

Railtalk Magazine

Issue 76 | January 2013 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 76 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

I thought I'd start this issue slightly different to normal, by looking forwards rather than backwards. I want to share with you what I would like to see and what I'm excited to see in 2013. Firstly, and yes we do go slightly backwards with this one as I have mentioned it before, but I do want 2013 to be the year of colour. I'd like to see DB Schenker actually get their full fleet into its lovely Red livery and lets see some of Freightliners Class 66s go into its new Powerhaul livery, after all they have them in Poland and finally, lets finally remove the GNER livery from the ECML, there are still a few Class 91s where the GNER is actually showing through.

Is this too to ask for? Also lets hope for a increase of heritage traction back on the mainline, the Class 20s were great during the RHTT season, but can we have something else please until September comes again!, and with the prospect of the Class 56 fleet getting into double figures, this surely is something to look forward to.

As always, a small insight, and I wish all of you best for 2013.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Paul Godding, 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, Matthew Bird, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates, Andrew Parkinson, Nick Clemson, Keir Faulkner and the guys at RailUK.

Front Cover: On December 12th, the unusual sight of a Class 158 unit on the Swanage Railway at Corfe Castle as it undergoes a test run for future through services from Wareham. [David Mead](#)

This Page: On November 25th, Ex Arriva liveried Class 57 315 is seen dragging 390 008 south away from Hanslope Jct. with plenty of noise, running as 5A16 08:42 Oxley - Euston. [Matthew Bird](#)

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

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 21 - Pictures
Pg 69 - News and Features
Pg 69 - Scot-Rail
Pg 78 - Fares Advice
Pg 87 - The Nosh Report
Pg 87 - Different View
Pg 89 - 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 2013



Vintage Trains - THE LINCOLN CHRISTMAS MARKET
Great Western Railway 4-6-0 Hall class No. 4965 'Rood Ashton Hall'
is seen arriving into Nottingham with this Tyseley - Lincoln charter
on December 8th. [Richard Hargreaves](#)





Vintage Trains - THE LINCOLN CHRISTMAS MARKET

Above: Another shot of Great Western Railway 4-6-0 No. 4965 'Rood Ashton Hall' in Nottingham, heading for Lincoln on December 8th. [Paul Godding](#)

Below: Upon arrival at Lincoln the Hall was turned and is seen here reversing back onto the stock in preparation for the return journey to Tyseley. [Richard Hargreaves](#)



Vintage Trains - THE LINCOLN CHRISTMAS MARKET

Above: The 1260 Tyseley - Lincoln, hauled in immaculate style by GWR No. 4965 'Rood Ashton Hall', looking very much the part under the control of some "real" signalling is seen here passing Swinderby. [Steve Thompson](#)

Below: Great Western Railway 4-6-0 No. 4965 'Rood Ashton Hall' is seen ready to depart Lincoln on the return working to Tyseley, December 8th. [Steve Thompson](#)



Northern Belle

On a cold but sunny December 8th, Class 47 853 speeds south away from Hanslope Jct. working 1248 06:40 Liverpool Lime Street - Kensington Olympia 'Northern Belle'. Class mate 47 790 was on the rear of the train. [Matthew Bird](#)





Northern Belle

Above: On December 22nd, Class 47 813 and 47 828 are seen at Crewe heading for LNWR to pick up the stock for the day's Northern Belle charter. [Richard Hargreaves](#)

Below: Later in the day, Class 47 828 arrives into Crewe with the tour from Chester via Liverpool and Manchester. [Class47](#)



Northern Belle

Above: Class 47 501 is seen on the rear of the Christmas Lunch Northern Belle working on December 4th as it passes Bolton Percy. [Andy](#)

Cruise Saver Travel - The Cruise Saver Express

Below: Class 47 810 'Peter Bath MBE' with polished buffers and 47 501 'Craftsman' on the rear of 1292, the final Cruise Saver Express from Southampton Western Docks - Edinburgh passing Nemesis Rail depot at Burton on Trent, December 15th. [Stuart Hillis](#)



Northern Belle

On December 4th, Class 47 832 is seen at Bolton Percy with the tour from York. [Andy](#)



Steam Dreams - The Cathedrals Express
LNER A1 No. 60163 'TORNADO' now sporting its blue livery, is seen near West Hornden on the LTS line, running some 10 minutes down on the Steam Dreams charter from Southend - Oxford, December 8th. [Charlie Robbins](#)



Nenta Railtours - Yorkshire Christmas Special

Above: Class 47 854 is seen shortly after passing Colton Junction with a NENTA railtour from North Walsham to Skipton via York on December 1st. Class 47 760 was on the rear. [Mark Pichowicz](#)





WB64 - Pretendalino

Above: Class 90 044 speeds through Crewe on December 22nd with 5222 Wembly - Wigan via Preston ECS move in connection with a football match. [Class47](#)

Below: On October 20th, Class 90 047 is seen at Crewe on the rear of the WB64 set, heading towards London Euston. [Andrew Wilson](#)



Steam Dreams - The Cathedrals Express

Above: A1 No. 60163 'Tornado' is seen working hard on the climb from Stratford as it approaches Hackney running as 1231 Ipswich to Bristol Temple Meads Cathedrals Express on December 1st. [Derek Elston](#)

Below: A1 No. 60163 'Tornado' storms through Chippenham on the Cathedrals Express from Ipswich - Bristol on December 1st. [Sam Bilner](#)



Railway Touring Company - THE WORCESTER ANNIVERSARY CHRISTMAS FAYRE
LMS Princess Royal class No. 6201 'Princess Elizabeth' is seen arriving into Worcester
Shrub Hill with the charter from London Paddington on December 1st. [Richard Hargreaves](#)



Railway Touring Company - THE WORCESTER ANNIVERSARY CHRISTMAS FAYRE

After the passengers had detrained the charter, No. 6201 'Princess Elizabeth'
is seen shunting the ECS into the sidings at Worcester. [Richard Hargreaves](#)



UK Railtours - Lincoln Christmas Market 125 Special
East Midlands Trains HST power cars Nos. 43081 and 43043 are seen looking slightly
incongruous passing the semaphores at Swinderby with 1221
London St. Pancras - Lincoln on December 8th. [Steve Thompson](#)



Railway Touring Company - THE LINDUM FAYRE

LNER A4 No. 60009 'Union of South Africa' is seen arriving into Lincoln with the second steam charter of the day, December 8th. The Lindum Fayre had arrived from London Kings Cross and like the other charter was arranged for the annual Christmas Fayre. [Richard Hargreaves](#)





Railway Touring Company - THE LINDUM FAYRE

Above: LNER A4 No. 60009 'Union of South Africa' has a well deserved break at Lincoln in the lovely winter sunshine. [Richard Hargreaves](#)

Below: LNER A4 No. 60009 'Union of South Africa' is seen departing London Kings Cross with the 1245 Kings Cross to Lincoln on December 8th. [Derek Elston](#)



VSOE

Above: On December 7th, the VSOE is seen arriving into Lincoln with Class 67 026 at the helm of the London Victoria - Lincoln working. [Steve Thompson](#)

Vintage Trains - Christmas Luncheon

Below: Great Western No. 4965 'Rood Ashton Hall' passes Stenson Jct. with the 1265 return Christmas Luncheon Special working from Leicester - Tyseley on December 15th. [Stuart Hillis](#)



SRPS - The Christmas Marketeer

On December 7th, Deltic Class 55 022 passes through Saxilby working the SRPS Linlithgow - Lincon charter. Class 47 851 was on the rear.

Steve Thompson





SRPS - The Christmas Marketeer

Above: Class 47 851 is seen on the rear of the charter as it departs Lincoln for Barnetby where the stock will stable for the afternoon, December 7th. [Steve Thompson](#)

Below: Deltic '22 is seen arrived back into Lincoln and ready for departure to Linlithgow. [Steve Thompson](#)



ECS and light engine moves

Above: On December 18th, West Coast Rail's Class 57 601 is seen at Burton on Trent working on 5287 Carnforth - Burton Nemesis Rail with a rake of 7 Statesman coaches for repair/refurb. [Stuart Hillis](#)

Below: After depositing the coaches in the Nemesis Yard, Class 57 601 is seen ready to depart back to Carnforth. [Stuart Hillis](#)



ECS and light engine moves

Stanier Black 5 No. 44871 with its support coach head to Kidderminster, past the frozen Rochdale Canal near Castleton on December 13th. The loco was heading for the Severn Valley Railway to assist with a motive power shortage. [Gerald Nicholl](#)





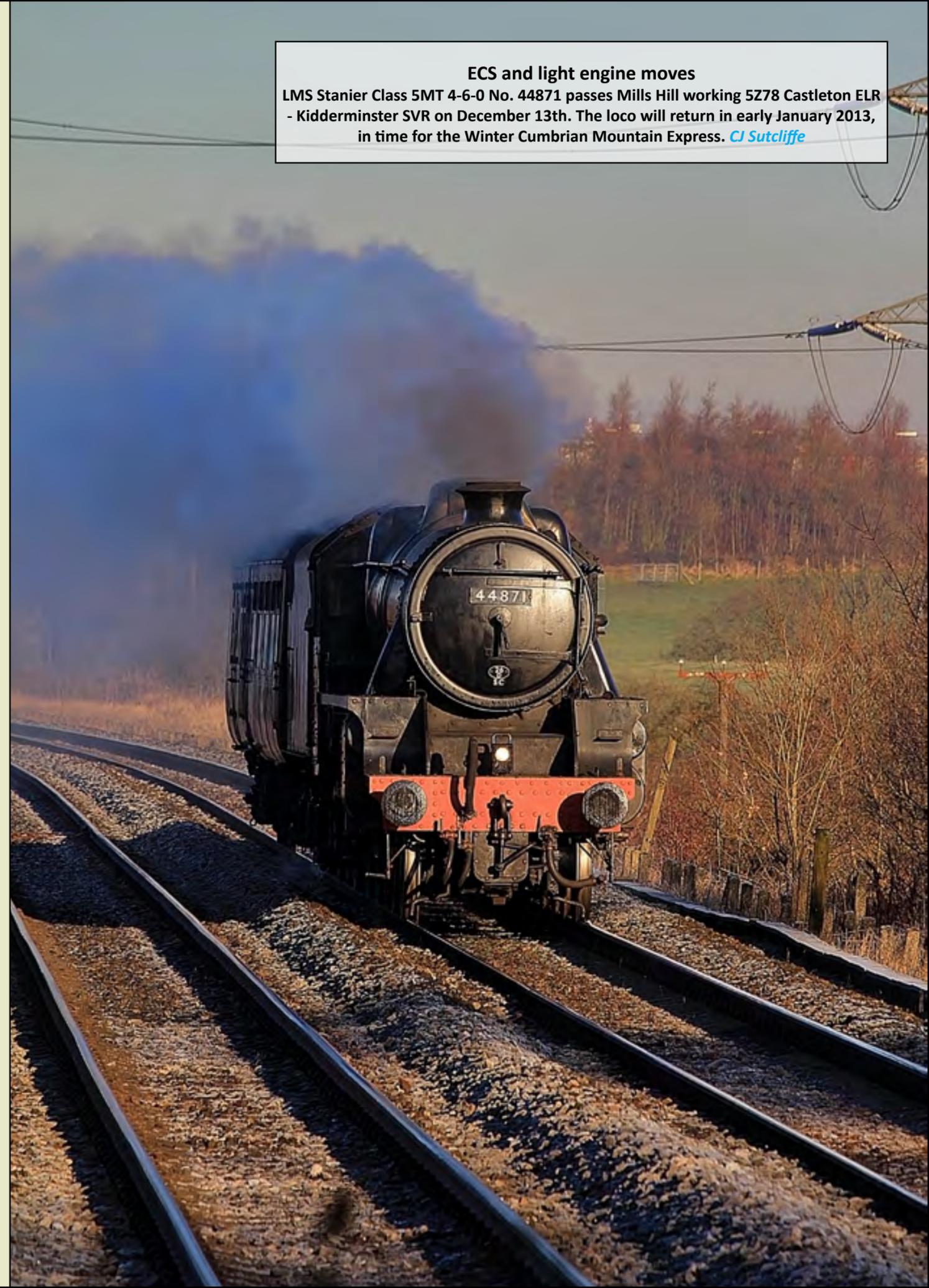
ECS and light engine moves

Above: Deltic Class 55 022 'Royal Scots Grey' and West Coast's Class 47 851 arrive into Platform 4 of Newcastle with three Mk 1 Coaches in tow on December 9th working from 5Z19 10:15 Bo'ness - Carnforth. [Alex Thorkildsen](#)

Below: LMS Stanier Black 5 No. 44871 is seen at Astley on December 13th working 5Z78 Castleton Hopwood ground frame (ELR) - Kidderminster (SVR). The Black 5 was going there to help out hauling the Santa Specials. [Andrew Parkinson](#)



ECS and light engine moves
LMS Stanier Class 5MT 4-6-0 No. 44871 passes Mills Hill working 5Z78 Castleton ELR - Kidderminster SVR on December 13th. The loco will return in early January 2013, in time for the Winter Cumbrian Mountain Express. [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.



