midlands. The new depot will bring our frontline teams into a single location so we can better plan and resource the maintenance of the railway. It will also allow more focused, rapid and flexible response to incidents.

“The government’s proposal that it plans to fund the electrification of our main line is fantastic news for the region, giving us a railway which will be cheaper and greener to run. It also means we will need to recruit electrification maintenance teams who will join the team at Derby to look after the new equipment.”

The depot consists of a three-storey building containing offices and welfare and storage facilities. The revised plans include an increase in office floor space (by 300 sq m to a total of 2,500) and an increase in height of the finished floor level to avoid flooding.

Work on site is hoped to start in autumn of this year and it is due to be completed in December 2013.

A smashing start to King's Cross Square, London's newest public space

A collective cheer could be heard on November 12th as Network Rail began tearing down the unloved green canopy that has overshadowed the historic frontage of King's Cross station since the 1970s. Once removed it will reveal, for the first time in 150 years, Lewis Cubitt's magnificent Grade I listed Victorian station façade and London's newest public space – King's Cross Square.

The demolition of one of the capital's longest surviving temporary buildings marks the start of the final phase of the biggest transformation in station's 160-year history, with the new square – designed by award-winning London-based architects Stanton Williams – due to open in autumn 2013.

At more than 7,000 square metres, King's Cross Square could accommodate more than 300 routemaster buses parked nose-to-tail and will open up stunning views, not only of the historic frontage of the station but also across to St Pancras International.

Matt Tolan, Network Rail's programme manager at King's Cross said: 'We're finally removing a building that's almost universally unloved, restoring the station to its full architectural glory and creating a modern station fit for the future that gives passengers and the local community a huge new space to enjoy. With the completion of the final phase of King's Cross station's redevelopment, we aim to bring a bit of the grandness and old-world charm of Europe's city-centre railway stations right to the heart of 21st century London.'

The civil engineering challenge of deconstructing the delicate canopy and creating the new square is being undertaken by J. Murphy & Sons Limited. Patrick Shaw, Murphy senior project manager, explains: "We're excited to begin work on the imaginatively designed square which deftly resolves several complicated challenges. Delivering a scheme at a station which handles 47m passengers per year requires a carefully considered approach to passenger flow management. We have deployed innovative methods and placed the station users at the heart of the planning in order to ensure safe and easily navigable access, in particular, to and from rail and underground platforms."

David Partridge, speaking on behalf of the King's Cross Business Partnership, said: "King's Cross is a rapidly evolving place and is fast becoming one of the most exciting destinations in the city. Over the last 10 years almost £2.5bn has been spent on the transport infrastructure in King's Cross and St Pancras creating the best interchange in the UK with unrivalled accessibility. The removal of this canopy together with the creation of the new square will be another vital part of the new public realm opening up this area of London."

The final phase of works follows the opening of the spectacular glass and steel western concourse in March, providing three-times more space for passengers than the old concourse, with improved links to both the London Underground network and St Pancras International station.

More than 45m passengers a year – travelling through London and to and from destinations including Cambridge, Peterborough, York, Newcastle and Edinburgh – now have improved facilities including better lighting, larger destination boards, clearer station announcements and more shops and restaurants.

While construction of the new King's Cross Square takes place, passenger arriving by train into King's Cross station will need to exit the station either left onto York Way, right into the Underground or right through the new western concourse. When construction is complete, passengers will enter the station via the new western concourse and exit from the front of the station onto King's Cross Square.

Passengers to benefit from investment at Horsham station

A host of improvements which are providing a better experience for thousands of passengers at Horsham station every week have been officially unveiled.

Rail minister Norman Baker MP visited the station in November to see how £1.88m of National Station Improvement Programme funding has been spent to rejuvenate the station.

Over £4m has been spent at Horsham station and passengers are now benefiting from a range of improvements including a new station layout which includes a second entrance, better retail facilities and new, fully accessible toilets.

There is improved access to a lift which provides step-free access to platforms and, using £165,000 of funding from West Sussex County Council, there have been improvements made to the forecourt area, extra parking spaces created and increased cycle storage provided.



The platforms have also been enhanced with new, modern canopies which will provide better cover and a lighter, brighter area.

Rail minister Norman Baker MP said: "A good quality railway journey starts the moment you enter a station, not just when you step onto a train. That is why the £1.88m we have provided for this wholesale improvement to Horsham station is so important. The coalition government is determined to encourage more passengers to use more trains by giving them an excellent

experience during their whole trip."

Mark Ruddy, route managing director for Network Rail in Sussex, said: "Facilities in stations across Sussex continue to improve thanks to the National Station Improvement Programme and work by Network Rail and Southern Railway. More and more passengers are using the railway today and they quite rightly expect and deserve a better standard of facilities and level of information than ever before. "Horsham station has been vastly improved and is a great example of the positive impact this level of investment in stations is making across the south of England." Chris Burchell, Southern Railway's managing director, said: "The high quality end-product at Horsham station is a fine example of what can be achieved by working closely with our industry and local authority colleagues. The development schemes that have been delivered have transformed Horsham station into a truly superb public transport interchange. By running three separate schemes in tandem, we have managed to minimise the level of disruption on the service and I know our passengers will benefit greatly from the improvements in the months and years ahead."

Pieter Montyn, West Sussex County Council cabinet member for

highways and transport, said: "When you step off the train at Horsham now, you feel you are walking into a rail station fit for the 21st century. "We are delighted to see that our investment will contribute to the positive passenger experience at Horsham station."

Photo: Rail minister Norman Baker MP officially opens NSIP improvements at Horsham station, watched by representatives of Southern Railway, Network Rail and West Sussex County Council.

