Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 77 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Surely two of the biggest events this month are that it's finally snowed!, I've been waiting months, and finally it's here. Irrelevant to the fact that we in the UK find it impossible to cope, without it photos like below wouldn't be possible. Secondly the devastating fire to West Coast's Class 47 500, such a shame to see it on fire, and with West Coast gaining some Class 57/3s shortly, will it be repaired?

I'm going to start what I think may turn into a good game each issue, unfortunately there aren't prizes but, lets give it a go anyway. Its a little awareness test, just to see who is paying attention to the magazine. So here goes the question... In this issue, we have included two photos taken by two different photographers, but they were stood meters apart from each other. "What were the photographers names and what location are they at?" Answer either by email to me or on the back of a £20 note in the post please. I'll include the answer next issue.

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: Colas Rail's Class 66 849 powers the 6J37 Carlisle to Chirk through Nappa on January 22nd. ***David Hollowood***
This Page: Class 56 301, 33 103 and 45 133 head south through Colton Jct. on January 22nd with a Weardale - Midland Railway Centre move. ***Andy***



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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

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London Underground - Steam on the Met

As part of the London Underground's 150th anniversary, several steam tours were run in January. This is Metropolitan No. 1 storming onward to Earls Court and Moorgate on January 13th. ***Wayne Radford***



London Underground - Steam on the Met

Above: Met No. 1 passes through Farringdon on January 20th, with the 20:25 Moorgate - Edgware Road London Underground 150 Special. ***Chris Morrison***

Below: No. 12 'Sarah Siddons' passes through Euston Square with the 21:20 Moorgate - Edgware Road London Underground 150 special. ***Chris Morrison***





London Underground - Steam on the Met

Above: With Sarah Siddons leading, Met Locomotive No. 1 is seen on the rear as the train heads off towards Edgware Road. ***Nathan Gibson***

Below: Met Locomotive No. 1 heads towards Earls Court and Moorgate, January 13th. ***Nathan Gibson***



Pathfinder Tours - Buffer Puffer 10

Class 37 409 passes through Walthamstow Central hauling the 'Buffer Puffer 10' charter as it heads for Chingford. A lone Class 20 312 was on the rear, January 26th. ***Charlie Robbins***



Pathfinder Tours - Buffer Puffer 10

Above: DRS Class 20 308 and 20 312 head through Silver Street on the Enfield Town - Stratford leg of Pathfinder's 'Buffer Puffer 10' tour, January 26th. ***Chris Morrison***

Below: DRS Class 37 409 'Lord Hinton' passes Wathamstow Central bound for Chingford on Pathfinder's 'Buffer Puffer 10' tour, January 26th. ***Chris Morrison***



Pathfinder Tours - Buffer Puffer 10

Nose first Class 20 312 heads the Chingford - Liverpool St. leg of the tour seen approaching St. James Street, Walthamstow. ***Chris Morrison***



UK Railtours - The Short-Haired Bumblebee

On December 15th, Class 66 021 rests at London Victoria having arrived with the return railtour from the Dungeness and the Isle of Grain branches. ***Chris Morrison***



Vintage Trains - THE CUMBRIAN MOUNTAINEER

Above: On November 17th, LMS Princess Class 4-6-2 No. 46201 'Princess Elizabeth' departs Appleby at sunset. ***Colin Irwin***

Below: LMS Princess Class 4-6-2 No. 46201 'Princess Elizabeth' heads the tour over Greenholme. ***Colin Irwin***





Vintage Trains - THE CUMBRIAN MOUNTAINEER

Above: On November 17th, LMS Princess Class 4-6-2 No. 46201 'Princess Elizabeth' departs Appleby at sunset. ***Colin Irwin***

Below: 'Princess Elizabeth' approaches Culgaith level crossing, heading the charter back to Crewe. ***Colin Irwin***





Pathfinder Tours - The Enigmatic Logistician

A tour that was running to the usual railtour timing.... Late! Class 37 259 initially leading the train from Crewe, failed at Stafford requiring Class 37 611 to run round to 'top' the train. This therefore meant that another loco was needed to tail the train, which eventually arrived in the form of 37 425 that was added at Nuneaton having run light engine from Crewe. Further problems around Wolverhampton put the train 130 minutes late and its original MML path to Acton was abandoned and a run direct from Nuneaton - Wolverton CS occurred. The tour is seen here flying south through Wolverton with 37 611 leading 37 259 with 37 425 out of sight on the rear, running as 1Z34 Crewe - Wolverton CS. The train carried on south to Milton Keynes central for the short run back north to gain access to Wolverton Works. ***Matthew Bird***

Pathfinder Tours - The Enigmatic Logistician

Having run south into Milton Keynes Central, a short trip north was needed to gain access into Wolverton Works, here Class 37 425 gets to grips with the train as it storms through Bradwell, just outside Milton Keynes, with Pathfinder Tours 'The Enigmatic Logistician', 1Z34 Crewe - Wolverton CS. ***Matthew Bird***

Pathfinder Tours - The Enigmatic Logistician

Class 37 425 is seen arriving into Stafford with the return working of the tour from Wolverton to Crewe, January 12th. ***Andy***

Pathfinder Tours - The Thames Angerman

In typical railtour weather, Pathfinder's Thames Angerman charter ran from Crewe to Crewe via Oxford, London and Angerstein. This is the 1Z56 Crewe to London Euston leg with Colas grid Class 56 094 along the soon to be changed Great Western main line at Yiewsley on December 22nd. ***Wayne Radford***

Pathfinder Tours - The Thames Angerman

Class 60 092 is seen at London Euston ready to work the tour forward to Grove Park. ***Andrew Wilson***



Pathfinder Tours - The Thames Angerman

Above: Colas Rail's Class 56 094 heads 'The Thames Angerman' railtour, approaching its destination of Angerstein Wharf at Charlton on December 22nd. ***Chris Morrison***

Below: Class 60 092 is seen on the rear of the return 'Thames Angerman' tour leaving Waterloo on December 22nd. ***Chris Morrison***



Pathfinder Tours - The Thames Angerman

Above: DB Schenker liveried Class 60 092 comes off Barnes Bridge with the Euston - Angerstein Wharf leg of the 'Thames Angerman' on December 22nd. ***Chris Morrison***

Below: Class 56 094 is seen at London Euston having worked the tour to here from Birmingham New St. ***Andrew Wilson***





Pathfinder Tours - The Thames Angerman

Class 60 092 now heads the 'Thames Angerman' after joining at London Euston. This is the 1Z57 London Euston to Angerstein Wharf leg along the busy third rail network at Courthill, near Lewisham. ***Nathan Gibson***

ECS and light engine moves

DRS Class 47 853 'Rail Express' leads the 5Z46 Stoke - Crewe route learner through Winwick Jct. on January 16th. ***Dave Harris***