With the Virgin Thunderbird duties taken over by DRS and several of the fleet already in DRS livery, a de-named Class 57 311 stands in Crewe on December 22nd. [Richard Hargreaves](#)



Network Rail wanderings

Class 37 425 with DBSO No. 9714 are seen working test train 3Q01 Derby RTC - Euston carriage shed through Burton on Trent, December 17th. [Stuart Hillis](#)





On December 4th, Class 57 301 and 57 312 top'n'tail the Shenfield - Clacton RHTT service, seen as they approach Hatfield Peval on the GEML. [Charlie Robbins](#)

Class 67s out and about

On December 9th, Diamond Jubilee liveried Class 67 026 leads Royal 67 006 towards Hanslope Jct. running as 0Z67 12:30 Wembley EFT - Bescot TMD captured in full afternoon sunlight. [Matthew Bird](#)



Top Right: Class 67 001 is seen at Crewe on December 29th with the WAG set working a Crewe to Holyhead service replacing the usual Class 158. Several Crewe - Holyhead and return workings were loco hauled over the xmas period due to high passenger loadings on the ferries to Ireland. [Richard Hargreaves](#)

Bottom Right: Class 67 014 'Thomas Telford' is seen at Birmingham Moor St. on December 24th with a London Marylebone service. [Neil Davies](#)

Below: On November 25th, Class 67 003 passes Cheney Longville working the 1V41 Holyhead to Cardiff WAG service. [Neil Davies](#)





Freightliner's GE locos

Above: Class 70 006 passes Monks Sidings, with the Ellesmere Port - Fiddlers Ferry loaded coal hoppers on December 11th. [Michael Lynam](#)

Top Right: On December 15th, Class 70 006 heads through Warrington with a loaded coal service for Fiddlers Ferry power station. [Richard Hargreaves](#)

Bottom Right: On November 11th, Class 70 011 is seen hauling a rake of MOA wagons, running as the 6Y61 Leighton Buzzard - Bescot at Castlethorpe near Milton Keynes in some lovely autumn sunshine. [Matthew Bird](#)

Below: Class 70 003 is seen at Carlisle on December 27th working light engine to Crewe. [Class47](#)





Class 70 010 hauls 10 Autoballasters and 70 003 (on the rear), running as the 6Y62 10:30 Tring - Crewe Basford Hall seen at Castlethorpe near Milton Keynes. Having being held up slightly up by a pair of Class 350s on a Northampton run, the driver certainly opened up the power to get back up to speed, as evident by the smoke in the background, November 11th. [Matthew Bird](#)



Above: On December 6th, Class 70 016 passes through Leicester heading north on a rake of JNAs. [Steve Thompson](#)



Top Right: On December 8th, Class 70 005 passes Madeley Jct. with a diverted South Wales to Crewe service owing to the usual Crewe - Shrewsbury route being closed for engineering work. [Phil Martin](#)

Bottom Right: On December 6th, Class 70 020 passes through Nuneaton with a Basford Hall - Southampton container train. [Steve Thompson](#)

Below: Class 70 002 is seen working 4Z61 Ratcliffe power station - Crewe Basford Hall with empty coal hoppers through Burton on Trent, December 17th. [Stuart Hillis](#)



Recent Class 60 workings

Top Left: Class 60 019 heads out of Warrington on December 15th with a Liverpool Bulk Terminal - Fiddlers Ferry power station MGR working. [Paul Godding](#)

Bottom Left: On December 4th, Class 60 071 'Ribblehead Viaduct' is seen heading south with a rake of hoppers through Bolton Percy. [Andy](#)

Below: On December 10th Class 60 040 'The Territorial Army Centenary' is seen heading into Warrington Arpley yard with a rake of MGR empties from Fiddlers Ferry power station. [Brian Battersby](#)



On December 10th, Class 60 092 passes Appleby working
6T25 Immingham - Santon iron ore tipplers.

Steve Thompson





Above: Class 60 019 is seen heading back to Liverpool Bulk Terminal as it passes through Warrington on December 11th. [Michael Lynam](#)

Top Left: Class 60 019 "Port of Grimsby & Immingham" is seen passing Sutton Leach with a loaded coal working from Liverpool Bulk Terminal bound for Fiddlers Ferry power station on November 27th. [Dave Harris](#)

Bottom Left: Class 60 007 pauses at Nottingham on December 8th with a Kingsbury to Lindsay oil train. [Richard Hargreaves](#)

Below: On December 7th, Class 60 092 is seen passing through Lincoln with the 6M00 to Kingsbury. [Steve Thompson](#)



On December 10th, and in some rare sunshine, Class 60 019 'Port of Grimsby & Immingham' is seen arriving into Warrington Bank Quay with a loaded MGR working from Liverpool Bulk Terminal.

Brian Battersby



Direct Rail Services

Class 37 423 'Spirit of the Lakes' is seen at Crewe on December 15th having arrived with the 1Q14 Hither Green - Crewe test train. [Richard Hargreaves](#)





Top Right: On December 29th, the 4543 was diverted through Manchester Piccadilly and Bolton to regain the WCML at Euxton Jct. It is seen here in a catenary free environment, powering through Buckshaw Parkway in pouring rain on with Class 66 424 and 66 305 at the sharp end. [David Hollowood](#)

Bottom Right: Class 57 302 is seen stabled in the bay at Stafford whilst on Thunderbird duties for Virgin Trains, December 29th. [Paul Godding](#)

Below: Class 66 305 and 66 424 work south through a very wet Preston on December 30th. [David Hollowood](#)



Class 37 682 is seen hauling a DBSO fitted Network Rail test train running 3Q01 Derby - Mossend through Winwick Junction on November 27th. [Dave Harris](#)



On December 18th, Class 66 304 passes Preston with the 4M44 Mossend - Davenport service. [David Hollowood](#)





Above: Class 57 309 'Pride of Crewe' stands at Crewe on Thunderbird duties, December 15th.
Richard Hargreaves



Top Right: A very dirty Class 20 302 is seen at Bradford Interchange on December 13th with the Yorkshire RHTT which it is ready to work to Halifax. Class 20 303 leads 20 312 on the way to Grimsby. *Andrew Wilson*

Bottom Right: Class 20 304 is seen at Bradford Interchange on December 13th with the Yorkshire RHTT which is waiting to depart to Halifax. *Andrew Wilson*

Below: Class 66 433 works through Preston with 4S44 Daventry - Coatbridge on December 18th. *David Hollowood*



Working the 5Z22 from Peak Forest - Derby, are Class 37 682 and 37 409 dragging 37 038 and 37 605 along with saloon DB999508 which had failed whilst working 1Z22 test train. Seen here passing Normans Bank, Edale on December 16th. [Nick Clemson](#)



December 3rd saw what would appear to be the final outing for the Class 20-hauled RHTTs in the area for this season. In a change from the usual program, the train (3S99) worked from York to Ferryhill Jn, then back through Darlington to Eaglescliffe, Stockton and Hartlepool before reversing at Dawdon. Going directly to York via Boroughbridge Road, the itinerary then took in Selby Canal Jct. before regaining more familiar ground at Joan Croft and the branch to Stainforth, Thorne and Scunthorpe. The train terminated at Barnetby before taking up it's usual path as 3S14 back to Malton. Here is that return, passing through Scunthorpe, having just taken it's booked stop to allow the TPE to get ahead. Class 20 305 leads 20 303 as they spray through the winter sunshine. Back next year? We hope so! [Steve Thompson](#)





Colas Rail

Colas Rail's Class 86 701 'Orion' is seen stabled on Willesden depot, December 1st. [Derek Elston](#)

DB Schenker's GMs and 90s

Top Left: Class 66 007 heads up through Little Fenton on December 16th with an empty steel working. [Andy](#)

Bottom Left: On December 21st, Class 66 087 gets underway at Harrowden Junction with a working to Ketton. [Derek Elston](#)

Below: Class 66 169 heads 10 Class 66s seen passing the Midland Railway signalbox at Swinderby working the 0X14 Immingham - Doncaster/Whitemoor light engine convoy. [Steve Thompson](#)





Above: A filthy Class 66 074 working 6D44 Bescot - Toton engineers with a train of point carriers is seen passing over North Staffs Jct. and is about to turn off the main line at Stenson Jct., December 4th. [Stuart Hillis](#)

Top Right: Class 66 068 heads through a busy Lincoln on December 8th with a rake empty oil tanks. [Richard Hargreaves](#)



Bottom Right: Class 66 198 heads light engine through Burton on Trent on December 17th, working 0X01 Scunthorpe - Eastleigh. [Stuart Hillis](#)

Below: On December 18th and in failing light, Class 66 160 pulls hard through Pleasington with the 6C40 Fiddlers Ferry to Newbiggin gypsum train. [David Hollowood](#)





Above: Recently painted into DB Schenker livery, Class 90 029 is seen at Preston on December 18th whilst working 1S25 21:15 London Euston - Inverness/Aberdeen/Fort William Caledonian Sleeper service. [Andrew Parkinson](#)



Top Right: Class 66 144 is pictured hauling DB Schenker red Class 92 016 and a very short train of 5 wagons on 6D44 Bescot - Toton passing Burton on Trent, December 13th. [Stuart Hillis](#)

Bottom Right: A very dirty Class 66 192 heads light engine through Barnetby on December 15th, heading for Doncaster. [Michael Lynam](#)

Below: Class 66 162 is seen working the 6D44 Bescot - Toton with 1 WIA car carrier set passing Burton on Trent, December 17th. [Stuart Hillis](#)





Above: On December 15th, Class 66 131 heads east through Barnetby with empty hoppers. [Michael Lynam](#)



Top Right: On December 6th, Class 66 142 passes through Tamworth High Level heading north with three YEAs loaded with concrete sleepers and a loaded Rail Delivery Train. [Steve Thompson](#)

Bottom Right: Class 66 039 passes through Lincoln with coal in MEA wagons heading for Ketton, December 8th. [Steve Thompson](#)

Below: Class 66 092 working the 6X01 Scunthorpe - Eastleigh, comprising 10 YEA and 6 IGA loaded with rails is seen passing through Tamworth High Level on December 6th. [Steve Thompson](#)





GBRf workings

Above: GBRf liveried Class 20 901 and 20 905 are seen at Barrow Hill on December 22nd. [John Alsop](#)

Top Left: Route learning in the North West has seen GBRf locos stabling at Crewe in December. This is Class 66 703 'Doncaster PSB' seen at Crewe on December 15th. [Richard Hargreaves](#)

Bottom Left: Class 66 720 leads another member of the fleet through Little Fenton with a rake of coal hoppers as the sun dips down on December 16th. [Andy](#)

Below: GBRf Class 66 738 heads the Intermodal from Barton Dock Container Base, Trafford Park to Felixstowe through Manchester Piccadilly on December 5th. [Michael Lynam](#)



Class 66 735 leads the 0L66 conveying GBRf latest acquisitions, 66 748, 66 749 and 66 747, from Dollands Moor to Butterley seen as they pass Harrowden Junction on December 21st. [Derek Elston](#)



On December 21st, GBRf Class 66 747 is seen at Kettering station on the rear of the convoy from Dollands Moor to Butterley. Class 66 735 was the leading loco and 66 748 and 66 749 were the middle pair. These three new GBRf acquisitions were heading to the Midland Railway Centre's Butterley shed for commissioning.

John Coleman





Above: Class 66 729 'Derby County' is seen working the 6L28 Carlisle - Whitmoor spoil train and has just gained the main line from North Staffs Jct., December 4th. [Stuart Hillis](#)

Left: On December 15th, GBRf's Class 66 740 is passed by Scotrail liveried Class 90 021 at Crewe. [Richard Hargreaves](#)

Below: Class 66 737 creeps round the back of Leicester with a rake of loaded HQAs, December 6th. [Steve Thompson](#)





On December 8th, Class 66 715 is seen approaching Madeley Jct. with the first trial run of a Biomass train to Ironbridge power station.

Phil Martin



Freightliner's workings

Above: Class 66 535 heads east through Barnetby on December 15th with a rake of empty hoppers. [Michael Lynam](#)

Top Left: Class 66 524 heads down through Milford Jct, on the rear of a light engine movement from Ferrybridge to York. [Andy](#)

Bottom Left: On December 15th, Class 66 526 heads an empty MGR into Warrington. [Richard Hargreaves](#)

Below: Class 66 567 takes 90 043 and 90 041 from Basford Hall to Crewe LNWR for attention on December 22nd. [Richard Hargreaves](#)



On December 9th, Class 66 622 leads a huge HOBC train south away from Hanslope Jct. forming 6Y60 07:41 Coventry - Willesden Euroterminal, which had been sitting in Northampton Reception sidings for over 3 hours! Classmate 66 613 was way in the distance on the rear of the train. [Matthew Bird](#)



Class 86 632 and 86 612 head south through Winwick Junction with
the 4M27 Coatbridge - Crewe on December 5th.