BR Standard Class 4MT No. 80151 sits at the top of Sheffield Park headshunt, of which was originally the running line to Newick and Chailey prior to the closure of the Lewes & East Grinstead Railway. [Nathan Gibson](#)



Crossrail to bridge the gap

Work has begun on replacing four bridges in Slough and Hillingdon in preparation for the new electric Crossrail trains. Starting in 2018, Crossrail will provide a high-frequency rail service for passengers wanting to travel into central London, over to Maidenhead or through to Shenfield and Abbey Wood in the east. The new electric trains will be quicker, cleaner, quieter, smoother and more reliable than the existing diesel suburban trains but all bridges on the route need to provide clearance for the over-head electric equipment. Middlegreen Road Bridge and Trenches Bridge in Slough and Old Stockley Road Bridge and Horton Bridge in Hillingdon will be replaced as part of this process.

Network Rail, on behalf of Crossrail, is carrying out the work which is due to be completed over Easter 2013. Worksites have been set up at each of the bridges with the major work of removing the old bridges and installing the new bridges taking place over Christmas 2012 and Easter 2013, when the railway is closed to trains for engineering work.

Earlier in November, Network Rail successfully installed the temporary footbridge next to Middlegreen Bridge, which will maintain pedestrian and cycle access over the railway while the current bridge is demolished and rebuilt. Jorge Mendonça, Crossrail programme director, Network Rail, said: "Crossrail will transform the journeys of passengers who wish to travel into or across central London. The work we are undertaking on bridges across the western section of the route will not only enable new longer Crossrail trains to operate but is also an essential part of the programme to electrify the Great Western main line.

"During Christmas and Easter we will be removing the old bridges and installing new ones. We've spent months preparing for this to ensure we complete the work with the least possible impact on residents."

As well as the bridge replacements, Network Rail is raising the parapets on a number of bridges along the Crossrail route.

Computer says 'go' as iPad web system helps reduce train failure delays

Engineers at First Capital Connect have developed a new computer tool that will speed the time it takes to deal with failed trains, leading to fewer cancellations and – if necessary – the quicker evacuation of passengers.

The Train Assisted Faults and Failures System (TAFSS) is believed to be the UK's first web-based diagnostic system for failed trains and can be used by both train service controllers on PCs and engineers carrying iPads.

It guides the controller/engineer in conversation with the driver of the stricken train through the most logical steps to fix the fault in the shortest space of time. If the problem can't be rectified the system will guide them to the options for either evacuating the passengers in the best way possible or attaching another train to push or pull it out.

The system advises what emergency couplers might be needed to move the train and identifies if there are any compatibility issues with the differing types of trains that may be used, while all the time running a timer and advising those in charge of the next course of action.

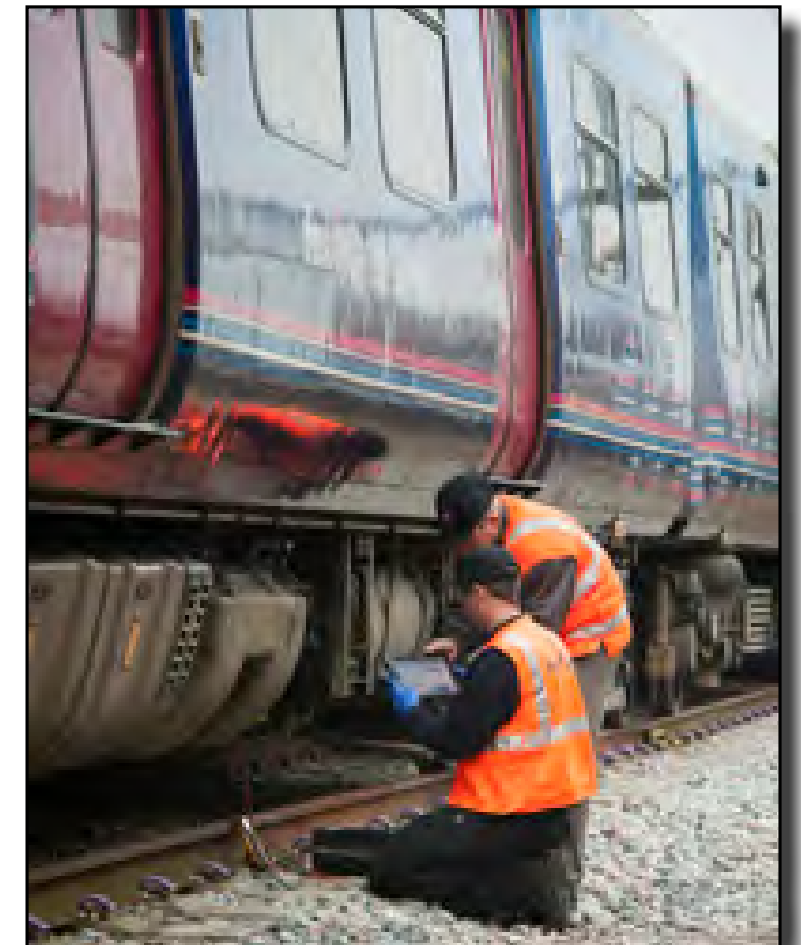
Head of engineering production Jason Long hopes the system will save over 45 hours' worth of delays in its first six months of introduction. Already, there are 46% fewer delay minutes attributable to train faults this year, some of which can be attributed to the new system.

He said: "This is all about clearing the rail line as quickly as possible, either by getting the train back into service or moving it in the most efficient way possible. Unfortunately train failures do happen and this system will minimise the disruption they cause our customers.

"It should mean fewer cancellations of services caught behind the failed train and less inconvenience for the passengers who may be stuck on board."

The system was named after Hornsey rolling stock inspector Keith Taffs, who was recently highly commended his role in its development at the RailStaff awards.

Photo: Hornsey rolling stock inspector Keith Taffs (left) and fleet performance manager Terry Ridley use an iPad to trial the new diagnostic system on a Class 313 train



1000 tonne bridge pushed into place at East Croydon station

A new 1000 tonne bridge which links all platforms at East Croydon station has been slid into position.