ECS and light engine moves

Above: On January 7th, LMS Black 5 No. 44871 passes through Crewe working back to the East Lancs Railway. The loco had been visiting the Severn Valley Railway for the Xmas period to help out on Santa Specials. ***Richard Hargreaves***

Below: West Coast's Class 47 500 leads SR Un-Rebuilt Battle Of Britain Class 4-6-2 No. 34067 'Tangmere' into Northampton working 5Z57 Southall to Steamtown, Carnforth on January 3rd. ***Derek Elston***





ECS and light engine moves

Taking the middle road on the fast lines through Crewe station, LMS Stanier Class 5MT 4-6-0 No. 44871 heads 5Z79 away from Crewe LNWR CS, on the second leg of her journey from Kidderminster SVR to Castleton ELR on January 7th. ***CJ Sutcliffe***



ECS and light engine moves

Above: DRS Class 47 501 ‘Craftsman’ is seen on the rear of 5Z45 Crewe - Liverpool - Stoke route learner, January 17th. ***Dave Harris***

Below: West Coast’s Class 47 245 and 47 237 top’n’tail an ECS working of 5Z47 Carnforth WCRC to Ardwick TMD (for wheel turning of coaches and locos). Seen arriving into Manchester Victoria on January 30th. ***Michael Lynam***





ECS and light engine moves

Above: On January 16th, GWR No. 5972 ‘Olton Hall’ or ‘Hogwarts Castle’ is seen at Hellifield arriving en route to Carnforth having been on display at the NRM in York. ***Michael Lynam***

Below: Another shot of West Coast’s Class 47 245 and 47 237 top’n’tail the 5Z47 Carnforth WCRC to Ardwick TMD, passing through Manchester Victoria on January 30th. ***Michael Lynam***



Class 47 580 'County of Essex' is seen stabled at Doncaster on January 26th. *Class47*

Network Rail wanderings

On January 12th, Class 31 285 top'n'tails with 31 105 on the 3Q03 Bristol Kingsland Road - Derby RTC past Onibury. ***Andy***



Class 97 303 drags a track machine working the 6Z97 Coleham - Aberystwyth through Drawell Street, Shrewsbury on January 20th. ***Carl Grocott***

Top Right: Class 31 285 is seen powering away from Cardiff Central on January 12th, passing Pellet St. with 31 105 on the rear, whilst working 3Q03 Bristol - Derby via Haverfordwest & Crewe. ***Lewis Mitchell***

Bottom Right: Class 57 301 is seen passing Millbrook, south of Bedford working the 6Z57 Derby RTC - Tonbridge on January 15th. ***Lorenzo D'aniello***

Below: Class 97 303 is seen heading out through the snow at Coleham (Shrewsbury) on January 20th. ***Carl Grocott***







Network Rail's Class 97 304 and 97 303 are seen working the 2Q88 Derby - Machynlleth through a snow covered Belle Vue (Shrewsbury) on January 21st. *Carl Grocott*



Above: Class 97 303 and 97 302 are seen working as 0D01 Shrewsbury - Derby RTC through Burton on Trent, January 29th. *Stuart Hillis*

Top Right: Class 31 285 creeps through Newport on a Network Rail Test train heading to Derby via the Marches line, January 12th. *Sam Bilner*

Bottom Right: With the power station that has dominated the town since the 1960s in the background, Network Rail test DMU Class 950 001 climbs the incline above Rugeley, Staffordshire and approaches Rugeley Town station on its way back to Walsall whilst forming the 2Q08 Derby RTC - Tyseley LMD, January 9th. *Gary S. Smith*

Below: Class 97 304 passes Picnic Island, near Aberdovey with its 1 yellow MK2 coach heading for Pwhelli on January 22nd. *Phil Martin*







Class 67s out and about

Class 67 020 stands at Doncaster on January 12th having worked a diverted East Coast service between York and Doncaster. The loco will be removed here for the Class 91 to carry on south. ***Richard Hargreaves***





Above: Arriva Trains Wales Class 67 001 is seen at Gobowen on December 28th, with the Cardiff Central - Holyhead WAG service. ***Phil Martin***

Top Right: Class 67 001 is seen at Chester on December 29th with the WAG set working a Holyhead to Crewe 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. ***Brian Battersby***

Bottom Right: On January 7th, Arriva DVT No. 82306 and Class 67 001 head through Crewe. ***Richard Hargreaves***

Below: On Saturday January 12th, Class 67 012 rolls south through Castlethorpe near Milton Keynes while working 0Z27 09:45 Bescot TMD - Wembley EFOC, inevitably ending up back on Chiltern Railways loco hauled services. ***Matthew Bird***







Freightliner's GE locos

Above: Class 70 001 leads the 4M51 Tilbury to Daventry through Kingsthorpe, Northampton on January 8th. ***Derek Elston***

Top Right: On January 5th, Class 70 001 passes Baystan Hill working the 4V64 Crewe - Wentloog, normally a solid Class 66 working. ***Phil Martin***

Bottom Right: Class 70 011 is pictured working the 6M91 Theale to Earles empty cement at Kangeroo Spinney, Wellingborough on December 7th. ***Steve Madden***

Below: Class 70 004 is seen on a short engineers from Llandeilo to Crewe, January 27th. ***Phil Martin***







Class 70 011 crosses Fourteen Arches, Wellingborough with the first working of 6L45 07:35 Earles to West Thurrock by a Class 70 on December 10th. *Steve Madden*

Above: Class 70 006 passes Shugborough, Staffordshire on January 27th, with the 6Y62 Hillmorton Junction - Basford Hall engineers train. Sister loco, Class 70 003 was on the rear. *Gary S. Smith*

Right: A regular Class 70 working as Class 70 010 is seen working 4Z68 Ratcliffe PS - Crewe with empty coal hoppers passing through Burton on Trent, January 14th. *Stuart Hillis*

Below: Class 70 011 is seen working 4Z68 Ratcliffe P.S. - Crewe Basford Hall with empty coal hoppers as it passes Burton on Trent, January 3rd. *Stuart Hillis*





Recent Class 60 workings

Top Left: Class 60 017 is seen working the 6V75 Dee Marsh to Margam through Onibury on January 12th. ***Andy***

Bottom Left: Class 60 017 passes Dorrington on steel empties from Dee Marsh, January 12th. ***Phil Martin***

Below: DB Schenker liveried Class 60 020 hurries through Finedon Road, Wellingborough with the 6H10 Bletchley to Peak Forest stone empties on January 15th. ***Derek Elston***







Class 60 010 makes a splendid sight along with the frost on the trees as it crosses from the relief lines onto the main line here at Foxhall Junction, Didcot working 6B33 Theale OS - Robeston Sidings empty bogie tanks on December 13th. *Daniel Stanbridge*





Above: Class 60 091 roars past Cheney Longville, Craven Arms with a Exeter - Bescot clay working on January 19th. ***Phil Martin***

Top Left: Class 60 091 is seen working the 6M60 Exeter Riverside - Bescot on January 12th as it passes Onibury. ***Andy***