Dave Harris



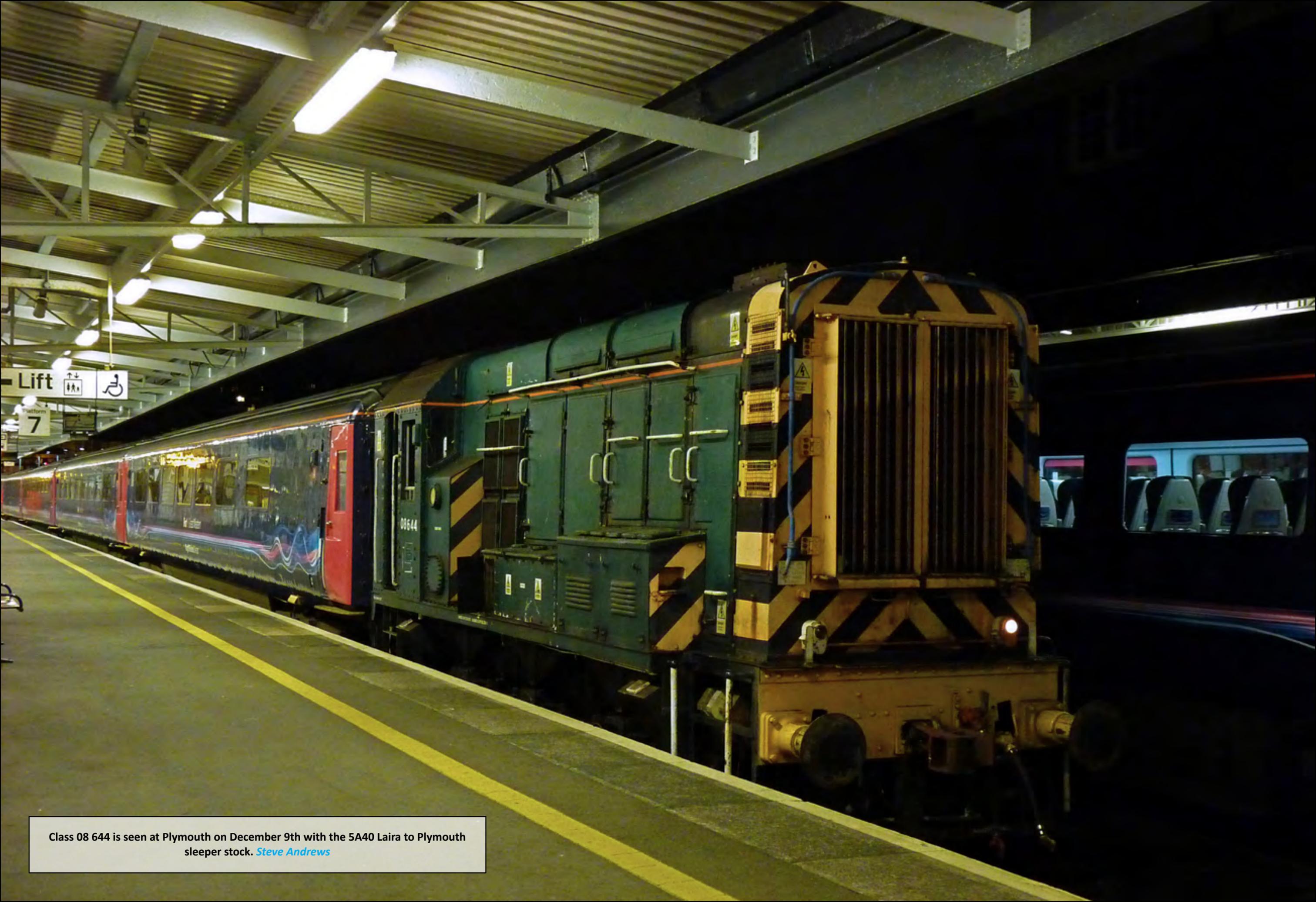
On what was to be possibly the last working of the 6C17 Westbury to Moorswater, Class 66 546 heads over Camels Head Bridge on December 11th. This working is alleged to be going over to road transport which will be a great tragedy. [Steve Andrews](#)



Sleeper workings

FGW's Class 57 602 is seen at Plymouth at the head of the 22:04 Night Riviera which on December 9th started from Plymouth as line was closed between Truro and Penzance. [Steve Andrews](#)





Class 08 644 is seen at Plymouth on December 9th with the 5A40 Laira to Plymouth sleeper stock. [Steve Andrews](#)



HSTs

Above: East Coast's HST power car No. 43296 heads south through Little Fenton on December 16th with a diverted East Coast service to London Kings Cross. [Andy](#)

Right: : East Midlands Trains' HST power cars Nos. 43066 and 43089 are seen working through Swinderby on December 8th with the 1Z09 Sheffield - Lincoln additional service. [Steve Thompson](#)

Below: Grand Central's HST power car No. 43467 heads through Little Fenton on December 16th with a diverted Sunderland to London Kings Cross working. [Andy](#)





On December 1st, First Great Western HST power car No. 43176 stands at Hereford having arrived with a terminating service from London Paddington. [Richard Hargreaves](#)

On December 16th, East Coast's HST power car No. 43317 leads a diverted southbound London Kings Cross service through Milford Jct. [Andy](#)



On December 16th, East Coast's HST power car No. 43272 leads a diverted southbound London Kings Cross service through Little Fenton. [Andy](#)



With a superb sky as a background, East Midlands Trains' HST power car No. 43082 is seen on the rear of a London St. Pancras service at Nottingham on December 8th. [Richard Hargreaves](#)





Class 92 highlights

Class 92 015 heads through Crewe on December 15th. [Richard Hargreaves](#)



On November 8th, Class 92 042 dodges the already lengthening shadows as it heads through Castlethorpe near Milton Keynes running as OB41 Wembley - Daventry. [Matthew Bird](#)

Units, Units, Units

On December 8th, London Midland's Class 153 356 and 170 505 pass Madeley Jct. with a Birmingham - Shrewsbury local service.

Phil Martin



Top Right: On December 1st, Arriva Trains Wales Class 175 116 is seen departing Hereford with a Manchester Piccadilly - Cardiff service. [Class47](#)

Bottom Right: On December 12th, London Midland's Class 170 511 is seen at a damp and dreary Telford. [Paul Godding](#)

Below: Northern Rail's Class 158 790 passes Culgaith on a Carlisle - Leeds service on November 17th. [CJ Sutcliffe](#)





Above: On December 8th, East Midlands Trains Class 153 383 and 156 410 approach Lincoln with a service from Peterborough. [Richard Hargreaves](#)

Top Left: On December 15th, Merseyrail's Class 508 141 is seen at Hamilton Square with a service for Liverpool Central. [Class47](#)

Bottom Left: East Midlands Trains' Class 153 374 is seen on the rear of a Nottingham bound service at Lincoln on December 8th. [Class47](#)

Below: Arriva Trains Wales Class 150 282 is seen at Crewe on October 20th with a working to Chester. [Andrew Wilson](#)





A Virgin Trains 11 car Pendolino travels south through the Lune Gorge on December 5th with a London Euston service. [David Hollowood](#)



Above: EMT's Class 156 404 waits to depart Lincoln on December 8th with a stopping service to Nottingham. [Richard Hargreaves](#)

Top Left: London Overground's Class 378 228 is seen at Hackney Wick working a Stratford to Clapham Junction service on December 1st. Of note is that it still carries the poppy on the leading coach. [Derek Elston](#)



Bottom Left: On December 15th, Arriva's Class 150 227, an ex Norwich Crown Point unit, is seen departing Crewe with a service to Chester. [Paul Godding](#)



Below: South Eastern's Class 465 916 arrives into Maidstone East with the 13:18 to London Victoria on December 1st. [Derek Elston](#)



Above: On December 8th, Class 175 006 is seen passing Madeley Jct. with a diverted Cardiff - Manchester service. [Phil Martin](#)

Top Left: EMT's Class 158 858 and 158 865 are seen departing Lincoln on December 8th. [Paul Godding](#)

Bottom Left: Class 180 102 in First Great Western Livery and on hire to First Hull Trains is seen on the blocks at London Kings Cross on December 8th. [Derek Elston](#)

Below: Class 325 013 arrives into Crewe on December 22nd with an additional Xmas mail working to Willesden RMT. [Class47](#)





Scot-Rail - life north of the border
Scotrail's Class 156 495 stands in Carlisle on December 19th with a Newcastle - Glasgow service. [Class47](#)

Class 158 visits Swanage Railway

On Wednesday 12th December, South West Trains operated a special “test” train from Salisbury Depot, departing at 08:05 to Swanage formed of unit Class 158 880. There was a problem accessing the branch at Worgret Junction as the points had “frozen” in a severe overnight frost. As the train was blocking the main line, a decision was made to return the train to Hamworthy while the point were being thawed out. (The new set of points for the branch were only installed the previous weekend and therefore this was the first train to use them). Eventually the train entered the branch line and in spite of an hour lost, the “test” was successful. The ultimate plan is to operate a regular train “seasonal” service from Bournemouth/Poole/Wareham to Swanage and back using a diesel unit. The plan is for South West Trains to operate it, as they had included provision in their franchise agreement. However, the upgrading of the signalling is not yet complete between Poole and Weymouth to include Worgret Junction and the start of the Swanage branch line so a decision is yet to be made if the service will have to wait until completion. The operation of the diesel train service will be in addition to the steam heritage services that service start and finish at Norden Park and Ride which go to Swanage. [David Mead](#)

Top Right: South West Trains’ Class 158 880 is seen at Wareham after completion of the test run to Swanage
[Martin Hill](#)

Bottom Right: The unusual sight of a Class 158 in the bay at Swanage station as seen on December 12th. [David Mead](#)

Below: Class 158 880 is seen at Corfe Castle. [Martin Hill](#)





Going Underground

Hammersmith and City stock No. 5522 is seen at Hammersmith station. [John Coleman](#)

Manchester Metrolink

Previously the heavy rail station was located on the north (Rochdale) side of Beal Lane, with 2 platforms, a siding for terminating services and the line ran north via a single line to Rochdale via New Hey and Milnrow. Now however, the station has been re-sited to the south side of Beal Lane right in the shadow of the Brair Mill. And in doing so, it has grown another third platform. Platform 3 on the east side of the station serves as the terminus bay for services from Manchester. Platforms 1 and 2 remain as through platforms for the upcoming services to Rochdale. Here the station is shown in full, being dwarfed by the Victorian structure it sits alongside. [CJ Sutcliffe](#)





Manchester Metrolink continued...

Above: Tram No. 3030 is seen at St. Peters Square on December 12th with a service to Media City. [Brian Battersby](#)

Top Right: On December 14th, Tram No. 2006 was in a collision with a taxi near Portland Street in Manchester. Fortunately there were no injuries. [Keir Faulkner](#)

Bottom Right: Metrolink Nos. 3056 and 3028 are seen next to No. 3059 (with no front number) stabled at Milnrow for driver training on December 18th. [Michael Lynam](#)

Below: Tram No. 3014 is seen arriving at Shaw from St. Werburgh's Road, December 18th. [Michael Lynam](#)



Manchester Metrolink

continued...

The latest section of the former Oldham Loop Line to reopen to light rail traffic, the Oldham Mumps - Shaw And Crompton section is seen here, known for the largely rural stretch between Derker and Shaw, a far cry from the largely suburban surroundings of North Manchester and South Oldham.

Top Right: Akin to the rest of the stations along the route to Rochdale, possibly as a site security measure, two units have been dragged up by Metrolink's sentinel 0-6-0 diesel and left in one of the platforms, coupled up and with both pantographs down. In Shaw's platform 1, M5000s Nos. 3059 and 3056 sit awaiting the opening of services to Rochdale. 3056 is in full livery, however 3059 only carries it's basic paint job of silver bodysides with yellow ends and black doors, lacking the fading spots from the yellow to the silver and the Metrolink motifs from both cab ends. [CJ Sutcliffe](#)

Bottom Middle and Right: The temporary terminus at Oldham Mumps is now once more a through station for the new services to Shaw, and yet another name re-emerges from purgatory, Derker. A lot would say they are both the same thing, but that's another story. [CJ Sutcliffe](#)

Bottom Left: At the north end of platform 3, there is a small headshunt which can snugly fit one complete unit, as is demonstrated by M5000 No. 3035 facing Beal Lane in the headshunt. What is worrying is the lack of a substantial buffer stop here. Just a collapsible stop sign in it's place. [CJ Sutcliffe](#)



Manchester Metrolink

continued...

Top Right: At Metrolink's Old Trafford depot on December 5th, T68s Nos. 1019 and 1020 are seen at the head of 8 withdrawn units, consisting of Nos. 1004, 1005, 1006, 1008, 1010, 1011, 1015 and 1018, with newly commissioned M5000, No. 3056 at the front of the line. Deliveries have now reached 3060 and up to 3040 in service. [Michael Lynam](#)

Bottom Right: Passing at Deansgate Castlefield are M5000, No. 3039 and T68A, No. 2002. [Michael Lynam](#)

Below: Seen at Deansgate Castlefield on December 5th, T68 tram No. 1014 is seen on the rear of an Altrincham service. T68's seem to be going around in pairs these days. Some may say safer in numbers! Also of note is that they have destination boards in use even if the electronic destinations are working or not. [Michael Lynam](#)



Tyne and Wear Metro

Metrocars Nos. 4057 and 4053 brave the morning blizzard as they pass under Bridge 2006A working Train No. 108 on December 5th. [Alex Thorkildsen](#)



Tyne and Wear Metro continued...