The 100 metre-long, 14 metre-wide bridge was built next to East Croydon station over the last 12 months and was moved into place over the weekend (Saturday 17, Sunday 18 November).



Moving at a speed of around six metres an hour, the bridge was slid into place while trains continued to run underneath, meaning services were not disrupted for passengers.

Once opened, the new structure will provide step-free access to all six of the station's platforms and provide an interchange between platforms and a new western entrance and exit to Dingwall Road. Costing £20m, the bridge has been paid for by Network Rail and the London Borough of Croydon. It will be a catalyst for further improvements at the station and in the local area, in line with the wider East Croydon masterplan, which will include a new gateline on the station concourse, remodelling of the Dingwall Road roundabout and eventually the development of both the western and eastern sides of the station.

Mark Ruddy, Network Rail's route managing director for Sussex, said: "East Croydon station is already one of the country's busiest stations and is used by an ever-increasing number of passengers. By effectively putting the concourse area onto the bridge, this landmark improvement will ease congestion within the station and

illustrates our commitment to providing better access and facilities. "The bridge will link all platforms with step-free access and will be a catalyst for other improvements which will provide a better experience for passengers. It will also provide an entrance and exit to Dingwall Road and eventually to the other side of the station at Billinton Hill. It represents a big investment in the development of the station and will help ensure it remains an important gateway for the town."

Councillor Jason Perry, cabinet member for planning, regeneration and transport at Croydon council, said: "It's exciting to see the

footbridge slot into place because it marks a milestone in the regeneration of Croydon town centre and provides an important east-west pedestrian link. The bridge is part of our overall plan for easy access between key points in the borough on foot. "Seven million people a year will pass through this new west entrance of East Croydon station – about a third of its passengers – and from the summer they will be able to walk or cycle directly to and from the Whitgift shopping centre via Lansdowne Road and Wellesley Road."

David Scorey, Southern Railway's franchise improvement director, said: "It's great that the bridge was put in place over the weekend as it marks the next significant step in developing East Croydon station – and it's even better that it was done without disrupting train services. Although there's a lot of work going on at Croydon, which does mean that some parts of the station don't look their best at the moment, we think that passengers will really benefit from the new station entrances and the lifts that will be provided as part of this new bridge." The link to platforms and entry and exit to Dingwall Road will be completed in July 2013.

New freight line officially opened



Nuneaton North Chord, Britain's newest freight railway line, has been officially opened by transport minister Rt Hon Simon Burns MP.

Work started on the £28.3m project a year ago and the first train to use the new line was the 13.45 from Harpenden (Hertfordshire) to Basford Hall (Crewe) on 21 October.

The new 0.9 mile section of track links the existing cross-country rail route from Felixstowe to Nuneaton with the west coast main line. It allows freight trains to travel through Nuneaton station without affecting passenger services, thereby helping to reduce disruption and making the railway more reliable.

Tim Robinson, director of freight at Network Rail, said: "Britain relies on rail freight and this scheme is crucial because Nuneaton North Chord is a key part of our plans to improve freight capacity on the railway – one of the greenest methods of transporting goods. This chord not only frees up space on the network, but creates a more reliable railway for passengers and takes hundreds of thousands of lorries off the roads."

Mr Burns added: "It is Government investment schemes like the Nuneaton Chord that are helping power up our recovery and boost economic growth."

"The Chord unlocks a real rail freight revolution with bigger containers now being taken straight from the Port of Felixstowe and transported by rail directly to the West Midlands and beyond."

The new line forms an important part of Network Rail's strategic freight network, and is part of a long-term investment programme on the Felixstowe - Nuneaton route which will help remove up to 750,000 lorries from the roads each year by 2030.

It now means the entire route between the Port of Felixstowe and Nuneaton can be used by freight trains carrying the larger 9'6" or 'high-cube' containers increasingly used by global shipping companies. This will enable freight trains to travel directly to the economic markets in West Midlands and north-west England without having to travel through north London, which they currently do.

The scheme has been co-financed by Network Rail, the Department for Transport and the European Union's TEN-T programme.

Bargain £3 train fare for Late Night Christmas Shopping

This Christmas, shoppers can enjoy late night Christmas shopping in Derby for just £3 return from Matlock, Belper and other stations on the Derwent Valley Line.

East Midlands Trains are offering a special Christmas evening shopping fare for passengers travelling between Matlock, Belper and Derby for just £3 return - great for late night shopping at Westfield Derby. Alternatively, this great value fare is ideal for a pre Christmas drink or to enjoy an evening's skating on Derby Market Place's Christmas Ice Rink. The special £3 Christmas evening train fare is available on weekdays from Thursday 6 to Thursday 20 December on trains from Matlock, Belper and intermediate stations towards Derby after 1630 and returning from Derby after 1845. Buy your £3 (£1.50 child) evening return tickets from the Conductor on the train. These prices apply for travel in either direction after these times.

Councillor Garry Purdy, Chair of the Derwent Valley Line Community Rail Partnership said: "This bargain train fare offers a great opportunity to do some last minute Christmas shopping. It also provides an extra incentive to leave the car at home for those wishing to enjoy a Christmas evening drink or meal out, at the many great pubs and restaurants in the towns and villages between Derby and Matlock."

Marc Turley, Head of Commercial for East Midlands Trains, said: "We hope that people will make the most of this great value fare to enjoy a relaxing evening's shopping trip to Derby without the hassle of having to find a car parking space or battle against the notorious late night Christmas shopping road traffic.

"Since the introduction of our hourly service between Derby and stations to Matlock, the popularity of this route has continued to grow. We hope by launching this special deal, it will give people the opportunity to see how easy and convenient train travel can be."

Work begins on Sleaford rail line

The Sleaford avoiding rail line is being renewed by Network Rail to help meet increasing demand for rail travel and freight capacity. Preparatory vegetation works on the line on the east side of Sleaford, will take place in the coming weeks. It is part of a £280m programme of essential renewals on the Great Northern Great Eastern (GNGE) line which runs from Peterborough to Doncaster via Spalding, Lincoln and Gainsborough.