Bottom Left: Class 60 074 is seen at Warrington Arpley on December 27th. running light engine into the yard.
Brian Battersby

Below: Class 60 065 passes Severn Tunnel Junction station working the 6B13 Murco tanks on January 12th. ***Sam Bilner***





On December 5th, Class 60 045 ‘The Permanent Way Institution’ is seen stabled in Hinksey Yard. *Steve Madden*





Above: Class 60 011 works the 6E54 Kingsbury - Humber empty tanks through Burton on Trent, January 4th. *Stuart Hillis*

Top Left: On January 21st, Class 60 040 is seen working the 6E32 Preston - Lindsey discharged bitumen tanks, coming up the bank into Scunthorpe Station. *Steve Thompson*



Bottom Left: On January 14th, Class 60 011 forges through the snow storm with 6K23 iron ore empties from Santon to Immingham Bulk Terminal. *Steve Thompson*

Below: Class 60 011 working the 6E41 Westerley - Lindsey empty tanks slows for the signal to branch off at Stenson Jct. on January 5th. *Stuart Hillis*



On January 22nd, due to a derailment between Stenson Jct. and sheet Stores Jct. the 6E46 Kingsbury - Lindsay Oil Refinery was diverted and came through a sunny Scunthorpe. *Steve Thompson*

A full line possession at Burton on Trent on Sunday January 13th, resulted in Class 60 040 and 66 127 on spoil trains.
Stuart Hillis

Direct Rail Services

Class 37 608 stands alongside West Coast's Class 37 676 at York on January 26th. Both had been hired by Network Rail for snow clearing duties. ***Class47***





Above: Class 37 425 leads 37 603 and 37 607 powering towards Stenson Junction running as 0Z38 Crewe Gresty Lane - Derby on January 5th. ***Stuart Hillis***

Top Right: Class 37 259 and 37 605 are seen at Crewe working 0Z37 Derby RTC - Crewe Gresty Bridge. ***Richard Hargreaves***

Bottom Right: On January 5th, Class 37 259 top'n'tails 37 605 as they crawl through Kangeroo Spinney, Wellingborough, whilst working the 1Z23 10:19 Hither Green - Derby RTC. ***Matthew Bird***

Below: On January 27th, Class 66 431 passes Kemps Eye with a diverted 'Tesco' train via Shrewsbury heading for Daventry. ***Phil Martin***





Class 37 608 leads 37 682 through Burton Salmon with the 6Z37 Carlisle - Doncaster engineers train. *Andy*

Class 37 612 and 37 608 are seen working 6E44 Kingmoor - Seaton Carew PS, arriving at Seaton Carew just before running down the Power Station branch. ***Michael J. Alderdice***





Above: Class 37 688 is seen working the 6Z40 Devonport to Crewe through Plymouth on January 15th. ***Steve Andrews***

Top Right: On January 7th, Class 66 426 pauses in platform 8 at Crewe awaiting a path to Gresty Bridge. ***CJ Sutcliffe***

Bottom Right: Class 66 421 and a large MOD flask makes its way through Bristol Parkway working 6Z40 Crewe CLS - Keyham, January 8th. ***Daniel Stanbridge***

Below: Class 37 609 and 37 605 are seen passing the Metrocentre working the 6M60 from Seaton to Sellafield nuclear flask, January 18th. ***Liam Coates***







Class 37 607 and 37 603 on the rear power through Pudding Mill Lane (the first DLR station from Stratford) en-route to London Liverpool Street with a test train from Norwich on January 26th. ***Charlie Robbins***

Class 57 316 is seen passing through Hellifield working 0P99/0C99 returning to Preston from Carlisle via the S & C and Blackburn on route learning duties. With a crowded cab, seating was a little limited!! ***Michael Lynam***

On January 16th, DRS's Class 57 307 is seen on route learning duties working the 0P99 Carlisle - Preston as it passes through Hellifield and takes the Clitheroe line to Blackburn and onward to Preston. *Michael Lynam*

East Coast

On January 12th, Class 91 101 stands at York with a York - Edinburgh service. *Richard Hargreaves*

Class 67 019 hauls a diverted East Coast service through Bolton Percy on January 27th. ***Andy***

Colas Rail

Class 56 094 heads through Llangewydd with the Chirk bound log train on January 16th. ***Lewis Mitchell***

Class 56 094 heads through a cold and snowy Shrewsbury on January 22nd with a loaded timber train for Chirk from Baglan Bay. *Phil Martin*

Class 56 094 is seen at Shrewsbury on January 15th with a loaded log train bound for Chirk. *Phil Martin*

DB Schenker's fleet

Top Left: Class 09 106 is seen under repair at Warrington Arpley on December 27th. ***Brian Battersby***

Bottom Left: A profile of new DB Schenker liveried Class 90 029 at Edinburgh Waverley on January 5th. ***Dave Harris***

Below: Class 66 009 heads a northbound steel working through a snowy Colton South Jct. on January 17th. ***Andy***









Above: Class 66 093 whips up the snow with a lengthy, high speed running 6K05 at Pleasington on January 21st. This loco is not a frequent visitor to this part of the country. *David Hollowood*

Top Right: Class 66 090 is seen at the head of 6M11 Washwood Heath - Peak Forest empties passing through Burton on Trent, January 4th. *Stuart Hillis*

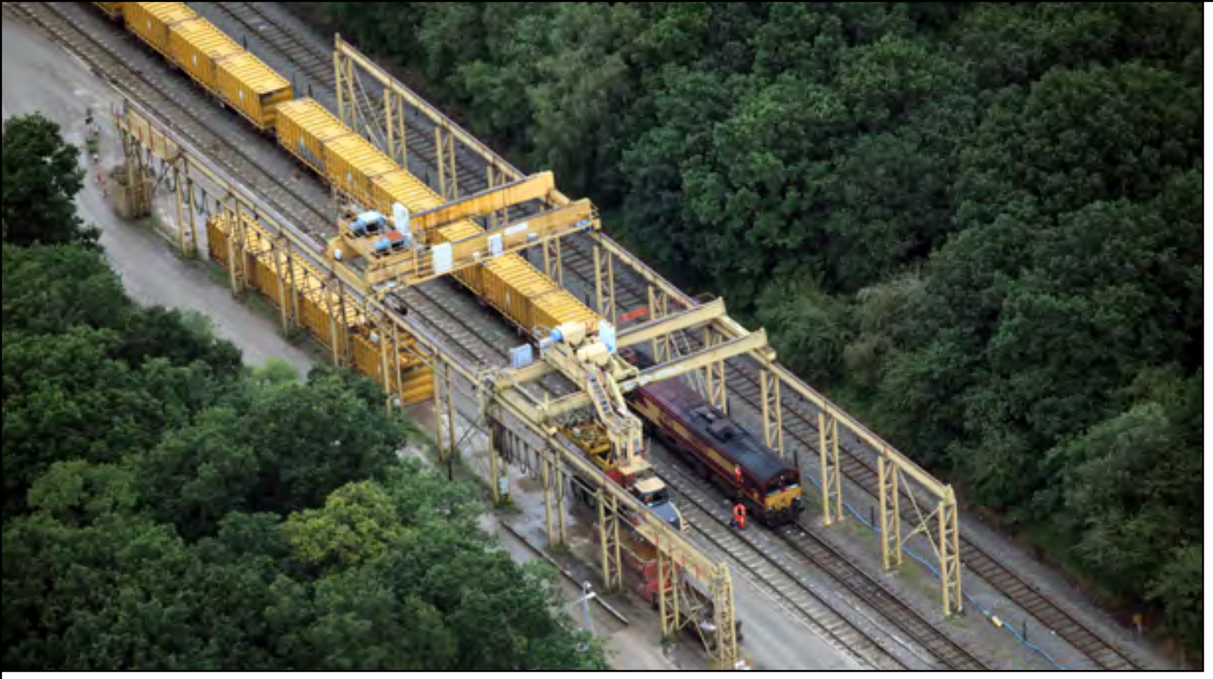
Bottom Right: Having been recently repainted into DB colours, Class 66 118 flies north through Banbury working 4M66 Southampton - Birch Coppice, December 28th. *Matthew Bird*