Top Right: Metrocars Nos. 4002 and 4034 brave the morning blizzard at Bank Foot station working Train No. 104 on December 5th. [Alex Thorkildsen](#)

Bottom Right: Metrocar No. 4075 prepares to make the turn from Hylton Street to Coach Lane, en-route to Wabtec, Doncaster on the back of Allelys low loader, December 5th. [Alex Thorkildsen](#)

Below: In the evening light, Metrocars Nos. 4031 and 4069 stand at Platform 1 of Pelaw station while the driver clears out the train for the Empty Stock run to Pelaw Sidings, December 5th. [Alex Thorkildsen](#)



Fares Advice with RailUK

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

Is this incorrect advice from East Coast and London Underground?

Q: My friend bought a ticket from Peterborough and specifically asked to go to Moorgate. The East Coast agent said it would be cheaper with Oyster PAYG.

I advised my friend that I do remember there being an easement at Kings cross to take the tube down to Moorgate.

The barrier opened at Kings cross tube station, and he took a south bound northern line to Moorgate. The barrier opened at the LUL end. He asked the barrier staff why he was given incorrect advice and told to spend money on the oyster card. The LUL staff said that the ticket was invalid and he was lucky to get through!!

A: Yes. Tickets with a destination of 'London Terminals' that are valid into Kings + (eg. in this case Peterborough - London Terminals would count) are valid to/from Old St and Moorgate ONLY by London Underground. However, can I just clarify that tickets only need to be to "London Terminals" and valid into Kings Cross - they do not need to have the Maltese cross symbol (or sometimes "+" due to its omission from standard keyboard layouts) denoting inclusion of cross London travel by Underground, printed on the ticket.

If a LM train is cancelled because of staff shortages...

Q: If I am likely to incur a delay of, say, an hour because a member of London Midlands' train crew is not available, am I allowed to use my, admittedly dirt cheap, ticket on a Virgin service?

At times of disruption it's normally anything goes, regardless of who's fault it is (so if a train breaks down, you can often use other operators services - I think?!).

Am I allowed, or is it a case of the passenger being inconvenienced?

A: Not without authorisation. If NRES says you can then you can. Failing that get written authorisation from the guard on your LM service.

Expensive Railway Fares and Running Taxes

Q: I was planning a journey from London Victoria to Canterbury East by train and used the National Rail website to calculate the best connection available.

I happened to know that the cheapest fare for this 60 mile journey was £26.80 by southeastern, which is a huge amount in my measures! To cover the same distance in a regional train in Portugal, it takes only around £7.20 to travel by train. Is this much the result of the privatisation of British Rail? If that's the main reason, I'll make sure to defend our state company for now on!

A: Rail fares in the UK are often cited as expensive but when making comparisons to a similar journey in Portugal, consider:

- Does the journey have trains every 30 minutes?
- Is the line electrified?
- Do the trains nearly always run, and run on time?
- How important do Portuguese

taxpayers consider rail investment?

I'm not disagreeing with you but it's important to compare like with like. Also bear in mind that as with many UK rail fares, the equivalent return fare (Off-Peak Return) is valid for a month and costs £27, so only 20p more than the single - most passengers would be making the return journey within a month and so could use this ticket, or the Off-Peak Day Return, instead. There is some research that suggests ticket prices would be higher, if railways had continued under nationalised BR.

On the original question, I'd say that 1) the cost of living, and average wages, is much higher in the UK than Portugal, which is one of the poorest countries in western Europe; 2) the government has decided to progressively reduce the cost of the Railway to the state, which is one of the reasons for privatisation originally, and so is reducing subsidies- which means fares rise to make up the shortfall. So it's not privatisation directly, but that is connected. Most fares are effectively set by the government so the companies running the trains can't be blamed for all the fare increases. Unlike buses, which are mostly completely unregulated, and I expect you'd be even more shocked at the cost compared with Portugal! A trip to Henley, around 10 km from my home, costs £5!

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.

Bayles & Wylies level crossing update from Network Rail

Network Rail has released an artist's impression of a possible footbridge at the site of Bayles & Wylies level crossing in Nottingham.

Martin Frobisher, route managing director for Network Rail, said: "This location has been the site of tragedy and at a public meeting last week I promised to see if a footbridge could be installed. This was in direct response to a request at that meeting and my team immediately started exploring the options available.

"These images are an early indication of the size of structure which would be necessary to accommodate all users on this site. We are in discussions with NET and will meet Ashfield District Council officials in mid January to develop them further.

"I assure the community we are pursuing this project at speed. However it is important that we balance that with the need to find the right solution for this site."

Tramlink Nottingham Chief Executive, Phil Hewitt said: "We are working closely with Network Rail on their ideas for the footbridge. We will certainly play our part in making sure that their proposals are developed and implemented as quickly as possible."



Hobbits dressed in orange?

Hobbit author JRR Tolkien is known to have stayed in the village of Great Haywood, on the edge of the Shugborough estate near Stafford. Could Shugborough railway tunnel have been the inspiration for his words "In a hole in the ground there lived a hobbit."?

There weren't any hobbits or dwarves deep inside the tunnel this Christmas – but there were dozens of Network Rail engineers and contractors in their full orange protective clothing.

From late on Christmas Eve to the early hours of 2 January they were completely renewing all the railway tracks through the tunnel at a cost of about £3m.

The work is needed to realign the tracks, which naturally move as trains pass over them. The movement is minute but builds up over a period of time until it becomes necessary to take the tracks up and put them back in their correct position.

This is particularly important in a tunnel like Shugborough, which is on the extremely busy west coast main line between Rugeley and Stafford. As well as passenger services, the tunnel is used by freight trains carrying box shaped containers which are a tight fit through the arch-shaped tunnel.

When the old tracks have been taken away, Network Rail will completely renew the drainage through the tunnel before the new tracks are laid.

The old tracks and the sleepers they are fixed to will not be scrapped. They will be reused elsewhere by Network Rail as part of its commitment to the environment. While not suitable for use on a high speed line, they are perfectly good

enough on lines with a lower speed, so will be reused in its routine 2013/14 track renewals programme.

While the work was taking place, the railway line between Lichfield Trent Valley, Rugeley Trent Valley and Stafford stations was closed from 9 pm on Christmas Eve until 7.30 am on Wednesday, 2 January.



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



Glossop station wins commendation at National Rail Heritage awards

Glossop station has been highly commended by judges in The Railway Heritage Trust Conservation Award category at this year's National Rail Heritage Awards.

The station, which is managed and maintained by Northern Rail, was applauded for the restoration and conservation of its buildings, platforms and facilities.

Recent work funded by Northern Rail, Network Rail and Derbyshire County Council included:

- relocation of the ticket office
- new passenger waiting facilities
- new DDA compliant toilet and ticket counter
- additional CCTV and seating

Passengers are also able to benefit from a new station canopy which has been installed by Network Rail.

Volunteers from the Friends of Glossop station group added their own personal touch to the station with tasteful baskets of flowers and pictures throughout.

Lee Wasnidge, Area Director for Northern Rail, comments: "This award is a fantastic recognition of our partnership approach to delivering improvements for our passengers. We are very proud of what has been achieved at Glossop station so far and this award is testament to the tremendous support and hard work put in by our partners and everyone at Northern."

The National Rail Heritage Awards ceremony was held at Merchant Taylors Hall in London on Wednesday 5 December

BAM Nuttall awarded £220m Borders Railway construction contract

Network Rail has appointed BAM Nuttall as main contractor for the delivery of the new Borders Railway. The £220m contract announced recently includes detailed design and construction works for the new line and will see around 500 jobs created by the project between now and 2015.

The Borders Railway, which will enter service in 2015, will re-establish a passenger rail link for the first time in over 40 years from Edinburgh through Midlothian to Tweedbank.

The line will include 30 miles of new railway with three existing stations and seven new ones – at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels and Tweedbank.

David Simpson, Network Rail route managing director for Scotland, said: “The appointment of BAM Nuttall as our main contractor signals the start of the delivery of the new railway for the communities it will serve.”

“BAM Nuttall has already been working closely with Network Rail in drawing up initial designs for the new line and can now carry that momentum into the delivery of the main construction phase as we work to complete the new line for the start of services in 2015.”

Stephen Fox, Chief Executive of BAM Nuttall added: “We are delighted to be starting work on delivering this significant rail project on behalf of the people of Scotland and our customer Network Rail. “This scheme brings together the engineering strengths of the BAM Group and will create significant local employment opportunities. In addition it will provide a much needed rail link to those rural communities living in the Scottish borders region”.

Network Rail, the owner-operator of Britain’s railways, is delivering the Borders Railway on behalf of the Scottish Government.

Transport Minister Keith Brown said: “The awarding of this contract so quickly after Network Rail took over delivery of the Borders Railway is a huge step forward for this vital project.

“Work is already well underway on the site and the people of the Borders and Midlothian areas will soon be able to see the actual construction begin and the Borders Railway begin to take shape. And all the partners will continue to work together to see if we can find a way to deliver the project even earlier than 2015. “This is a very exciting milestone for a community which has waited over 40 years for the return of the railway and they will soon begin to reap the very real benefits of this project in terms of investment to the area, increased tourism and improved accessibility to employment opportunities.”

Once complete, the Borders Railway will offer a fast and efficient alternative to the congested local road network and passengers will be able to travel direct from Tweedbank to Edinburgh Waverley in less than an hour at peak times.

The railway is expected to deliver major economic and social development opportunities – connecting people to jobs, housing, leisure opportunities and other facilities.

The project is a key part of the Scottish Government’s wider programme of investment in transport infrastructure, working towards the sustainable economic growth of Scotland.

Network Rail will begin construction of the line in early 2013 and will commission the new 30 mile railway and new stations by the summer of 2015. The capital construction cost of the line will total £294m, at 2012 prices.

Construction work will take place simultaneously along the line of route, centred on three main project hubs in Fountainhall, Tweedbank and Monktonhall. BAM Nuttall will also be hosting a ‘meet the buyers’ event to engage with local suppliers before construction works commence.

First glimpse of New Street’s bright future

An early glimpse of Birmingham New Street’s bright future appeared in December as the first sections of the station and new retail destination’s stunning new façade were installed.

Workers have started the huge task of installing 8,000 reflective stainless steel panels which will eventually envelop the entire building. When complete in 2015, the façade will transform the drab, grey station building which has dominated the city centre for the last 40 years into a futuristic transport hub and aspirational retail destination for Birmingham.

Chris Montgomery, project director, Network Rail said: “The redevelopment of New Street will transform the station for the thousands of passengers who use it every day and allow it to handle the ever increasing numbers of people who want to use the railways. The start of work on the façade is significant as it’s the first step towards delivering a stunning new building which through new retail, public space and better access will stimulate regeneration and create hundreds of new jobs in the heart of Birmingham.”

The north side of the building and new north west corner entrance, above Stephenson Street will be the first area of the building to be clad in the reflective steel facade. This area is expected to be complete when the switchover of the station happens in April 2013. The installation of the façade will then progress in a broadly anti clockwise direction around the station with the west, south and finally, in 2015, the east elevations of the building being clad.

Sir Albert Bore, leader of Birmingham City Council said: “The start of work on New Street’s stunning new façade marks an important step forward into transforming the building into a landmark Birmingham can be proud of. This is a vital project for the city, providing for future passenger growth, stimulating economic growth and regeneration and, in the newly-named Grand Central, it will provide one of the best-connected retail spaces in the country.”

Transport Minister Simon Burns said: “Birmingham New Street railway station has long had a reputation for being dingy and unwelcoming and in recent years it has become clear it is struggling to cope with the unprecedented growth in passenger numbers.

“That is why the Government has contributed £160m towards transforming the station into a modern, bright 21st century gateway for Birmingham. The unveiling of these new panels offers passengers an exciting glimpse at the redevelopment of the station, a major construction project in its own right and a key enabler of economic growth.”

Cllr John McNicholas, chairman of transport authority Centro, added: “It’s fantastic to see the outside of what will be an iconic building, start to take shape.

“This new station, with a Midland Metro tram link stopping right outside, will give West Midlands passengers the high quality public transport they need and deserve.”





East Coast's Class 91 106 is seen passing Newcastle light engine, en-route to Heaton Depot on December 9th. [Alex Thorkildsen](#)

More London trains confirmed

The biggest operator of cross-border long-distance trains to and from Scotland has added even more services to the timetable from Monday 10 December. Two more tilting Virgin Pendolinos a day in each direction will deliver a train every hour between Glasgow Central and London Euston for the first time.

There will be two additional calls by London trains each way at Carlisle and Penrith North Lakes and one more in each direction for Oxenholme The Lake District.