Scheduled for completion in Spring 2014, work includes the replacement of a number of level crossings, renewal of the existing signalling system, bridgeworks and extensive track renewals, replacing older track with a modern equivalent helping reduce the environmental impact from passing rail traffic. Work on the line at Sleaford will include vegetation clearance works and the removal of some sections of the older track during normal working hours, Monday to Friday over the next four to five weeks. New track bed and rails will then be installed later next year. Network Rail Route Managing Director Phil Verster said: "Once it is renewed this line will allow us to divert rail freight traffic around Sleaford Town Centre. It will also provide far greater operational flexibility than is currently available, helping us to improve train performance and reliability."



On November 29th, GBRf Class 20 905 and 20 901 along with HNRC Class 20 311 and 20 314 pass Nemesis Rail, Burton on Trent with 7X10 Amersham - Derby returning London Underground 'S' stock for rectification. [Stuart Hillis](#)

Helensburgh man fulfills boyhood driving dream

A Helensburgh man has realised his boyhood dream of 'driving' a train – at the age of 86. Albert McLean was invited to ScotRail's simulator centre after receiving a request from his daughter, Shirley. The centre – which is underneath Glasgow Central Station – is home to exact replicas of train cabs – one diesel and one electric.

The state of the art simulators are so realistic that drivers usually forget they are training in a virtual reality world. They offer scenarios ranging from the middle of a Scottish winter to a train rounding a bend where a potential problem could lie ahead. Under the guidance of simulator centre staff, Albert took control of a Class 170 diesel train, often seen on the Glasgow Queen Street-Edinburgh Waverley route.

And the former coalman, originally from Garelochhead, was "a natural," according to Malcolm Cook, the simulator centre manager. Malcolm said: "Albert was brilliant – he picked everything up really quickly and had no problem handling all the scenarios we gave him. He 'drove' through fog, snow and rain – more than most drivers have to handle in a single day!

"We were delighted to help in making his boyhood dream come true."

Albert declared: "I had a wonderful day – I can't believe how realistic it was. I've always wanted to drive a train or ride in the driver's cab and I can imagine it was as close to driving the real thing as I could get."

Shirley, Albert's youngest daughter, added: "I never expected the staff at ScotRail to go out of their way so much to give my dad this experience. He helps care for my mum and I try to arrange some unusual days out to give him a break. This was perfect.

"I would like to say a huge thank you to Malcolm and the other staff at the simulator for helping to set the visit up – and for being so welcoming on the day."

Meanwhile, Albert has returned to his 'day job' – he has a part-time post which involves showing houses for a local estate agent.

iPod 3:07 PM

The iPod Repair Team

Have you broken your iPod or iPhone and not sure where to get it fixed? Look no further as we can repair most problems quickly and cheaply. Send it to us for a quote...

... Prices start from only £25/£30 including return postage. Contact us on Facebook to discuss your needs, just search for iPodRepairTeam or we are on the web at: <http://www.ipodrepairteam.co.uk> or email us at: helen@ipodrepairteam.co.uk or david@ipodrepairteam.co.uk

Find us on Facebook



Network Rail's plans for faster, more frequent rail services across the North

Councillors and business leaders from across Manchester and Salford have recently viewed Network Rail's plans for improved rail travel in the North. At an event in the Museum of Science and Industry, the new Ordsall Chord, a scheme to connect Manchester's Piccadilly, Oxford Road and Victoria stations, was unveiled to stakeholders ahead of this week's public consultation.

The first part of the Northern Hub programme will help ease a rail bottleneck to the south of Piccadilly station and enable more trains to travel through Manchester Victoria. This will help free up space on the network to deliver faster, more frequent services, including:

- Two new fast trains per hour between Manchester Victoria and Liverpool
- Six fast trains, instead of four, an hour between Leeds and Manchester
- Faster journeys between Manchester, Leeds and Liverpool
- A new direct service through Manchester city centre to Manchester Airport

- Faster journey times to Hull, Newcastle and the North East

Network Rail has appointed a team of experts to progress the design of the Ordsall Chord. Two potential bridge options have been unveiled for consultation, including a bow string railway arch and an alternative flat bridge. The feedback from the public will be passed onto the design panel and used to inform the plans.

Dyan Crowther, Network Rail's route managing director, said: "Britain relies on rail and with demand for rail travel increasing it's essential we invest in the railway to provide a better service for passengers with more trains, additional seats and fewer delays."

"We thank those who have already made a valuable contribution to the development of this vital project. Feedback from last year's consultation suggests that the overwhelming majority of people support our plans to deliver faster, more frequent services across the North and helping stimulate low carbon economic growth."

The plans were first released for consultation last year and feedback showed around 84% of respondents felt it was important to connect Manchester's key railway stations. Network Rail has now developed more detailed plans and is asking for feedback before submitting an application to the Planning Inspectorate next summer.

The plans are available to view on www.networkrail.co.uk/ordsall. If the scheme is approved, work will start in late 2014 and is expected to be completed in late 2016.

View from the Outside

Hello everyone and welcome to my article. Me and Andy have been having a debate this month as to whether anyone actually reads this random piece of writing or not.... And so I would like to ask you all a big favour and email me at megan.thomason@railtalkmagazine.co.uk if you do read this article.

Trains don't exist to me at the moment, I am run down with university work, boozy nights out and looking after my fish and hamster in my university house in Scarborough. Imagine a world with no trains. This is how my hamster feels everyday. He hasn't a clue trains even exist! And as for my fish, he forgets everything every 3 seconds, right now as I write this he doesn't even remember me as he hasn't seen me in the past 3 seconds....

Imagine though if trains didn't exist for all of us. I wouldn't be able to visit home as often that's for sure. I would be sick on a bus.... And it would be no where near as fast! Life without trains is incomprehensible to the modern traveller. They get you places so quickly. Without them we would be lost, although 'Cocoa' the hamster seems to get by just fine without acknowledging trains' existence!