Below: On January 16th, Class 66 110 heads the 4M00 Mossend - Clitheroe empty cement tanks through Hellifield. *Michael Lynam*









Above: Class 66 007 is seen coming to a stand in Hinksey Yard. *David Hollowood*

Top Right: DB Schenker liveried Class 66 101 works the 4M00 Mossend - Clitheroe empty cement tanks at it approaches Settle station on January 23rd. *Michael Lynam*



Bottom Right: On January 19th, Class 66 037 speeds through Hellifield with the 4S62 Milford to Newcumnock working. *David Hollowood*

Below: On January 19th, Class 66 053 speeds through Lower Farm Road, Bromham, working 6M68 Hayes - Stud Farm. *Lorenzo D'aniello*









Above: On January 19th, Class 66 024 leads 66 108, 66 004, 66 041, 66 002, 66 100 and 66 165 through Keynsham working an 0X12 light engine movement. *Sam Bilner*

Top Right: Class 66 129 is seen working 4V18, Tyne S.S to Carlisle N.Y, past MetroCentre with loaded coal hoppers on January 18th. *Liam Coates*

Bottom Right: On January 16th, Class 66 201 passes through Hellifield working the 6K05 engineers from Carlisle to Crewe. *Michael Lynam*

Below: Class 66 120 works a loaded 6K05 through Cherry Tree Jct. on January 17th. *David Hollowood*





A working that frequently throws up strange combinations is the 6D44 Bescot - Toton. On January 4th, Class 66 097 with extensive graffiti on the far side of it hauls Class 67 012 'A Shropshire Lad' for attention at Toton. *Stuart Hillis*





Above: Class 66 125, 66 019, 66 059, 66 161, 66 182, 66 188, and 66 018 head through Newport on January 12th running as 0X12 light engine movement. *Sam Bilner*

Top Right: Class 66 093 is seen at Shrewsbury on January 15th with a ballast working from Bescot. *Phil Martin*

Bottom Right: On January 14th, Class 66 037 is getting a good pasting as it works the 6C44 HIT - Eggborough coal service. *Steve Thompson*

Below: On January 5th, Class 66 110 with just four wagons in tow hauls the 6G99 Toton - Bescot through Stenson Junction, January 5th. *Stuart Hillis*





On January 27th, Class 66 058 (with 66 149 at the rear) passes Shugborough, Staffordshire with a very short 6R06 Milton Keynes Central - Basford Hall engineers train. ***Gary S. Smith***





GBRf workings

Above: Class 66 735 passed through Appleby working the 6N54 Immingham NCB - Redcar, the former stone-carrying JGAs now used for taking coals to Newcastle, well very nearly. ***Steve Thompson***

Top Left: On January 22nd, Class 66 703 heads south through Colton Jct. with a loaded coal train from Tyne Dock. ***Andy***

Bottom Left: Class 73 141 'Charlotte' and 73 208 'Kirsten' are seen in Hoo Junction Yard. ***David Hollowood***

Below: Having reversed out of the GBRf yard at Wellingborough, on January 15th, Class 66 713 'Forest City' heads north with a rake of empty wagons. ***Derek Elston***





This loco with its all over MSC livery, looks really good, but trying to get a photo of can be a nightmare!. This is Class 66 709 ‘Sorrento’ passing through Doncaster on January 12th with a northbound MGR working to Tyne Dock. *Richard Hargreaves*



Above: On December 21st, Class 66 735 hauls GBRf's new acquisitions, 66 747, 66 748 and 66 749 through Pavenham working 0L66, 09:30 Dollands Moor - Butterley MRC. *Lorenzo D'aniello*

Right: On January 7th, Class 20 096 and 20 314 lead 20 901 and 20 905 working 7X09 through Moira on the Leicester - Burton freight only branch with barriers and 'S' class LUL tube stock, January 7th. *Stuart Hillis*

Below: Class 66 717 is seen at Ruckley, between Shifnal & Cosford, on January 30th with a loaded Biomass train for Ironbridge power station. *Phil Martin*









Freightliner's workings

Above: Class 66 526 arrives into Warrington on December 15th with an empty MGR working from Fiddlers Ferry power station. ***Brian Battersby***

Top Left: On January 23rd, Class 66 551 heads the 4S11 Drax P.S - Killoch empty FHH coal hoppers seen heading north through Settle Station. ***Michael Lynam***

Bottom Left: On January 7th, Class 66 546 heads the 6M11 Killoch to Fiddlers Ferry Power Station approaching Pleasington. ***Michael Lynam***

Below: Class 66 562 at the head of 4O55 Leeds - Southampton intermodal passes Burton on Trent, January 16th. ***Stuart Hillis***







Top Left: On January 30th, Class 66 956 heads through Ruckley with the 6M61 Portbury - Rugeley loaded coal. ***Phil Martin***

Bottom Left: Class 66 527 passes Sutton Bridge Junction with the 4V22 coal empties from Fiddlers Ferry to Portbury on January 26th. ***Phil Martin***

Below: Freightliner's Class 66 544 is seen working the 6M49 Immingham - Rugeley PS with loaded coal hoppers passing through Burton on Trent, January 13th. ***Stuart Hillis***









Top Left: Not often we get to see three consecutively numbered Class 66's on one page. Starting with Class 66 595 working the 6Z61 Portbury - Fiddlers Ferry coal through Baystan Hill on January 5th. ***Phil Martin***

Bottom Left: Then Class 66 596 passes Cheney Longville on coal empties to Portbury, from Rugeley on January 12th. ***Phil Martin***

Below: Finally Class 66 597 is pictured on coal empties from Fiddlers ferry to Portbury at Dorrington, also on January 12th. ***Phil Martin***