Hourly Virgin Pendolinos to London Euston will leave Glasgow Central around 30 to 40 minutes past every hour from 04:28 to 18:40. Departures for Glasgow will leave London Euston at 30 minutes past every hour from 07:30 to 19:30. There are also other departures at 05:39 and 16:57.

The new daily total of 15 Pendolinos each way – 30 trains in all – represents a doubling of the number of weekday services between Glasgow Central and London Euston since Virgin Trains began running in 1997.

Virgin's daily total of 60 trains crossing the Border at Gretna make it Scotland's biggest operator of long-distance trains to and from England. The other 30 services link Edinburgh and Glasgow with Birmingham, and Glasgow with Crewe.

Glasgow and Cumbrian stations gain more London services as a result of the extension to and from Glasgow of trains that previously only ran south of Lancaster.

New hourly service on East Suffolk line

Abellio train operator Greater Anglia has introduced a new hourly service between Ipswich and Lowestoft after work to install a passing loop was completed at Beccles. The £4m scheme, jointly funded by Network Rail and Suffolk County Council, has brought a previously disused platform at Beccles station back into use. Track and signalling works have also been carried out, as part of a wider £21m project to resignal the East Suffolk Line, to improve reliability and performance.

The more frequent service will make train travel much more convenient and attractive for travellers to and from East Suffolk and a real alternative to the A12 throughout the day. Evidence from improvements to other local routes in the region demonstrates that an hourly service encourages many more people to choose rail.

Before this major upgrade, train services between Ipswich and Lowestoft ran every two hours. There was a single track between Halesworth and Oulton Broad, meaning that trains could not pass each other for more than 16 miles. The timetable change represent the most significant improvement to East Suffolk line services for many years and as well as providing better and more frequent services for local people, the additional trains increase the choices for passengers travelling between London and key destinations in North Suffolk such as Halesworth, Beccles and Lowestoft.

Steve Knight, Network Rail general manager, said: "This upgrade will make a real difference to people living in the area and will help to boost the local economy, with a more frequent service for those travelling for leisure or business. The new hourly service between Ipswich and Lowestoft will give a boost to towns on the line and provide a better connection to mainline services."

Cllr Guy McGregor, Suffolk County Council's cabinet member for roads and transport, said: "Suffolk County Council is very pleased to have worked with Network Rail to bring about this significant investment in the train service between Lowestoft and Ipswich – Suffolk's two largest towns. The council is looking forward to working with Network Rail to bring about even better services for the people of Suffolk. There has already been an exchange of ideas on how improvements could be brought about without the necessity of spending huge amounts of capital."

Ruud Haket, managing director, Greater Anglia said: "The introduction of the new hourly service on the East Suffolk line will help in providing a boost to tourism and the local economy, improving the travel opportunities for rail passengers in Suffolk. We have worked very closely with Network Rail, Suffolk County Council and other partners in developing the improved services for the benefit of the local community."

Greater Anglia and Network Rail are committed to working with Suffolk County Council to look at the options for reducing journey times on the East Suffolk line between Ipswich and Lowestoft.

All aspects of the line's operation will be looked at including line speeds, level crossings and the trains utilised to ensure that any proposals or developments are consistent with the approach outlined in the East Anglian Rail Prospectus launched earlier this year.



Longer trains on longer platforms at Finsbury Park

Islington North MP Jeremy Corbyn (centre) opens one of the two platforms lengthened to accommodate the first 12-carriage trains at Finsbury Park flanked by (right) First Capital Connect managing director Neal Lawson and (left) Network Rail route director Phil Verster



First Capital Connect (FCC) began operating its first longer 12-carriage trains at Finsbury Park on Monday, 10 December 2012, giving passengers at this busy station over 1,000 extra seats each weekday peak. To accommodate the longer trains – four each weekday – Network Rail has extended platforms 3 and 5 which is part of a package of major improvements designed to boost capacity and improve station facilities.

In years to come, the platforms will allow still more 12-carriage trains to call at Finsbury Park, served by a new fleet of trains to be ordered as part of the Thameslink Programme. From 2018 these will run direct to St Pancras International and across the capital to Farringdon (for Crossrail), London Bridge, Gatwick Airport and beyond.

MP Jeremy Corbyn, who opened the platforms on Monday, said: "I am very proud to represent Finsbury Park Station in my constituency and acknowledge and praise the very hard work of all of the staff at the station who assist passengers in their travel. "It is a great honour to open this new platform which will provide

for big capacity and growth on our railway system – the very best and most environmentally sustainable way to travel."

FCC Managing Director Neal Lawson said: "Finsbury Park is our busiest station outside central London and we are delighted these extra 1,000 seats a day will offer more capacity to the 12 million FCC passengers who use it every year.

"These longer trains are the final ingredient in our More Seats For You capacity enhancement initiative which, with 61 additional carriages, longer platforms and upgraded power supplies, has put over 12,000 extra seats for our Great Northern route customers at our busiest times of the day."

Phil Verster, Route Director for Network Rail, said: "Finsbury Park is a vital transport hub and one of the busiest commuter stations in London. The work we've done to extend platforms to allow longer trains to run will make a real difference, boosting capacity and providing more seats each day for passengers. "These longer platforms will not only achieve that but also prepare the ground for the Thameslink programme, which will open up new destinations and journey opportunities from Finsbury Park."

£4 million improvements already delivered at Finsbury Park

Over £4 million has already been invested in Finsbury Park in the past 18 months:

- New automatic ticket gates opened on the busiest platforms in spring 2011 (5 & 6 and 1 & 2). This helped clamp down on fare evasion and improved security.
- Platform canopies have been fully refurbished and extended.
- Station lighting has been upgraded.
- Additional waiting shelters have been put up on all platforms.

Extra platform, additional passenger line, step-free access

Still more improvements will follow:

Network Rail is reinstating and lengthening a disused platform next to platform 1 for southbound trains. These will run on a new passenger line to be created from a goods line between Alexandra Palace and Finsbury Park.

The new passenger line, due to open in December 2013, will ease congestion on the rail network and improve the reliability of train services, as will the upgrade of the existing slow line out of London.

And lifts will provide step-free access between the National Rail station entrance and National Rail platforms for the first time. These are planned for spring 2014.

New all-electric Paisley Canal line arrives on time for passengers



A fully electrified service is running on the Paisley Canal line from Monday, December 10th after Network Rail and ScotRail completed a £12m upgrade of the route on time and to budget.

The award-winning project, which only started on-site in August, has been delivered in just four months and at less than half of the £28m the upgrade was originally expected to cost. The electrification of the line is the first major project to have been delivered under a landmark new alliance between Network Rail and ScotRail, with both organisations working closely to identify time and cost savings for the project. Passengers will now benefit from a more comfortable and reliable train service and an increase in seats on services. The electric trains operating on the route will also be quieter and more eco-friendly and at peak times will include the newest trains in ScotRail's fleet, the air-conditioned class 380s.

David Simpson, Network Rail route managing director for Scotland, said: "The successful on-time completion of this scheme demonstrates how, by working closely together, the rail industry can enhance the service it provides the public while cutting the cost of projects. "Delivering a project of this size in just four months is a significant achievement for all involved and one that will have real benefits for those using the line and those living alongside it."

Steve Montgomery, managing director of ScotRail, said: "Paisley Canal is the new benchmark for collaborative railway projects. We need this flexibility and commitment to become the norm to ensure that we continue to offer the best combination of services, facilities and value for money for customers." Transport Minister Keith Brown said: "The Paisley Canal Electrification is the first major project to be delivered under this kind of alliancing arrangement and Network Rail and ScotRail have done a fantastic job in showing how industry partners can work together to bring these schemes in within set timescales and budgets. "Passengers will now directly see the benefits of this scheme with better reliability, reduced emissions and more seats. I am incredibly proud to be involved as the first services get underway."

The project involved electrifying five miles of the route from Corkerhill to Paisley Canal station, as well as rebuilding the platform at Hawkhead and lowering sections of track along the route to allow the new overhead power cables to run beneath bridges on the line.

Significant cost saving were made on the scheme by adopting an innovative approach to how the line was electrified. The use of extended 'neutral' sections when passing under overhead structures has meant no bridges needed to be raised as part of the works, reducing costs by millions. Savings were also achieved as a result of ScotRail waiving its right to disruption compensation payments from Network Rail during engineering works and by both organisations working to maximise the time engineers had available at evenings, weekends and during a nine-day closure of the line in mid-October.

Cafe owner brightens Saltcoats station

A Saltcoats cafe owner has installed a colourful floral display at her town's railway station as part of a ScotRail community project. Roberta Williams, who runs The Boulevard Café on Vernon Street with her sister Marie Robertson, has filled ten half-barrel planters to brighten the station.

The work has been carried out under ScotRail's Adopt a Station programme, which aims to put stations at the heart of their communities. Miss Williams said: "Like any local business, we want our town to look its best, so we jumped at this chance to improve the appearance of the station for both visitors and residents.

"Also, our cafe is based in a former railway building and we have already created a floral display here, so this seemed the perfect project for us to take on."

John Yellowlees, ScotRail's external relations manager, said: "We welcome The Boulevard Cafe's adoption of Saltcoats, which we know will be appreciated by everyone who uses the station."

More than 150 stations across Scotland benefit from voluntary gardening under the Adopt a Station, which launched in 2005. The project also helps find new uses for vacant rooms at stations, which has resulted in everything from new community meeting rooms and second-hand bookshops to model railway clubs and heritage centres. Mr Yellowlees added: "There is also an unused sandstone building on one of the platforms at Saltcoats, which has the potential to be transformed under our Adopt a Station scheme.

"If anyone has any ideas about how this could be put to community use, they should get in touch."



CHILTERN RAILWAYS RANKED TOP RAIL OPERATOR FOR RIGHT TIME TRAIN PUNCTUALITY

Chiltern Railways has been named top English commuter and long distance rail operator for right time train punctuality, according to research released today by Network Rail. The findings, which are based on the percentage of services that arrive within a minute of their scheduled time, revealed that 84.7% of Chiltern Railways trains over the last year were on time, placing the train operator miles ahead of companies such as Virgin and East Coast.

This follows the company's recent announcement of record growth in journeys for Chiltern Mainline, the train operator's fast reliable service from Birmingham to London. Thomas Ableman, Director at Chiltern Railways said: "Passengers always tell us that punctuality is their top priority. The Chiltern team put a huge amount of effort into ensuring that trains run precisely to time, and these results come as no surprise to us. In part it is because passengers know they can rely on Chiltern trains that so many people are switching to Chiltern every day."



On December 24th, Scotrail liveried Class 156 430 is seen arriving into Newcastle Central Station. [Liam Coates](#)

Contactless 'wave and pay' revolution gets the green signal at Chiltern Railways

Chiltern Railways has teamed up with Barclaycard and Parkeon Transit to become the first UK train company to trial contactless payment for train tickets, making it simpler and quicker than ever to buy tickets.

The scheme will initially be introduced for the most popular tickets between Great Missenden and London Marylebone. Customers simply need to pass their card over the contactless terminal located in the station booking office, select the ticket option and then the payment is deducted and the ticket received. Chiltern Railways has a track record for being leaders in innovation for ticketing solutions and were the first train company to introduce mobile ticketing to the rail industry and develop ticket on departure machines. Thomas Ableman, Commercial Director of Chiltern Railways said: "I'm delighted that the partnership with Barclaycard and Parkeon has enabled us to become the first train company in the UK to offer contactless payments to our passengers. The contactless revolution has arrived for rail ticketing and once again we're embracing another technological development."

"We understand how precious our customers' time is and that is why we are continuing to find new ways to make buying your ticket simpler, easier and faster than ever before."

Paulette Rowe, Managing Director of Barclaycard Global Payment Acceptance said: "Contactless is a great way to buy train tickets – it's quick and secure and I'm delighted that Barclaycard is working with Chiltern Railways to help them become the first train company to offer contactless payments to their passengers".

Paul Moirano, Head of UK Rail at ticketing technology specialists Parkeon Transit, added: "This industry first is a great example of how innovative ticketing technology can embrace fast, secure payment systems to enhance the customer experience in the UK rail sector."

Historic viaduct waterproofed at Christmas

Milverton Viaduct, which carries the railway line from Coventry through Leamington Spa town centre, was refurbished during the Christmas holidays. Built in 1844, the 16-span masonry and brick arch viaduct takes the railway over the River Leam, across public footpaths and it straddles a roundabout at the junction of Princes Drive and Park Drive.