There is however a bad name for trains. They get us places fast but there is more chance of dying in a train crash than an aeroplane crash, people commit suicide by jumping in front of trains and being blown to pieces, if you are hit by a train accidentally there's be no chance of survival it is so heavy and fast.... So perhaps we would be safer without trains, and cars too for that matter... But then again the two biggest killers in England are cancer and heart attacks rather than trains and cars. Therefore maybe the stress of not being able to get a train might increase the risk of a heart attack... The thought of getting the dreaded bus for 3 hours...

Or maybe we could look at it in a different way... Train delays.... The dreaded train delays... Crowds.... All cramming on to grab the last seats on board.... That sure could increase blood pressure. So shall we say the world is better with or without trains? Email your thoughts please.

If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

Freightliner runs first Shortliner service, increasing 40ft capacity by 42%

Freightliner, the UK's most reliable and largest intermodal rail freight operator welcomes delivery of new 'Shortliner' wagons launching 'Shortliner' services.

In April, Freightliner announced an order had been placed with VTG for a fleet of twin platform 'Shortliner' wagons to meet the demand of the evolving deep sea container market towards 40ft containers. The 40ft deck length, two platform wagons are designed to maximise the amount of 40ft containers that can be hauled per service minimising under-utilised 20ft space. 'Shortliner' wagons enable Freightliner to maximise port and inland capacity, reduce CO2 emissions and increase network utilisation by maximising the amount of boxes that can be hauled on one service.

Through the use of these new wagons, Freightliner can uniquely haul longer, heavier trains using the state of the art PowerHaul locomotives to create 'Shortliner' services. Through the offer of the new ground-breaking 'Shortliner' services, Freightliner is able to increase the number of 40ft

containers hauled per train by over 42% in comparison to a standard Class 66 service hauling 24 wagons, whilst still fulfilling the available 20ft market customer demand.

Freightliner commenced 'Shortliner' services at the end of October, running eight twin wagons (16 platforms) on its services between the Port of Felixstowe and Manchester and to date, each platform has been fully utilised with a 40ft container. Freightliner will have completed its initial delivery of 86 (40ft) platforms by end December 2012 utilised on routes with the greatest demand for additional 40ft capacity.

Adam Cunliffe Managing Director, Freightliner commented: "Freightliner's investment in the new 'Shortliner' wagons demonstrates Freightliner's continued commitment to understanding and then meeting our customers' needs in a market which is increasingly dominated by 40ft containers. The new wagons complement Freightliner's existing 60ft wagon fleet ensuring a dramatically improved utilisation of both 40ft and 20ft containers.

Our capability to haul longer, heavier trains combined with the new Shortliner wagons reaffirms Freightliner's market leading position to ensure that more containers are moved by rail, with reduced lorry movements and associated reduced CO2 emissions."

Hollywood comes to Letchworth

As filming of The World's End concludes at Letchworth Garden City Station, First Capital Connect (FCC) has announced that fees for use of the station will be used to fund station improvements. Following filming in a number of locations in Letchworth and Welwyn Garden City, Letchworth Garden City station was cosmetically altered for a guest appearance as a pub called 'The Hole in the Wall'. To prepare the station for its movie role, the production companies fitted false walls and doors to the exterior of the station and temporarily removed some fittings.

FCC worked with the production companies to minimise disruption to passengers, although part of the station car park was closed during filming and passengers were diverted to the station's side door for safety while the sets were being erected.

The fee paid by the production companies for use of the station will be used to fund additional station improvements. Customers at Letchworth are to be asked what kind of improvements they'd like to see.

Letchworth Garden City has seen a number of enhancements since 2010, including the fitting of an automated gateline, the opening of a new café and the installation of flowerbeds. Further improvements are already planned for 2013, when additional customer information screens and CCTV cameras will be erected.

FCC Customer Service Director Keith Jipps said:

"We're thrilled to be able to support the film industry in Britain. The World's End looks set to be a blockbuster and to have one of our stations play a part in it is just fantastic.

"Working on projects like this allows us to give something back to our customers, letting them see their local station or train service captured for posterity, and allowing us to make extra improvements to their station."

Refreshed trains roll out to passengers in the North West

Northern Rail passengers in the North West will have started to notice the revamp work being rolled out across the train operator's fleet of Class 156 trains.

Instantly recognisable by the vibrant purple and blue upholstery, the refreshed trains also feature pale purple wall panelling and improved lighting. The work has been keeping the fleet teams at Northern's Newton Heath depot busy since May 2010 with each refit of two carriages taking an average of three weeks.

The refresh includes replaced carpets, repainted interiors and vestibule ends, seat repairs, installing priority seating and improving toilet facilities.

The 18 trains, part of Northern's continued promise to its passengers to improve journeys throughout the network, are Class 156 carriages.

Passengers travelling on routes in the North West, particularly around Liverpool and Manchester, will be able to spot the improvements. Both disabled customers and cyclists will also benefit from improved accessibility features incorporated in the project.

Stuart Draper, Engineering Director for Northern Rail comments: "We are known to have some of the oldest trains on the rail network and this refresh project is testament to our passengers that we are committed to improving their journeys with us.

Customers have told us they'd like to see an improvement in the on-board environment and we're passionate about acting on these requests. These refreshes to our fleet in the North West add to the carriages we have already improved and we hope passengers will notice the developments as we plan more for 2013."

The Nosh Report

Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This month the editor's assistant and a couple of other Railtalk regulars went to Great Malvern whilst chasing a steam tour in nearby Worcester, I took the opportunity to take them to one of the finest tea rooms on a station in the region. I am talking about Great Malvern's Lady Foley's Tea Rooms.

Lady Foley's Tea Room is a delightful tea room situated in the Victorian Railway Station at Great Malvern. A very pretty station with lovely well preserved historical features.