On January 12th, Class 86 501 leads 70 007 and 86 622 through Crewe, heading for the LNWR depot. *Brian Battersby*

DCR workings

One of the highlights of the month for the DCR crew was surely this. Class 56 301 was dispatched to collect Class 33 103 and Class 45 133 from the Weardale railway. Seen here heading south through Colton South Jct. on January 22nd. ***Andy***

DCR's Class 56 303 makes a lovely sight and sound passing Hinksey Yard working 6Z91 Calvert - Didcot power station empty flyash train, January 3rd. *Daniel Stanbridge*

Above: Class 56 301 awaits its next duty at Thompson's Phoenix Sidings Stockton on January 11th.
Michael J. Alderdice

Right: On December 5th, Class 56 301 is seen working 6Z91 Calvert to Didcot Power Station at Banbury Road, Oxford. This train terminated at Hinksey Yard because of a derailment at Didcot Power Station.
Steve Madden



HSTs

Above: East Coast's HST power car No. 43239 is seen rear of a Newcastle working at Doncaster on January 12th. ***Richard Hargreaves***

Right: Grand Central's HST power car No. 43465 is seen at Doncaster on January 12th with a Sunderland - London service. During engineering work in January between Doncaster and York, Grand Central services were making additional stops at Doncaster on both north and south bound services. ***Richard Hargreaves***

Below: East Coast's HST power car No. 43272 heads up the rear of a Northbound service to Edinburgh seen at Doncaster on January 12th. ***Richard Hargreaves***





On January 11th, Cross Country's HST power car No. 43207 passes Central Rivers, with a Plymouth bound service. *Andy*



Above: East Coast's HST power car No. 43251 arrives into Doncaster on January 12th with an Edinburgh - London Kings Cross service. *Richard Hargreaves*



Top Right: On January 1st, First Great Western's HST power car No. 43159 arrives into Truro with the 14:28 Penzance - London Paddington service, power car No. 43187 was on the rear. This working was also carrying some bus drivers from First Devon and Cornwall for rail replacement busses on the Exeter - Barnstaple Line. *Barry Beeston*

Bottom Right: East Coast's HST power car No. 43306 speeds through Little Fenton on January 20th with a diverted London Kings Cross - Edinburgh service. *Andy*

Below: Grand Central's HST power car No. 43468 heads through snowy Little Fenton with a diverted London Kings Cross - Sunderland service on January 20th. *Andy*







Above: First Great Western's HST power car No. 43146 speeds through Keynsham station on January 19th with a service for London Paddington. *Sam Bilner*

Top Right: Cross Country HST power car No. 43207 speeds through Musselburgh with a service for the South West on January 6th. *Dave Harris*

Bottom Right: East Coast's HST power car No. 43315 awaits it's next turn of duty at Edinburgh on January 4th. *Dave Harris*

Below: EMT's HST power cars Nos. 43043 and 43058 power past a frozen Finedon Road sidings, Wellingborough on January 15th. *Derek Elston*







First Great Western's HST power cars Nos. 43009 and 43168 approach Swindon with the 11:11 departure to London Paddington on January 5th. *Derek Elston*

Units, Units, Units

On December 30th, FGW's Class 150 243 leads a Class 153 and Class 150 106 with a Penzance - Exeter St. Davids service, as it passes the Old Chasewater station outside Truro on December 30th. ***Barry Beeston***

Top Right: Northern's Class 142 016 is seen at Doncaster on January 12th with a local service to Sheffield. ***Richard Hargreaves***

Bottom Right: On January 20th London Midland's Class 153 375 and 150 107 kick up the snow as they head through a white Castlethorpe during a day of continuous snowing. Working 5Y30 14:21 Bletchley - Tyseley. Behind the train is Class 321 411 working 5F17 Northampton - Watford Jct. ***Matthew Bird***

Below: London Midland's Class 312 415 arrives at Garston on the St. Albans Abbey branch working what will be the 16:18 departure to Watford Junction on January 16th. ***Derek Elston***











Above: Cross Country's Class 220 021 is seen through the fog crossing Coombe Viduct with the 09:40 Penzance - Manchester Piccadilly on January 11th. *Barry Beeston*

Top Left: Northern's Class 150 110 is seen at Chester on December 29th working a Manchester service via Altrincham. *Brian Battersby*

Bottom Left: Grand Central's Class 180 105 is seen at Doncaster on January 12th with a Bradford to London Kings Cross service. *Richard Hargreaves*

Below: On January 7th, Northern's Class 142 004 heading to Colne and 142 049 en route to Blackpool South pass just outside Pleasington. *Michael Lynam*





Snow covered the South of Wales on January 18th and trains were unable to operate over the Maesteg branch, however service resumed on the 19th and here we see Arriva Trains Wales Class 158 822 at Pen-y-Cae working the 11:20 Maesteg - Cheltenham Spa. *Lewis Mitchell*



First Hull Trains pass at Doncaster on January 12th as Class 180 110 heads to London and 180 111 heads for Hull. *Richard Hargreaves*





Above: Class 142 017 waits to depart Hellifield with a Leeds - Morcambe service which is extended once a day to Heysham Port to meet the Isle of Man boat service to Heysham, January 16th. *Michael Lynam*

Top Left: Arriva Trains Wales Class 175 116 potters along the Llandudno branch at Deganwy with the 14:28 from Llandudno Junction on December 29th. *Chris Morrison*

Bottom Left: On January 27th, Arriva Trains Wales Class 158 827 leads a Class 150/2 and 153 327 towards Shrewsbury with a service from Cardiff. *Phil Martin*

Below: On January 7th, Class 142 004 is seen at Pleasington on a Blackpool South - Colne service. *Michael Lynam*





On January 19th, Arriva's Class 150 236 is seen arriving into Tondu with the 13:20 Maesteg - Cardiff Central. *Lewis Mitchell*





Above: South West Trains' Class 159 107 arrives into Keynsham on January 5th. ***Sam Bilner***

Top Left: On January 16th, Class 158 842 arrives into Hellifield with a Carlisle - Leeds service. ***Michael Lynam***

Bottom Left: Class 150 232 and 153 325 arrive into Swindon with the 10:01 departure from Cheltenham on January 5th. The Class 153 retains London Midland livery, but has had First Great Western branding applied. ***Derek Elston***

Below: East Midlands Trains' Class 222 101 speeds past a frozen Wellingborough on January 15th. ***Derek Elston***





Scot-Rail - life north of the border

Scotrail's Class 380 105 is seen here at Edinburgh Waverley with the 12:51 service to North Berwick, January 6th. *Dave Harris*

Class 47 500 Fire

On January 24th, West Coast's Class 47 500 derailed and caught fire at Odsall Lane Jct. whilst on the rear of the 5Z47 Ardwick depot - Carnforth working.