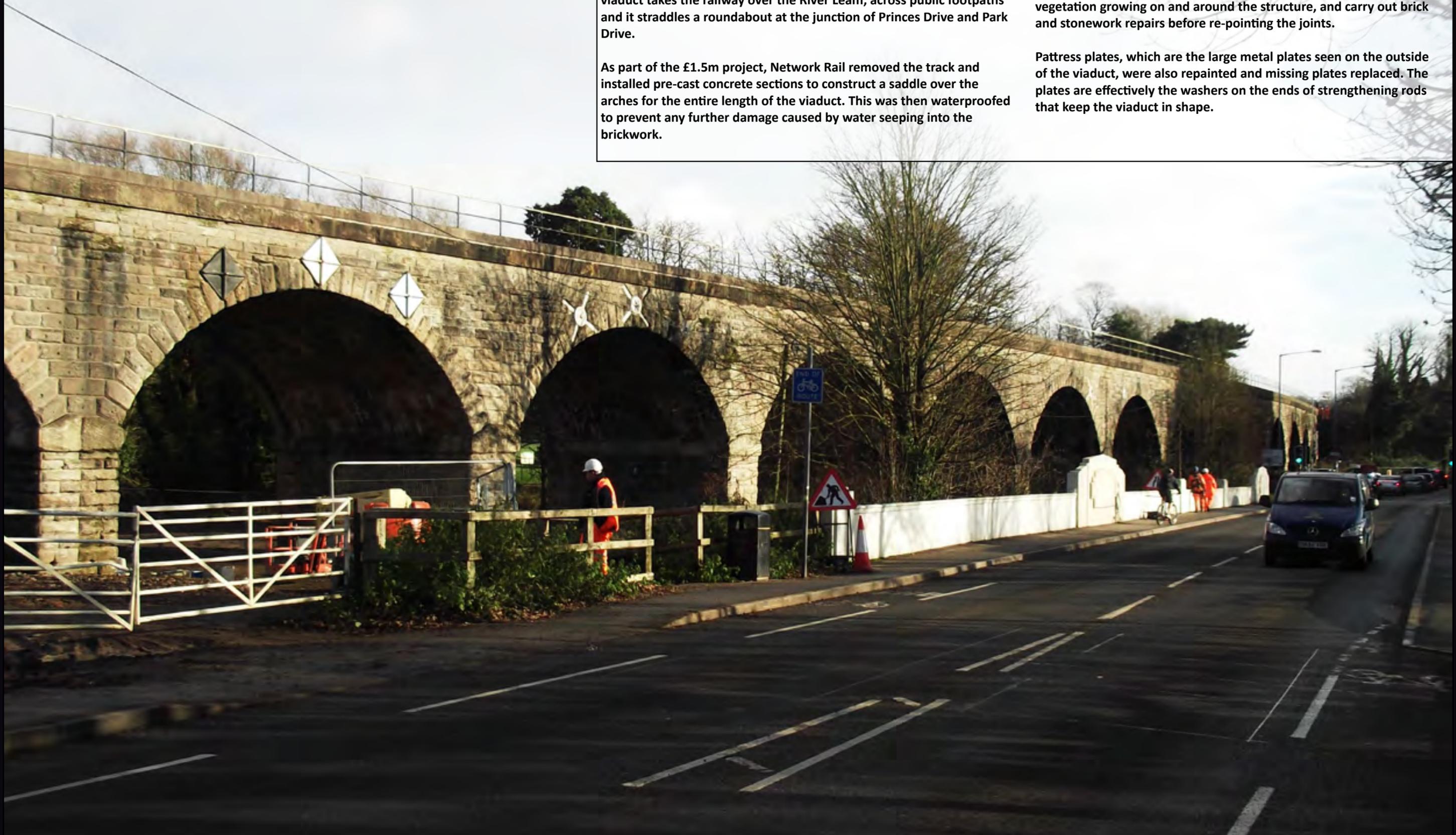
As part of the £1.5m project, Network Rail removed the track and installed pre-cast concrete sections to construct a saddle over the arches for the entire length of the viaduct. This was then waterproofed to prevent any further damage caused by water seeping into the brickwork.

At the same time, new drainage channels and down pipes will take the surface water away from the viaduct.

During the work, train services were diverted away from the viaduct and replacement road transport operated between Leamington Spa, Coventry and Birmingham International.

In the run up to the Christmas work, Network Rail removed any vegetation growing on and around the structure, and carry out brick and stonework repairs before re-pointing the joints.

Pattress plates, which are the large metal plates seen on the outside of the viaduct, were also repainted and missing plates replaced. The plates are effectively the washers on the ends of strengthening rods that keep the viaduct in shape.



SOCIAL MEDIA EARNS BEER RETAILER REWARDS

Beer Hawk becomes the newest East Coast Rewards partner

East Coast has taken on-board Harrogate-based beer retailer Beer Hawk as a new partner for its customer loyalty scheme 'Rewards' following a connection made via social media.

The new speciality beer business, which launched in August of this year, used their social media savvy to connect to East Coast via social media platform LinkedIn, to set up a meeting to discuss working in partnership.

Following further meetings with East Coast, Beer Hawk, who offers over 200 speciality beers from breweries across the globe, is now a fully fledged member of the train operator's loyalty scheme, with Rewards members able to redeem their points for cases of bottled beer.

East Coast Head of Marketing Natalie Cowen said: "I was really impressed by the tenacity of Mark and Chris, the founders of Beer Hawk, when they got in touch with East Coast via LinkedIn to ask for a meeting.

"It 's important for East Coast to support small businesses from along our route, to help and encourage their growth and boost the economy in the regions we serve, and, by showcasing Beer Hawk and their products through our Rewards loyalty scheme to our customers we'll hopefully help to achieve this.



"By choosing companies, that fit with our values and customer profile, reinforce our goal of making travel more rewarding for our customers."

East Coast Rewards members can redeem their points against some of the best beers from across the world, with 8, 15 and 24 bottle cases available for 1,000, 1,500 and 2,100 points respectively.

Those choosing to indulge in some new varieties of the amber nectar will also be pleased to know that if they choose to purchase one of Beer Hawk's 'Discovery' cases (a pre-selected case of beer, handpicked to show off the best of a particular style) they will receive a free gift-set worth £9.99.

Beer Hawk Director Mark Roberts said: "We're delighted to become the newest member of East Coast Rewards. Being a new start-up business, we want to drive awareness of our brand by working in partnership with businesses that have a large customer base to appeal to.

"We're passionate about helping people discover that there's so much more to beer than cans of lager piled high in a supermarket. We painstakingly select the best beers from around the world, and make sure that our customers are delighted with the service they receive and the value for money we offer. We would only work with a company who value the same things, and so becoming an East Coast Rewards member was an obvious choice."

To sign up to become a Rewards member and have the opportunity to redeem points for benefit, visit www.eastcoast.co.uk/rewards, for further information.

West of Scotland MSP praises ScotRail apprenticeship scheme

Stewart Maxwell MSP, Convener of the Scottish Parliament's Education Committee, described ScotRail's Modern Apprenticeships in Customer Service – the first of its kind in the UK rail industry – as an excellent project to improve young people's skills and employability.

His comments followed a tour of the train operator's Training Academy, where he met a number of the apprentices – including Gabby Di Marco and Michael McElhinney, both aged 20.

The duo, from Paisley and Linwood respectively, are among the second group of 16 to 23-year-olds to be recruited to ScotRail's 18-month programme – which covers key customer service areas including on-train, station staff and hospitality. Mr Maxwell said: "It was a pleasure to meet Gabby, Michael and their fellow apprentices – and to hear all about this excellent youth skills programme."

He added: "The Scottish Government is working hard to combat youth unemployment and improve opportunities for young people through record investment in apprenticeships and training.

"ScotRail has recruited a motivated group of young people who are being offered a valuable opportunity to improve their skills and employability." Gabby said: "Doing this apprenticeship is giving me a great opportunity to get on-the-job customer service experience. I'm really enjoying it.

"The programme is very diverse and includes everything from helping customers at stations and on trains to entering the Duke of Edinburgh's Gold Award and meeting MSPs."

Steve Montgomery, ScotRail's managing director, said: "The modern apprenticeship is an excellent way of nurturing young talent in order to create a highly skilled and loyal workforce.

"The group will face many challenges over the 18 months and in return will receive first rate training and mentoring to develop their confidence and equip them with the skills to forge a successful career."

Wi-fi to be rolled out on ScotRail trains

ScotRail's express trains will offer free wi-fi by the end of December 2013, thanks to £2million investment from the Scottish Government. The cash will fund the installation of wi-fi equipment on all 59 of ScotRail's 'class 170' trains.

The fleet operates between most Scottish cities and in the Fife and Stirling areas. At present four Class 170s offer wi-fi connectivity, fitted as part of a successful trial launched by Transport Minister Keith Brown in the summer. Customer feedback revealed that 77% of users were satisfied with the speed and performance of the wi-fi, with personal and business use found to be 72% and 28% respectively.

From March 2013 the number of wi-fi trains in passenger service will steadily increase, at a rate of five or six each month. The free service is designed to allow access to email, web browsing and social media sites such as Facebook and Twitter. ScotRail is also drawing up plans to provide train running information and other useful services on its wi-fi landing page. Announcing the roll-out of the scheme, Mr Brown said: "We have an absolute commitment to bringing better connectivity to every corner of Scotland and I have been highly encouraged by the success of ScotRail pilot scheme.

"A major challenge for the transport industry is embracing new technologies to meet the demands of passengers and help them get on with their ever more busy lives while travelling. "Just like our roads and railways, the internet is a vital part of Scotland's infrastructure. It is essential that people throughout Scotland have online access to enable our economy to thrive, which is why we are already forming plans to further expand wi-fi provision across the rail network."

Steve Montgomery, managing director of ScotRail, said: "We are confident the installation of free wi-fi will be warmly welcomed by our customers. More journeys are made on our class 170s than any other of our trains, so it makes sense to begin the roll-out on this fleet.

"We will be fitting wi-fi during planned weekend maintenance, to avoid taking trains out of service."

The move has been welcomed by business leaders. David Birrell, chief executive of Edinburgh Chamber of Commerce, said: "Many of our Edinburgh-based members do business throughout Scotland which inevitably means some travel to and from meetings. "Increasing wi-fi access on trains will undoubtedly enhance the ability for business people to stay connected and therefore improve productivity during transit. That can only be welcomed."

The contract to install wi-fi has been awarded to Icomera, one of two companies who took part in the trial in the summer. It is regarded as a leader in the provision of wi-fi to UK rail operators

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.

A happy new year to all out there. I hope that you have all stuffed yourselves to bursting and are now ready for the long drag till summer.

I have headed north this month, (December) when I visited Carlisle and as always when I am up there, I went to eat at Home and Away, which is just outside the station. An excellent fish and chip shop that also serves all sorts of other delights such as smokie sausage and cheese and onion patties.

Open till 9:00pm on weekdays, 8:00pm on Saturdays and till 4:00pm on Sundays it is ideal for lunch, tea or supper! Food is generally cooked to order, but there are usually a few things readily available if you are in a rush.

This fish shop is one of my all time favourites and seems like it has been on the go for a good few years. I remember overnighing at Carlisle in the '90s and it was on the go then!

However as if that wasn't enough then when on the station itself have a look at Caffeine Rush, a delightful coffee stop off point just inside the entrance to the platforms. Once again this has been a regular haunt of mine for many years and like Home and Away, the quality is both consistent and excellent.

My favourite is a Cappuccino Royal, topped with whipped cream. Truly delightful.

That's it for this month, I've had a really hard time and need to rest, all this eating just isn't good for me you know!

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



Passengers see clear improvement as final pane installed at Waverley

The final pane of glass was installed in Edinburgh Waverley's new station roof on December 6th, as Network Rail's £130m project to improve the station moved another step closer to completion.



Glaziers working on behalf of principal contractor Balfour Beatty installed the 24,700th pane of glass near the station's western entrance two and half years after work began on the eastern side of the station. During that time, 93% (909 tonnes) of glass, metal and timber removed from the old structure has been recycled.

The installation of the final pane of glass was witnessed by Network Rail's Route Managing Director, David Simpson. He commented: "The completion of the roof works will mean that the scaffolding and encapsulation which has shrouded Waverley Station for the past two and half years will now begin to be removed. "Already, the station is looking brighter cleaner and more welcoming and I'm sure, when the improvements to the station are completed in full next year, the station will be a far more welcoming sight for the 25 million passengers who use the station every year.

"The roof renewal was the single biggest challenge facing the station when work began in 2010, so the completion of the glazing is a huge milestone for the project team."

Ken Brown, Project Manager, Balfour Beatty, said: "We are delighted to reach this important landmark of the improvement works. As the scaffolding and encapsulation is removed station users will see a real improvement in the level of natural light coming into the station's concourse.