It serves a variety of drinks, coffees and teas. Hot and cold snacks, vegetarian and light meals.

Open Monday - Saturday 9:00 - 18:00

The tea room is named after Lady Emily Foley, the fourth daughter of the Duke of Montrose, who married Edward Foley of Stoke Edith Park in 1832. As local landowner and Lady of the Manor of Malvern she was largely responsible for the planning of Great Malvern, and by insisting on large prestigious houses and landscaped gardens created the unique townscape that we see today. Though her local railway station was Stoke Edith she rarely used it, disliking the journey through the tunnels at Ledbury and Colwall.

Instead she usually travelled by horse and carriage to the station at Great Malvern where she awaited the train in her own furnished room on the London platform.

On 1st January 1900, Malvern lost a flamboyant and influential character, she died aged 94 surviving her husband by 54 years.

On offer when we went were a selection of sandwiches and home made cakes, teas, coffees and a large fridge full of chilled drinks but as it was cold enough we had cups of tea. Obviously someone (not me I hasten to add) had to have the chocolate cake and once again just like the scone he had last month,



not a crumb was dropped. The plate was cleaned in record time and the conclusion was that it was very tasty. So if you are in the area we can thoroughly recommend calling in and having a piece for yourself. Whilst you are here, have a look at the delightful station and it's unique charm.

Have a good Christmas, I hope that you've enjoyed the Nosh Reports in 2012 and hopefully I will be back with a load more in the New Year.

If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places for me to try. Until next month,

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts



Safety improved as level crossings are renewed

Pedestrians walking towards Bolton-le-Sands level crossing can now do so in safety because Network Rail has built a brand new pavement so they don't have to walk in the road.

The pavement is part of a £5m project to renew three level crossings in the Morecambe area, which is almost complete now that 1970s equipment has been replaced. Bare Lane, Hest Bank and Bolton-le-Sands level crossings all have brand new barriers and motors to raise and lower them, red and amber road traffic lights and audible warning systems. The approach roads to Bare Lane and Hest bank crossings have also been resurfaced.

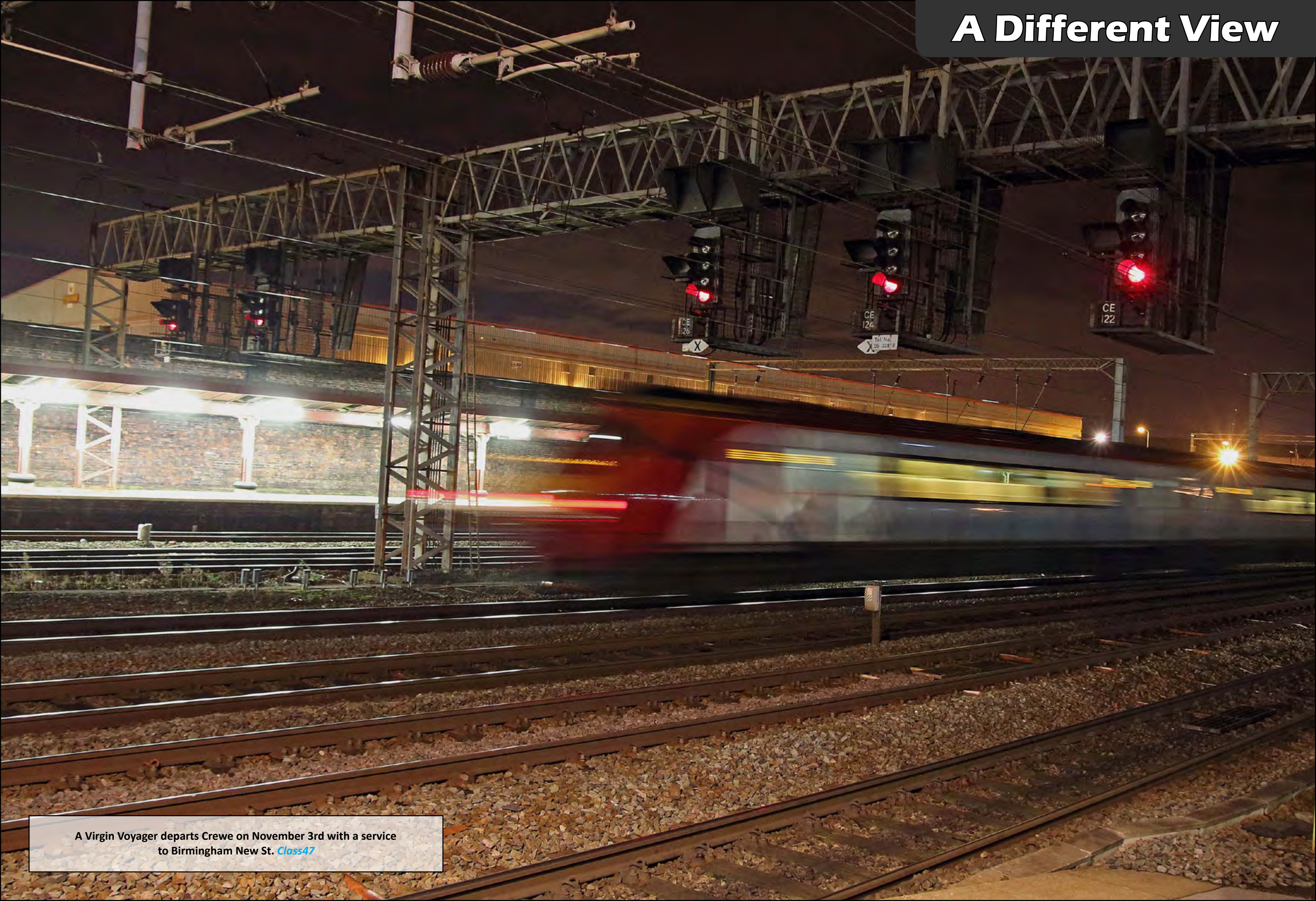


All that remains to be done is to transfer responsibility for working the level crossings to the power signal box in Preston, which will monitor them using CCTV.