Far Right: Fire damage evident on the side of WCRC Class 47 500. ***Dave Harris***

Bottom Right: The other side of Class 47 500 shows the fire damaged visible on this side of the loco. ***Colin Irwin***

Right: There was considerable disruption to train services in and out of Manchester caused by the derailment and fire. ***Colin Irwin***

Below: Once re-railed, the loco was taken to the Museum of Science and Industry (Liverpool Road) Manchester, for initial investigation before being dispatched back to Carnforth by road. ***Michael Lynam***









Going Underground

Hammersmith and City ‘C’ stock No. 5590 arcs out of Liverpool St. heading for Hammersmith on January 20th. ***Chris Morrison***



Going Underground continued...

Above: The London Underground 150th Anniversary Memorial at Farringdon Station. *Alex Thorkildsen*

Top Right: London Underground ‘C’ Stock Nos. 5716 and 5706 stand at Royal Oak working train No. 233 to Barking on January 20th. *Alex Thorkildsen*

Bottom Right: Sparks fly from London Underground ‘C’ Stock Nos. 5550 and 5540 as they depart Royal Oak on train No. 232 to Hammersmith, January 20th. *Alex Thorkildsen*

Below: London Underground ‘C’ Stock Nos. 5592 and 5715 stand at Barking , January 20th. *Alex Thorkildsen*







Manchester Metrolink

On January 10th, No. 3029 is seen waiting for a green light to access the Altrincham line en route to Shaw, while tram No. 3025 leaves the Altrincham line heading for St. Werburghs Road. The junction to the left give access to the Old Trafford Depot. ***Michael Lynam***



Manchester Metrolink continued...

Above: On January 10th, Tram No. 1021 in partnership with No. 1014 are seen at Altrincham. *Michael Lynam*

Top Right: Tram No. 1003 the only T68 in the new livery is seen in partnership with No. 1012 leaving Manchester Victoria for Bury. *Michael Lynam*

Bottom Right: Following the derailment and fire of Class 47 500, Manchester Metrolink's Altrincham line had to pick up the slack, with additional services seen here at Deansgate station on January 25th. *Colin Irwin*

Below: Tram No. 3016 is seen arriving into Altrincham on January 10th. *Michael Lynam*







Manchester Metrolink

continued...

Far Right: On January 26th, Tram No. 1016 arrives at Prestwich working a Bury to Altrincham service. ***Derek Elston***

Right: M5000 Flexity Swift tram No. 3038 arrives at Prestwich with a Bury to Piccadilly service, January 26th. ***Derek Elston***

Below: Looking down onto Bury Metro station, as seen from a passing East Lancashire Railway service. ***Derek Elston***



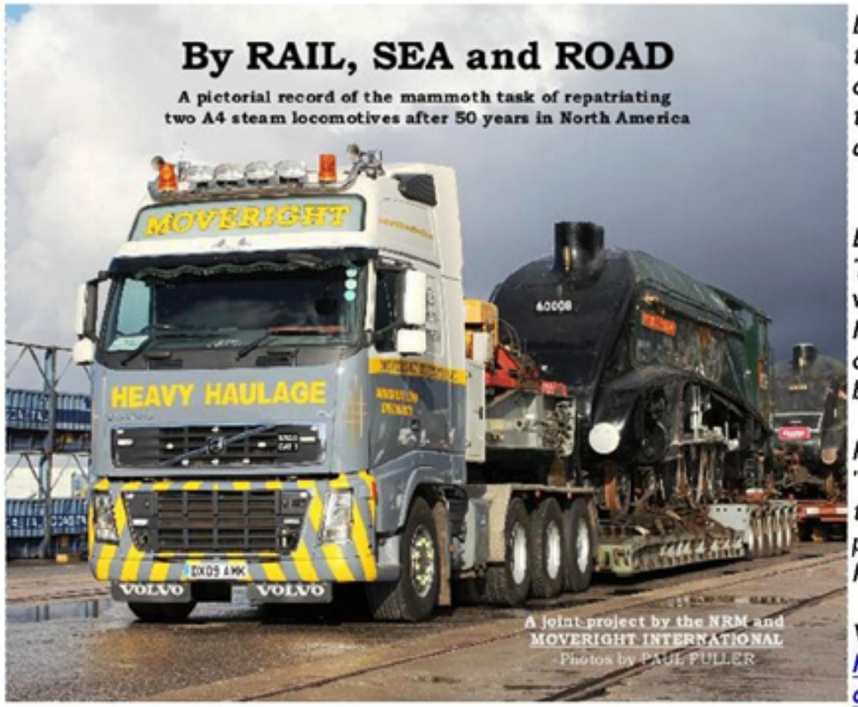




By RAIL, SEA and ROAD

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



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 hard-back 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

Tyne and Wear Metro

Top Right: On the morning of January 14th, Metrocars Nos. 4036 and 4071 can be seen sat at Kingston Park platform 1 waiting for the signal to clear so it can proceed across the level crossing working service No. 106 to South Hylton. ***Liam Coates***

Bottom Right: Metrocars Nos. 4005 and 4037 are seen passing the level crossing at Kingston Park working service No. 108 on its way to the Airport. ***Liam Coates***

Below: Metrocars Nos. 4003 and 4030 approach Bridge 1155 on train No. 125 , January 16th. ***Alex Thorkildsen***







Tyne and Wear Metro continued...

Top Right: Metrocars Nos. 4023 and 4026 depart Monkseaton on train No. 132, heading for St. James on January 16th. ***Alex Thorkildsen***

Bottom Right: On January 16th, Metrocars Nos. 4024 and 4012 approach Signal 106 on train No. 111, heading to Gosforth Depot out of service due to a fault with one of the units. ***Alex Thorkildsen***





www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

Established in 1948 by a group of school friends who shared the common interest in transport, perticually the Railways. The aim of th 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 informtion related to the area formally operated by Southern Railways.

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



Sheffield Supertram

Sheffield Supertram No. 105 is seen at a snowy Sheffield Station on January 26th, heading for Halfway. *Class47*



Fares Advice with RailUK

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

TOC's selling tickets

Q: I bought a London travelcard from the SWT desk at Wimbledon and more than a year later, when I bought there again, I got a void day refund. Now, this is a travelcard which they had to manually load onto my Oyster, but I could have also bought it anywhere else (a corner shop, TFL, internet etc). How much of the travelcard does SWT get? I was just thinking about people just using the underground from Wimbledon would also have received the benefit of this, even though they might not even use the line (granted, they use the station which is run by SWT).

Then I started noticing how some of the TOC's all try and push "cheap train tickets" on their websites (obviously for the purposes of search engine optimisation) and it really seems that this must be a big revenue stream for them as they try so hard to get recognised for selling cheap tickets. Other than possibly their own tickets, can one TOC really sell tickets cheaper than another train company? Advertising that you have cheap tickets, says to me that it's "cheaper than usual", otherwise, it's just normal-price tickets?