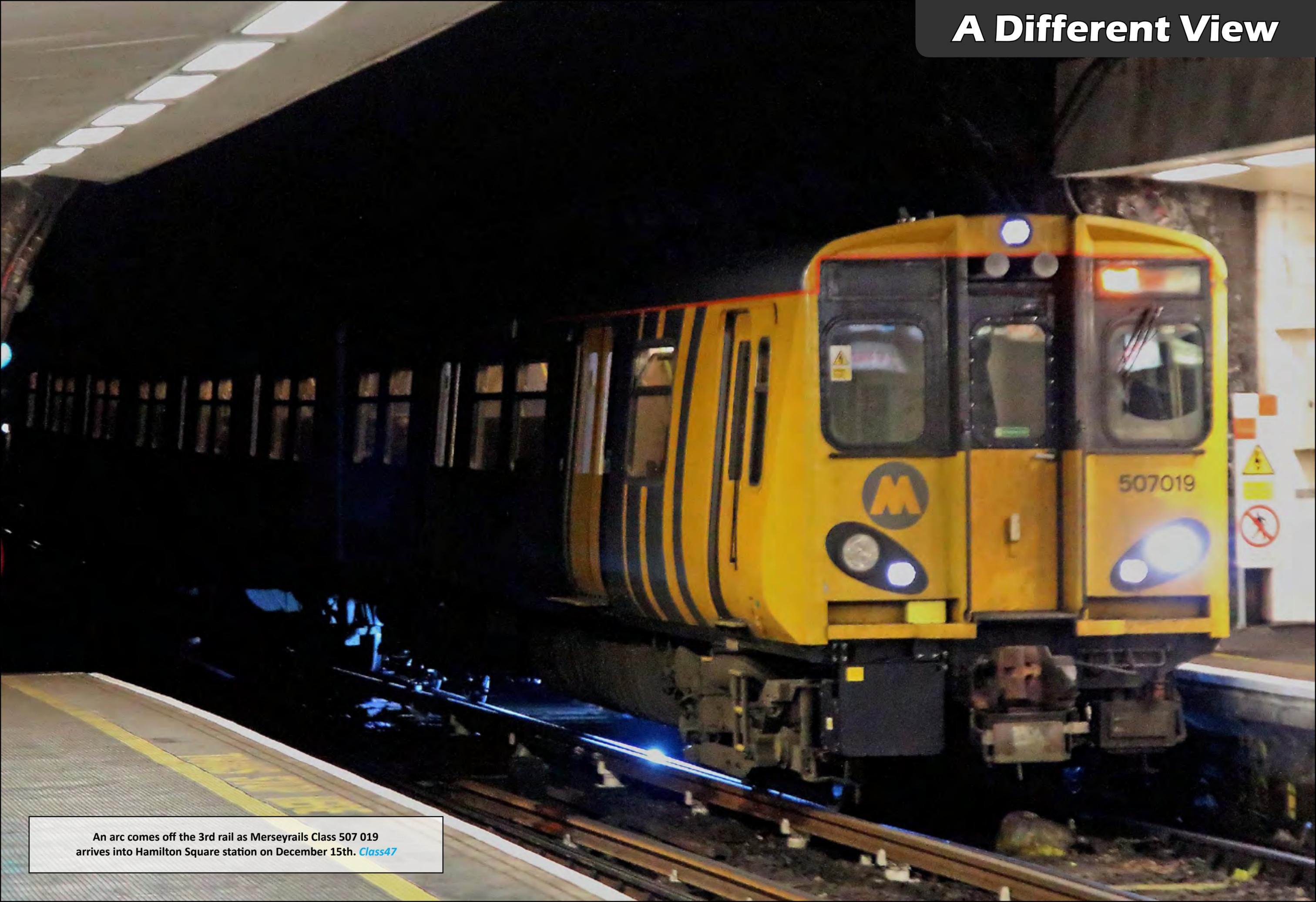
"We would like to thank everyone for their patience and cooperation while we carried out these refurbishment improvements."

The remainder of the station work still to be completed at Waverley by Network Rail includes:

- Concourse resurfacing
- Canopy replacements over Platforms 8&9
- Lifts installed to improve access from the Calton Road entrance
- Lift installed to mezzanine level opposite Waverley Steps
- Escalators installed adjacent to platform 11
- Refurbishment work to station buildings

It is estimated all work will be completed by autumn 2013.

A Different View



An arc comes off the 3rd rail as Merseyrails Class 507 019 arrives into Hamilton Square station on December 15th. [Class47](#)

Top Right: An unusual glint shot of Class 57 309 'Pride of Crewe' as it is seen stabled in platform 8 at Crewe on December 15th.

Paul Godding

Bottom Right: This sign has been on a station wall for some considerable years, but where is it?

CJ Sutcliffe

Below: At Monks Sidings, Warrington on the line to Fiddlers Ferry, on a cold and crispy day with Fiddlers Ferry Power Station giving off plenty of steam for effect in the background from the cooling towers. Class 60 019 having left the power station is seen heading for Warrington with empty hoppers, December 11th.

Michael Lynam



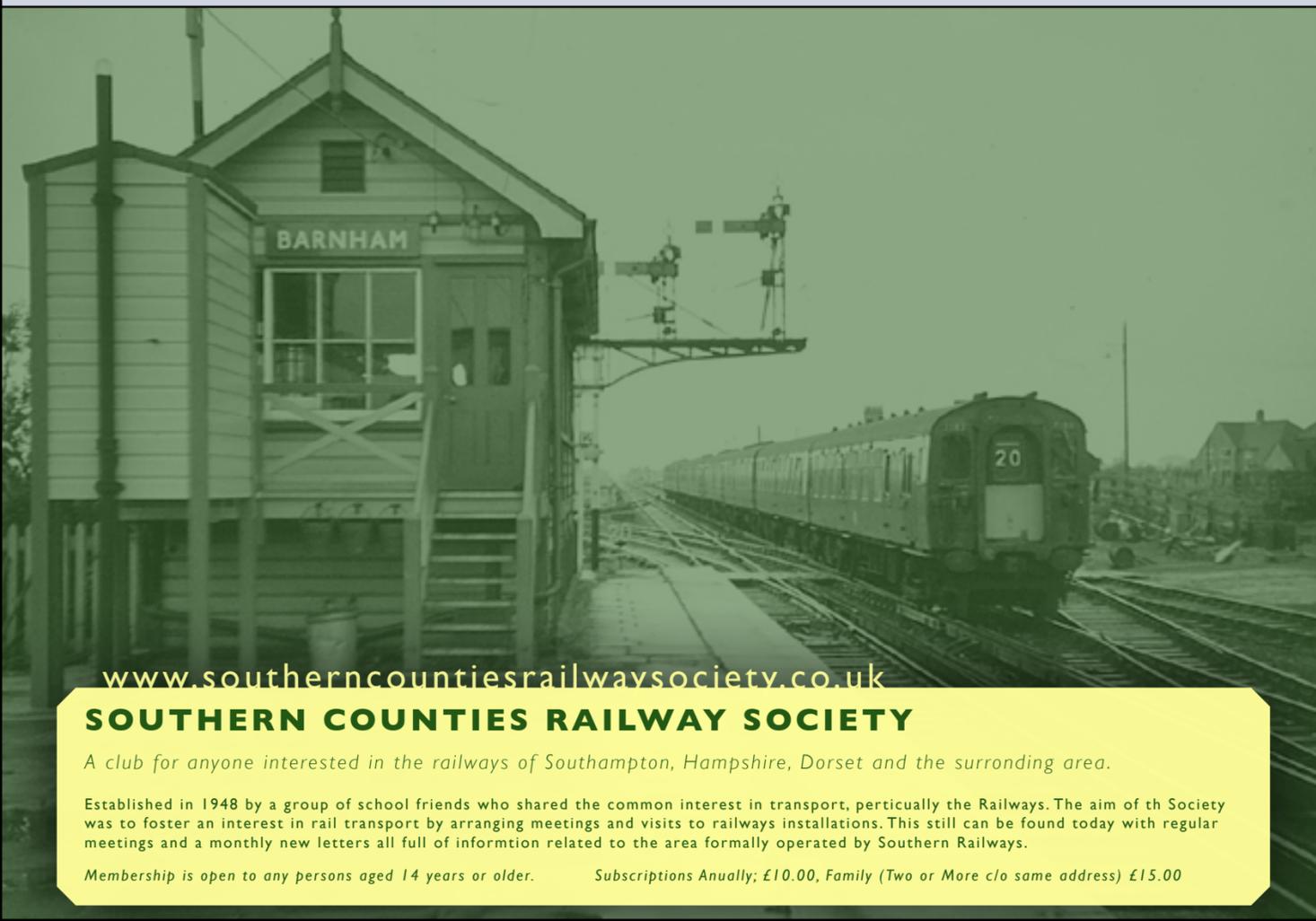
Peak Rail

Class 04 diesel shunter No. D2205, is seen at the Heritage Shunter Trust depot, Peak Rail, on October 27th. This shunter was previously stored at the West Somerset Railway. [Andrew Wilson](#)



Swanage Railway

One of the revenue raising themes which most heritage railways organise are meal trains. The Swanage Railway run their "Wessex Belle" most weekends for lunches and evening meals. On Sunday 16th December as part of their "Christmas Lunch Train" West Country Pacific No. 34028 'Eddystone' awaits at Swanage with the "Wessex Belle" stock ready to haul and reverse its stock into the platform at Swanage for the 12:40 departure to Norden. The dining service does two round trips and as well as that, there were also "Santa" trains and a DEMU service operating that day. The 2013 timetable for the railway however excludes the summer only DEMU evening services between Swanage and Corfe Castle this year, apparently being withdrawn due to lack of patronage in 2012. On the positive side however, diesel fans will be delighted that there will be a three day event on May 10th, 11th and 12th. [David Mead](#)



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

East Lancashire Railway

On the first weekend of Santa Specials at the East Lancashire Railway, Class 50 015 'Valiant' heads for Bury past Burrs, December 2nd. [Gerald Nicholl](#)



East Lancashire Railway

continued...

In action at the East Lancashire Railway on December 8th, Ian Riley's Black 5 No. 44871 simmers at Ramsbottom on a frosty morning with a Santa Special. *Gerald Nicholl*



NATIONAL AWARD FOR SWITHLAND SIDINGS SIGNALLING

The Great Central Railway picked up a prestigious gong on Wednesday 5th December at the National Railway Heritage Award.

Presented by the head of the National Trust, Simon Jenkins, the signalling award was presented to the GCR in recognition of the completion of the Swithland Sidings scheme; the culmination of the ambitious multi-million pound double track project.

The signalbox at Swithland was commissioned in the Summer of 2012, two decades after it was proposed by the project's main sponsor, the late David Clarke. His vision was to return the section of the Great Central between Loughborough and Rothley to double track status.



At Swithland, an impressive installation of loops and sidings has been installed together with a restored signalbox and complex signalling. Trains can now, not only pass each other heading in opposite directions, but slower trains can be put into loops to allow faster services to 'overtake'. The whole installation has been finished to a very high standard by the railways Signal and Telegraph department, using hundreds of thousands of volunteer man hours.

Managing Director of the Great Central Railway Bill Ford said, "We are immensely proud to collect this award. It is a tribute to our team who completed the project to such a high standard, the fundraisers who helped make it a reality and most of all to the late David Clarke, the man who inspired and provided a large amount of funding for the project. He had a passion for signalling and while he never lived to see Swithland Signalbox commissioned, I am sure he would have been extremely impressed. His vision is now an educational legacy for future generations."

The Great Central Railway's steam and diesel gala events have already been enhanced by the new installation. In 2013 a gala is planned which will allow the enthusiasts to get into Swithland Sidings and see the award winning signalling in action close up.

East Lancashire Railway

continued..

On December 2nd, Fowler 3F 0-6-0T No. 47324 heads for Rawtenstall past Burrs
with a 'Santa Special'. [Gerald Nicholl](#)



East Lancashire Railway

continued..

Fowler 3F 0-6-0T No. 47324 is seen arriving into Rawtenstall on December 2nd with a 'Santa Special' service from Bury. [Gerald Nicholl](#)





WINTER GALA FIT FOR A KING

Three day Winter Steam show - a blast for enthusiasts... 25th, 26th, 27th Jan 2013

The Great Central Winter Gala has a special guest star. The debut of GWR King Class No 6023 "King Edward II" on the award winning Leicestershire heritage line is eagerly awaited. Fresh from overhaul the locomotive, in a vibrant blue livery will join a host of other steam locomotives for the three day event.

Other guest performers are expected to be announced before the event, which should also see BR Standard 2 No. 78019, LMS Ivatt 2 No. 46521, LMS 3F No. 47305 and SR 'Arthur Class' No. 777 'Sir Lamiel' taking part. A full line up of motive power will be advertised on the GCR website.

The GWR King will be a good fit with the lines new signalling at Swithland, which has been installed to reflect a Great Central / Great Western joint line theme. The recently opened box at Swithland has won a national heritage award and enthusiasts will see it put to good use at the gala. The railway is promising a super intensive timetable with freight trains and postal trains mixing with passenger services.

Kate Tilley, Marketing Manager at the GCR said, "The Winter Gala is the first major event in our 2013 calendar. With the King in action and lots of other first class motive power in supporting roles it will be a great steam show."

Saturday evening will also feature our famous Twilight Steam Show, where a procession of trains and locomotives run through Quorn station, with a commentary live from the signalbox describing the action.

Kate continued "Our intensive timetable - and the Saturday night show, are as close as you can get to standing at the line side in the 1950s as you can get. People who want to relive the good old days of main line steam, no longer need a time machine!"

The weekend of the event will also feature demonstrations of the railways turntable at Quorn and Woodhouse station and non-stop postal drop trains. The new family restaurant 'Greenacres', adjacent to Leicester North station will also be open as well as the new family bistro 'Butler Henderson' at Quorn and the recently extended Ellis's tea room at Rothley station

DEBUT OF THE KING!