Bare Lane was the first to be transferred and once the transfer is completed, Bare Lane signal box will be closed and Network Rail is considering either transferring the building to another part of the country where it can be put to good use, or offering it to heritage railways.

Similar work will be needed in the New Year at Hest Bank and Bolton-le-Sands, both of which are on the busy west coast main line, and Network Rail is finalising the details before publicising road closure dates.

A Different View



A Virgin Voyager departs Crewe on November 3rd with a service to Birmingham New St. [Class47](#)

Keighley and Worth Valley

On November 4th, Class 25 059 is seen stabled on the KWVR depot at Haworth along with 37 075. [Dave Harris](#)

Preserved Railways



NRM Shildon

The Advanced Passenger Train - Experimental is seen inside the building at Shildon on October 30th.

Steve Thompson



NRM Shildon continued...

Top Right: DS 75 (SR 75 S), a Bo electric loco built in 1898 for use on the Waterloo & City line.

Steve Thompson

Bottom Right: North Eastern Railway No. 1, later BR No. 26500, built for use on Tyneside in 1902.

Steve Thompson

Below: London & North Western Railway 2-2-2 No. 3020 'Cornwall' built at Crewe in 1847, she was originally a 4-2-2 in 1847, but was extensively rebuilt, and converted to a 2-2-2 in 1858. *Steve Thompson*



NRM Shildon continued...

Top Right: LMS Stanier Class 5 4-6-0 No. 5000, built at Crewe in 1935. Initially the first numerically of its class. It however was not the first to be built because the Vulcan Foundry had turned out the first of their simultaneous order, No. 5020 in 1934. [Steve Thompson](#)

Bottom Right: No. 563 is one of the LSWR T3 class of express passenger 4-4-0 steam locomotives designed for the London and South Western Railway by William Adams. [Steve Thompson](#)

Below: Furness Railway No. 20 was built in 1863 by Sharp Stewart & Co. of Manchester as one of a batch of eight 0-4-0 tender locomotives supplied between 1863 and 1866, seen here on display at the NRM Shildon. [Steve Thompson](#)





NRM Shildon continued...

Above: Repatriated A4s Nos. 60008 and 60010 are seen outside the NRM Shildon on October 15th. [John Alsop](#)

Right: The pair of A4s, looking like chalk and cheese, Nos. 60008 'Dwight D Eisenhower' and 60010 'Dominion Of Canada' are seen posed side by side in as good a position as you could reasonably expect. It's just a pity that No. 10 looks like it had just been rescued from a scrapyard, it looked very shabby, the rust and the great dent in the front end very much belying it's status as 'preserved'. [Steve Thompson](#)

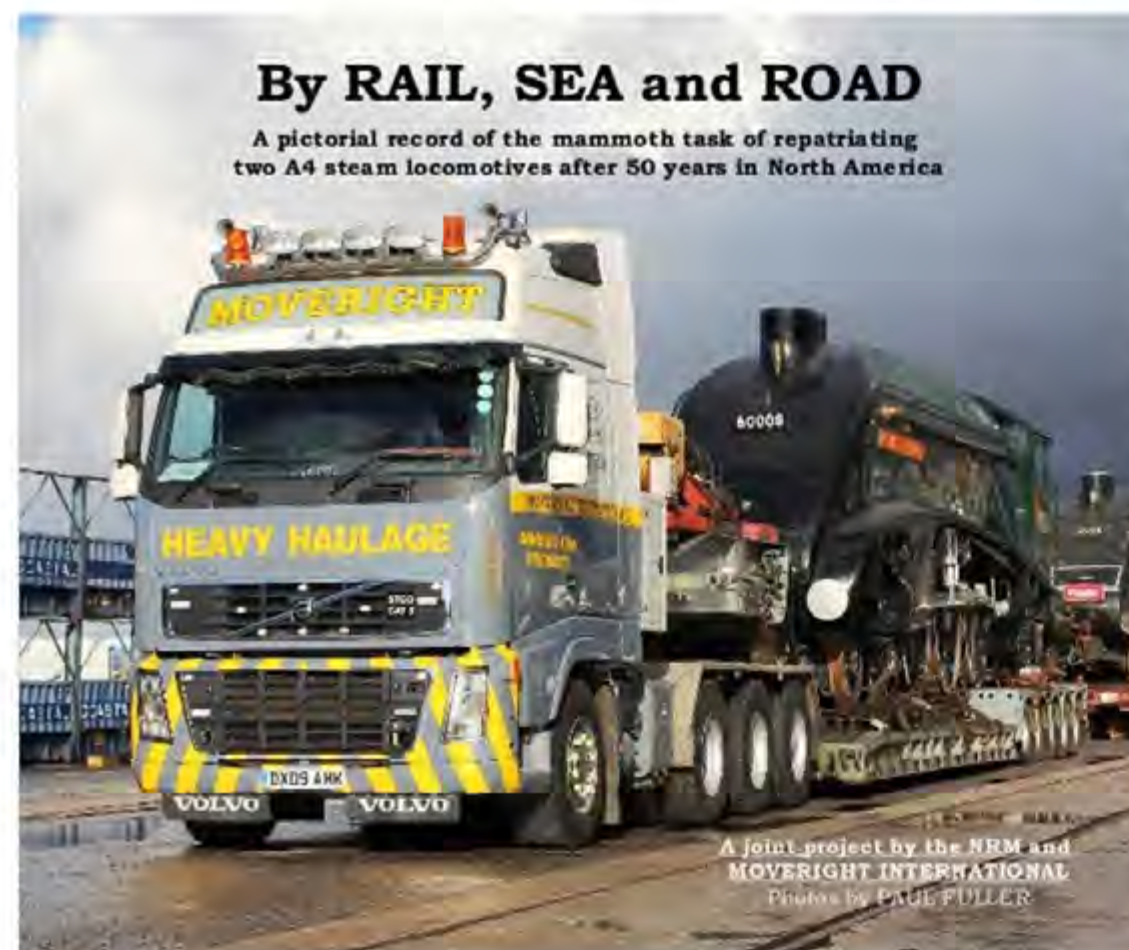
Below: Another shot of the pair of A4s at Shildon. [Steve Thompson](#)



By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America

A joint project by the NRM and MOVERIGHT INTERNATIONAL



By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America

Due to the immense amount of interest that the re-patriation of "DDE" and "DoC" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of this 100-page photobook.