Therefore it seems to me that TOC's also earn some commission on the value of the tickets they sell? But whenever I look for tickets, unless it's a special type of advance ticket (no expert in this field, so terminology could be wrong), I get the same price wherever I try and get a quote from. Should they really be earning commission for tickets? (Maybe just a sort of handling fee, but nothing of the sort that seems to make them so much money that it's an obvious cash cow?).

Given that ticket prices are generally always the same wherever I look (or am I just unlucky enough to ALWAYS be looking at regulated fares?), doesn't this mean that tickets are held at a ceiling which maybe isn't necessary?

Personally I am a fan of privatisation when done well, but looking at the industry from the outside, due to the heavy regulation, this is nothing more than a public service run by private companies. With the excessive regulation, companies can't really run free enterprise as you would expect. The industry can't compete on fares and even service doesn't seem to be a factor (Virgin vs First).

A: All TOCs have signed the Ticketing Settlement Agreement, which details how much commission they get on ticket sales, and they use a system called ORCATS to divide the remaining revenue on ticket sales between the relevant TOCs on which the ticket is valid. This is all administered by RSP (Rail Settlement Plan) who are part of ATOC.

Because of this, the prices you pay will be the same at any vendor, excluding "booking fees" etc. TOCs may have special deals on Advances and the like, as these are restricted to a certain TOC, but for most tickets this won't apply. A regulated fare does not mean that the cost of the ticket is the same from every vendor, but that the DfT regulates the fare.

"Cheap train tickets" and other advertising is all a bit of a con, because what they're actually doing when making that statement is comparing the price of a walk-up ticket with an Advance ticket, despite the fact that you can get Advance tickets at some stations anyway!

"Cheap train tickets" is not the same as "cheaper train tickets" and advertisers use this common misconception (or misunderstanding) to get you to believe they are cheaper than anywhere else when they are almost certainly not.

Another common way to make you think you are going to get a better deal from a particular site is to claim something like the average person "could save upto 43% on train fares" at their website, and then in much smaller print add something like "*compared to buying at the station on the day of travel". Sometimes they will say that this average saving includes any fees that are applicable.*

I recall one train company once advertised on it's stations, that if you bought a yearly season from their station, you would only be charged for 40 weeks. None of these adverts are wrong in what they actually say, but the way they are worded makes some people believe they are cheaper than anyone else.

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.

Cable gang who cost railway almost £715k jailed

Six men whose attacks on railway and communications cable across Hertfordshire, Essex, Leicestershire, Buckingham and London cost almost £715,000 have been jailed. Christopher Cruz (33) of Mellow Purgess Close, Kris Kreuder (36) of Elizabeth Way, Shaun Nembhard (44) of Coopersales, John Michael Newton (36) of Newburyside - all Basildon, Essex – and Bill Lee, (60) who is already serving a jail sentence, have pleaded guilty to conspiracy to steal cable from the railway network.

Simon Scott (45) of no fixed abode but from Leeds, also pleaded guilty to conspiracy to steal railway cable.
The court heard how the organised gang carried out 47 attacks at various times of the day between 1 May and 30 August 2011, stealing railway cable and BT communication cabling. The thieves cost Network Rail and BT almost £715,000 to replace and repair the cables as well as fines incurred to train operators as a result of delays, disruptions and cancellations caused. Officers were first alerted to the gang in May 2011, when Network Rail reported 400 metres of cable had been cut and stolen from the line in Chelmsford.

A number of other incidents across the railway in the surrounding counties prompted a major investigation by specialised BTP metal theft officers, who began patrolling the lines overnight, using both covert and overt tactics to track the thieves' movements. On Tuesday, 30 August 2011, as part of a pre-planned operation, officers arrested three men close to Maldon Road, Margaretting, Essex, in possession of a large amount of BT cable. The three men transpired to be Cruz, Newton and Lee. They were all arrested on suspicion of theft and their mobile phones were seized for evidence.

These arrests, together with a detailed analysis and examination of their mobile phones, linked the three other men to the crimes. Using automatic number plate recognition technology, their vehicles, spotted at the site of a number of theft thefts, also linked them to the thefts. All six men pleaded guilty to their offences at Blackfriars Crown Court on Wednesday, 2nd January.



Dave Ward, Network Rail route managing director for the South East, said: "These sentences send a strong message to anyone considering stealing cable from the railway. We cannot emphasise just how serious these crimes are. Cable thieves deny passengers the service they rightly expect and, through the massive cost to the industry, deny everyone improvements to rail services. We are doing everything we can to protect the railway and will continue to work closely with the British Transport Police and other organisations to do everything in our power to deter thieves and bring those who attack our network to justice."

Sergeant Joe McClenaghan, the investigating officer from BTP, said: " These sentences show that it is simply not worth considering stealing cable from the rail network. Using intelligence gathered over a number of months, our officers were able to track the gang's every movement and arrest them in the act. We will continue to use a number of tactics to crack down on this type of crime, which is anything but victim-less, and we will do everything in our power to bring them to justice.

Simon Davies, General Manager for cable and payphone crime in BT, said: "This gang had complete disregard for the disruption caused to other peoples' lives by their criminal activities, and it's pleasing to see the court dealing with them in this way. BT is constantly collaborating with police to help bring cable thieves to justice and this is a good example of how effective that is."

Come and try our record-breaking services says Virgin Trains CEO

Virgin Trains' customers have given Virgin Trains its highest ever score in the most recent national survey of rail passenger satisfaction.

The rail watchdog Passenger Focus carries out large-scale independent research across the industry twice a year, and today released the results of its Autumn 2012 survey. 92% of Virgin Trains' customers rated their overall experience as 'satisfactory' or 'good'. This is the highest overall satisfaction rating achieved by a long-distance franchise since research began in 1999. Maintaining its long run of success, Virgin Trains' score beats the company's own record-breaking satisfaction score of 91% achieved in the Spring 2012 survey.

As well as rating their overall experience, customers also rate individual aspects of service. Among a number of high scores, Virgin Trains has again achieved the highest rating of any long-distance franchise when passengers were quizzed on the speed of their journey. The 94% satisfaction score means Virgin Trains has outpaced other long-distance rail franchise operators for speed over eight successive surveys.

Virgin Trains' Chief Executive Officer, Tony Collins said: "Our customers have given a clear message to anyone who hasn't travelled on the West Coast mainline for a while: our services are fast and our staff are fantastic. We're grateful to our customers for recognising us in this way. If you're not yet one of our customers - come and give us a try.

We know we're not perfect and there are clear areas where we need to improve. Our station scores remain above most other train operators but below our usual high standards and I am determined to bring these scores up to those we achieve in other aspects of our service.

The weaker scores relate to the condition and facilities of some stations and we are about to make some changes at several stations, which will be visible to customers in the next few months. We are also in discussion with the Department for Transport about more major work that could be carried out at a few stations, which would bring lasting improvements for customers."