Winter Gala

Fri 25 - Sun 27 January 2013

EVERY KING NEEDS ITS KINGDOM

Great Central Railway

Now you don't need a time machine to experience the good old lineside days - 6023 set to star!



Photo c/o Clive Hanley

FURTHER GUEST LOCOS TO BE ANNOUNCED

- Run pasts at Swithland loops
- Saturday evening twilight show
- Double headers, freight trains, turntable demonstrations, high speed mail drops, real ale
- Seriously intensive timetable

www.gcrailway.co.uk / 01509 632323



THE SHILLINGSTONE RAILWAY PROJECT

Supported by the North Dorset Railway Trust

Shillingstone Station St Patrick's Industrial Estate
Station Road Shillingstone
Blandford Forum Dorset DT11 0SA

The building was long since demolished and, under the direction of Shillingstone Site Project Manager John Drew, the replica shelter is nearing completion.

There are a number of other projects underway that will help to develop the station area and make it more attractive for visitors. Further information about these will follow in due course.

A new Web site is currently under development while a Twitter feed at @shillingstoneRP and Facebook site at facebook.com/shillingstoneRP are already in operation.

None of this is possible without funding and manpower. The Shillingstone Railway Project is entirely reliant on volunteer support to restore the station, develop revenue-earning events and take the Project forwards. The Project welcomes new members whether they are armchair supporters or active working members who can give some of their spare time to help in different areas.

Photo: Shillingstone Station. © North Dorset Railway Trust

Shillingstone Railway Project Ready For New Challenges

The Somerset & Dorset Railway is a name that evokes images of mighty steam locomotives hauling rakes of packed coaches from Bath Green Park over the steep slopes of the Mendip Hills, terminating at Bournemouth West where the disembarking passengers would enjoy their holidays in the popular Dorset resort.

Sadly, the Somerset & Dorset was a victim of the Beeching cuts in the 1960s but this has not prevented groups of determined enthusiasts from trying to keep the spirit of the great holiday line alive. Deep in North Dorset where the Pines Express once thundered through beautiful countryside members of the Shillingstone Railway Project have been restoring the village station, the last Dorset Central station in existence.

The Shillingstone Railway Project is now on the verge of a new growth phase which coincides with renewed interest in the line. This has been helped by the model railway manufacturers Bachman and Hornby who have added Somerset & Dorset locomotives to their range. In fact, Bachmann's Scenecraft division has even launched a complete line of Shillingstone Station buildings as part of its range!

The Somerset & Dorset Railway is one of the iconic holiday lines from the great days of steam railway travel. Shillingstone is an important part of this as one of the last surviving stations on the S&D. The Project will recreate a Dorset Central station and preserve an important part of British social history for future generations. Railways played a crucial role in the country's development and the importance of heritage groups such as the Shillingstone Railway Project to preserve railways and stations for future generations cannot be underestimated.

A short-term goal has been to overhaul the organisation of the North Dorset Railway Trust, the charitable body controlling the project, to make it fit to face the future. There are still some key roles to be filled but substantial progress has already been made to create a more "professional" structure with a new team now in place to build on the work previously undertaken and move the project forwards.

Work on the station restoration continues and is now supported by a strong health & safety culture for all those working on site. A current project is the rebuilding of the down platform shelter. This will be familiar to readers of the Bachmann catalogue.



Bo'ness and Kinneil

Class 26 038 is seen at Bo'ness with a working to Manuel on December 29th. [Andy](#)



Bo'ness and Kinneil continued...

Visitor for the diesel gala at Bo'ness on December 29th was Colas Rail's Class 66 850. [Andy](#)



Bo'ness and Kinneil continued...

Right: Providing ETH for the stock and working the return trips from Manuel was Scotrail liveried Class 47 643, seen here departing Bo'ness. [Andy](#)

Below: Seen here on a driver experience trip, Class 27 001 heads out of Bo'ness on December 29th. [Andy](#)



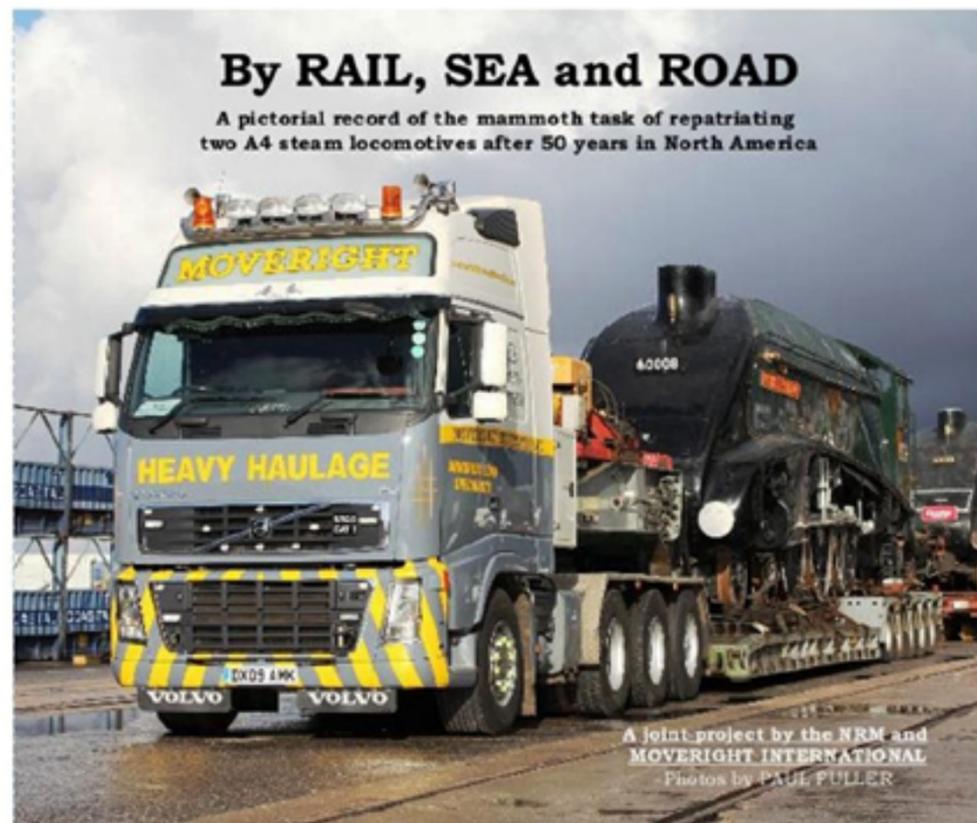
By RAIL, SEA and ROAD

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>

Bo'ness and Kinneil continued...

Class 20 020 and 37 175 are seen paired up for an afternoon trip up to Manuel whilst Class 26 038 is seen on driver experience duties, December 29th. [Andy](#)



Plym Valley Railway

Class 50 017 gets ready for its turn of duty at Marsh Mills on December 30th. [Steve Andrews](#)





Plym Valley Railway continued...

Above: Andrew Barclay 0-4-0ST 'Albert' is seen working the first train to Plymbridge Halt in 50 years on the Plymouth to Princetown line, December 30th. [Steve Andrews](#)

Below: British Rail Class 08 0-6-0 No. 13002 is seen with a return working from Plymbridge Halt to Marsh Mills on December 30th. [Steve Andrews](#)



World-class railway museum proposed for Leicester

PROPOSALS for a world-class heritage railway museum in Leicester have been announced by the Great Central Railway (GCR). Working in partnership with Leicester City Council and the National Railway Museum in York, the organisation hopes to create a brand new attraction close to the GCR's Leicester North station that would tell the story of how the railways helped Leicester become a thriving industrial city.

The new museum – housing locomotives, carriages and other railway artefacts from the national collection – would attract tens of thousands of people every year. A series of exhibition halls and galleries would have direct access to the GCR's track, allowing engines and rolling stock to move in and out of the museum – and allowing visitors to get close to the exhibits and experience the day-to-day workings of a heritage railway.

City Mayor Peter Soulsby said: "This is a really exciting opportunity to create a heritage railway centre of national standing in Leicester. "The museum would house items which are of both national importance and local interest, complementing the nearby National Space Centre and Abbey Pumping Station and helping to enhance the city's reputation as an important visitor destination.

"It would also create hundreds of new jobs, both during construction and on opening, while providing training opportunities in the rail industry for dozens of young people. "We welcome this proposal and look forward to working with the Great Central Railway to help them deliver this ambitious project."

A full business plan is now being developed, but it is expected that work on the £10 million project could begin within two years, with the centre opening to the public in 2017.

Managing Director of the Great Central Railway Bill Ford said: "We are delighted to announce our plans for a new museum in Leicester. After working closely with our partners to develop the concept, we will now be working up the details in a full business plan and identifying potential sources of funding. The railways played a huge role in establishing Leicester as a major industrial force, opening up vast export markets for goods made in the city. This attraction will bring together priceless locomotives and historical artefacts to tell that story in a way that will appeal to both railway enthusiasts and to anyone with an interest in the city and its heritage."

Many of the items for the museum would come from the National Railway Museum, which holds one of the largest collections of its type in the world. Its main base in York is already supplemented by a second collection at Shildon in County Durham.

"The prime objective of the National Railway Museum is to ensure that the national collection is properly cared for and is accessible to the public," said Paul Kirkman, Acting Director of the National Railway Museum. "However, much of our collection is in store, out of sight of the public, or dispersed across various sites due to a lack of space.

"This new centre in Leicester, ideally situated in the heart of the country, would make it possible for us to share more of our historic artefacts with a much wider audience."

The project's joint working party is now preparing detailed proposals ahead of its applications for funding and planning permission. It is estimated that the project would create around 100 new jobs in construction, with around 50 full-time posts required to run the new attraction.



Severn Valley Railway

Above: GWR Large Prairie Tank No. 5164 is seen at Bewdley on December 30th. [John Alsop](#)

Top Left: Battle of Britain SR 4-6-2 No. 34053 'Sir Keith Park' is seen at Bewdley on December 30th after failing a few days earlier. [John Alsop](#)

Bottom Left: GWR 15XX class 0-6-0PT No. 1501 is seen being prepared for the days work at Bewdley on December 30th. [John Alsop](#)

Below: LMS Stanier Mogul No. 42968 is seen near Bewdley on December 30th with the 12:20 service from Kidderminster to Bridgnorth. [John Alsop](#)



East Lancashire Railway

After a shake-down run to Heywood following a spell in the Works and without nameplates, SR West Country Class Pacific No. 34046 'Braunton' helped out with the Santa Specials at the ELR and is shown leaving a gloomy and very wet Bury Bolton Street on December 20th. [Gerald Nicholl](#)



East Lancashire Railway continued...

Bulleid West Country Class Pacific No. 34046 'Braunton' is seen heading a Santa Special at Summerseat on December 21st. [Gerald Nicholl](#)



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

There are various ways to help the C58LG:

- Become a Member
- 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!

A Class 47/0 heads an express for the West Country through Northfield on New Years Day, 1979.

Chris Morrison



From the Archives

continued...

Right: A GNER liveried Eurostar is seen departing London Kings Cross on May 3rd 2003 with a service to Leeds.

Class47

Bottom Left: Class 20 196 and 20 131 are seen working empties from Fiddlers Ferry to Bickershaw Colliery Nr. Wigan on December 5th 1991.

Michael Lynam

Bottom Right: Class 31 418 is seen at the Great Central Railway, Loughborough on September 23rd 2000.

Paul Godding



From the Archives continued...

Left: Class 25 109 and DB999503 waits in Manchester Victoria Station, on April 22nd 1986. Of interest is that DB999503 District Engineers Saloon built to LMS diagram 2046, lot 3093, Wolverton 1957 was last heard of being up for sale by EWS.

Nick Clemson

Bottom Left: Class 60 030 leads Class 56 115 and another Class 60 through Cardiff Central on August 30th 2003.

Class47

Bottom Right: Class 37 038 passes through Crewe in October 1993 with an engineers train heading for Basford Hall yard.

Brian Battersby





From the Archives continued...

Deltic Class 55 014 'The Duke of Wellingtons Regiment' rests at the Kings Cross buffer stops in December 1978. Old style tail lamps and boxes of fresh flowers in transit on the platforms are a reminder of times past. [Chris Morrison](#)

From the Archives continued...

Left: Class 37 408 'Loch Rannoch' is seen at Carlisle on October 30th 2003 having arrived on the rear of the Arriva Trains service from Leeds. [Class47](#)

Bottom Left: Class 20 013, 20 087 and 60 016 head to the stabling point at Warrington on November 4th 1991. [Michael Lynam](#)

Bottom Right: Ex works Class 08 913 pauses between jobs at Warrington in the siding that runs behind the signal box on June 26th 1991. [Michael Lynam](#)



From the Archives continued...

Class 33s, Nos. 33 058 and 33 053 are at full power with a 2000 tonne train of Channel Tunnel lining segments from Grain to Sevington, passing Petts Wood in October 1989. [Chris Morrison](#)



East Midlands Trains' HST power car No. 43066 is seen arriving into Lincoln Central with an additional service from Nottingham for the annual Lincoln Xmas Fayre, December 8th. [Richard Hargreaves](#)