Being available direct from the publishers 'Blurb', this allows people from all over the world to order their own copy of the book and have it delivered direct to them in the choice of softback, hardback with dust jacket or hardback image-wrapped.

Please take a minute to look at our publication "By RAIL, SEA and ROAD" and we hope you enjoy the images of this, one of the most ambitious projects undertaken for the benefit of railway history in the UK.

Visit:

<http://www.blurb.co.uk/bookstore/detail/3708224>

TRUE BLUE - TORNADO UNVEILED IN NEW LIVERY



The A1 Steam Locomotive Trust
New Steam for the Main Line

On November 25th, the A1 Steam Locomotive Trust, the registered charity which built and now operates No. 60163 Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, formally unveiled the locomotive in her new livery of British Railways Express Passenger Blue in front of supporters at the Didcot Railway Centre. Passengers on 'The Cathedrals Express' from London Paddington to Hereford, Ludlow and Shrewsbury on November 24th had a sneak preview of Tornado's new look.

The repaint from her previous Brunswick Green livery was carried out during the first part of Tornado's winter maintenance in October/November when the locomotive would have been due a repaint anyway. The original Peppercorn class A1s carried four liveries during their short service lives (Apple Green with 'British Railways on the tender, Express Passenger Blue with the BR Crest on the tender and Brunswick Green with both Crest and later BR Emblem on the tender). The repaint was carried out at Southall depot by the same team of Ian and Dan Matthews who applied all of the previous liveries and the locomotive was again brush painted.

Mark Allatt, chairman, The A1 Steam Locomotive Trust commented: "We are delighted to be unveiling Tornado in her new, striking blue livery. We have long promised that Tornado will carry all four historic liveries during her first period of operation. Tornado will therefore carry Express Passenger Blue with the BR Crest on the tender for at least the remainder of 2013 and throughout the 2014 season before reverting to her 'core' livery of Apple Green."

The Trust is grateful to Didcot Railway Centre for hosting the event, Devon & Cornwall Railways for moving Tornado from her Southall base and Craftmaster Paints for their continued sponsorship of Tornado's liveries.

Photo: Tornado at Severn Tunnel Junction on November 24th. [Mick Rogers/A1SLT](#)





Middleton Railway

On November 11th, 1903 built Manning Wardle (works No. 1601) "Matthew Murray" climbs towards Park Halt on the Middleton Railway. [Mark Pichowicz](#)



Severn Valley Railway

Above: Class 11 diesel shunter No. 12099 is seen at Kidderminster preparing the dining service. [John Martin](#)

Top Right: Class 52 'Western' No. D1062 'Western Courier' is seen at Kidderminster having arrived with a service from Bridgnorth. [John Martin](#)

Below: 'Warship' Class 42 No. D821 'Greyhound' is seen at Kidderminster with a service to Bewdley. [John Martin](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southampton, Hampshire, Dorset and the surrounding area.

Established in 1948 by a group of school friends who shared the common interest in transport, particularly the Railways. The aim of the Society was to foster an interest in rail transport by arranging meetings and visits to railways installations. This still can be found today with regular meetings and a monthly new letters all full of information related to the area formerly operated by Southern Railways.

Membership is open to any persons aged 14 years or older. Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00

A rather dirty Deltic as Class 55 011 'The Royal Northumberland Fusiliers' awaits departure from Kings Cross in December 1978.

Chris Morrison



From the Archives

continued...

Right: Class 60 030 leads 56 115 through Cardiff Central on a sunny August 30th 2003.

Class47

Bottom Left: Class 56 030 is seen at Toton on September 10th 1994.

Paul Godding

Bottom Right: Class 90 034 heads a diverted Scotrail sleeper service south through York on August 30th 2003.

Class47



From the Archives continued...

Left: An Immaculate Class 37 422 'Cardiff Canton' runs round its train at Rhymney on August 30th 2003.

Class47

Bottom Left: Fragonset's Class 47 712 is seen on hire to Virgin Trains working a service out of Birmingham New St. on November 15th 1998.

Paul Godding

Bottom Right: A Network South East Class 47 that is quite along way from the South East. After being surplus to requirements they were transferred to the parcel fleet at Crewe, and visited Bolton on many occasions to operate the Manchester, Crewe and Carlisle diagrams in 1991. This is Class 47 581 at Bolton on July 10th 1991.

Michael Lynam





From the Archives continued...

Split headcode 'Peak' Class 45 053 passes Northfield with a South West - North East express on January 1st 1979. [Chris Morrison](#)

From the Archives continued...

Left: Class 56 040 'Oystermouth' heads a rake of Cargowaggons through Cardiff on April 16th 1999.

Paul Godding

Bottom Left: Class 20 168 and 20 128 are seen working empties from Fiddlers Ferry to Bickershaw Colliery Nr. Wigan as they pass the familiar landscape of Warrington Bank Quay on May 4th 1991.

Michael Lynam

Bottom Right: Class 37 886 'Sir Dyfed/County of Dyfed' arrives into Cardiff Central on August 30th 2003.

Class47



From the Archives *continued...*

A Class 87 heads a Euston - Wolverhampton train alongside the canal at Winson Green in Summer 1988.
The pillars in the canal once carried the Harborne branch. [Chris Morrison](#)