Class 66 849 passes through Hellifield on January 16th, working the 6J37 log train from Carlisle to Chirk. *Michael Lynam*

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



HS2 will form heart of re-shaped railway for Britain, says Network Rail

Network Rail has welcomed the Government's announcement on the proposed route of HS2 phase 2 as a once-in-a-generation opportunity to transform both the railway and connectivity in this country.

Once complete, the new line will provide much-needed extra capacity on Britain's busiest rail lines and help boost economic growth through better connections between our biggest cities. David Higgins, Network Rail chief executive said: "A new high speed network is as essential to Britain's prosperity as it is to the railway. The railways don't just move people and freight; they create jobs, connect economic centres and open up new markets.

"Unprecedented growth in the last ten years has seen passenger journeys grow by 50 per cent to almost 1.5bn a year and that number is set to continue to grow. More people use the railways today than at any time since the Second World War, on a network half the size it was then.

"We are already delivering the biggest capacity improvement programme since the Victorian era, but even this is not enough. Without HS2 the West Coast Main Line – our busiest and most economically important line – will be full in a little over a decade. This is a rare chance to stop playing catch-up on capacity. If we get ahead of the game we can create huge opportunities for growth and connectivity.

"HS2 could be that rarest of things – a genuine game-changer for the railway. It can transform long distance travel, improve daily commutes on existing lines and create space on the network for passengers and freight to transfer from congested roads to an expanded railway.

Commenting on plans for the integration of HS2 into Britain's existing rail network, Mr Higgins continued: "This is not a bolt-on piece of infrastructure. HS2 will be at the heart of a reshaped rail network in Britain. To spread the benefits of HS2 to as many people as possible, we will need seamless integration. We are already planning how HS2 will integrate with the existing railway, supporting development of plans that will keep as many trains running during construction as possible and planning future train services that make best use of the capacity on both high speed and existing lines."

Carillion wins £40m Cumbernauld electrification contract

On January 30th, Network Rail announced that Carillion has won the contract to deliver the electrification of the Cumbernauld-Glasgow Queen Street line.

The £40m contract will see over 50km of railway electrified, as part of a wider £80m investment in the line between Cumbernauld and Scotland's largest city.

As well as the main works, Carillion will also be lengthening the Cumbernauld station platforms and constructing a turnback facility at Springburn.

The project marks the first phase of electrification on the Edinburgh-Glasgow Improvement Programme (EGIP), and the scheme will be delivered in time for the Commonwealth Games in 2014.

David Simpson, Network Rail route managing director for Scotland, said: "This project further underlines Scotland's continued commitment to electrifying our rail network.

"This project will create jobs and modernise rail services to Cumbernauld as well as mark the beginning of a transformation of services across the central belt as we begin to deliver the wider EGIP project, enhancing rail travel between the country's two biggest cities.

"These works will also be an opportunity to continue to develop our new alliancing approach to infrastructure projects – working more closely with contractors, train operators and other stakeholders to deliver in the most efficient and cost-effective way possible for passengers."

Transport Minister Keith Brown said: "The Scottish Government's funding of the electrification of the Cumbernauld line, and our £5billion package of investment over the coming years, demonstrates our ongoing commitment to EGIP and to the Scottish rail network.

"This announcement is a major step forward in the delivery of EGIP."

"As well as the obvious benefits of having this in place in time for the Commonwealth Games, rail passengers here will feel the benefits for many years to come with better reliability and an improved service on the railways."

Steve Montgomery, managing director of ScotRail, added: "We welcome the electrification which introduces more opportunities for direct journeys from Cumbernauld to other parts of Glasgow rather than just Queen Street."

The £650m EGIP project will cut journey times on Scotland's flagship route between Glasgow Queen Street and Edinburgh Waverley.

The programme will see longer electric trains introduced, along with improved reliability and increased capacity for passengers on the line.

The project will cut around 10 minutes from journey times between Scotland's two major cities. It will also transform Glasgow's Queen Street station into a world-class integrated transport hub and deliver the Edinburgh Gateway Station, connecting services to the tram network and Edinburgh Airport.

Boost for passengers and economy as £20m new stations fund opens to bids

Local communities are to get improved access to rail services in England and Wales thanks to a £20m fund which will help towards the cost of building new stations.

The new stations fund, which was announced last year by the Department for Transport and opens for bids today, is designed to provide vital additional funding for 'shovel ready' projects which can be brought quickly into use for the benefit of passengers and the economy.

Organisations such as local authorities, passenger transport executives and train operating companies keen to boost economic and connectivity by providing new stations are all being encouraged to submit bids.

Robin Gisby, managing director of network operations at Network Rail, said: "Rail is absolutely vital to the economy, connecting people with jobs, bringing friends and families together and helping businesses move goods from ports and airports to our high streets.

"As more and more people decide to travel by train, it is important we not only expand capacity where it is needed but also improve access to rail travel. This fund will provide a welcome boost for all those who wish to see better rail links in their community."

Nick Ellins, director of policy for the Association of Train Operating Companies (ATOC) said: "With train travel more popular now than it has been for 90 years, train companies play a vital role in helping Britain grow and create jobs by connecting families, friends and communities. This fund is yet another way of helping improve and widen access to rail travel even further and aims to build on today's near record levels of passenger satisfaction."

Proposed new stations must be at a sufficiently developed stage and the plans supported by train operating companies and Network Rail. While the £20m will contribute towards the cost of scheme construction, bidders must have available a portion of match funding of the project cost.

Applications will be assessed by a cross-industry panel including representatives from Network Rail and the Department for Transport. Details of the application process can be found at www.networkrail.co.uk/NSF. The closing date for submissions is 25 February 2013.



On Hire to Network Rail for snow clearing duties on January 15th are West Coast's Class 37 516 and 37 676, seen here between duties at York. *Andy*



First Hull Trains achieves record score for overall customer satisfaction

Figures released by Passenger Focus, the independent rail industry passenger champion and watchdog, reveal that First Hull Trains scored 95 per cent in overall customer satisfaction – a seven per cent improvement on the autumn 2011 survey, and two per cent better than the score achieved in spring 2012.

The figures put First Hull Trains ahead of the pack across the rest of the UK, for the first time, with the national average for long distance operators in the same survey being 89 per cent.

New Managing Director, Richard Parry, is delighted that First Hull Trains has achieved such recognition from its customers.

He said: "These results are exceptional and reflect the high standards of customer service we pride ourselves upon. We are dedicated to taking care of our passengers and this recognition from customers directly is extremely gratifying.

"Whilst the scores demonstrate that customers are very satisfied with our services, there is some very useful feedback about where we can improve still further. My team and I will now look closely at where we can target our efforts to deliver even more for our customers wherever we can."

In 2012, First Hull Trains carried almost 800,000 people, a new record, on its 90 services a week between Hull and London King's Cross.

New initiatives such as M-Tickets, where travel documents are sent directly to customers' mobile telephones, a new, more interactive website and print at home tickets have all been a big hit with passengers. Of the people surveyed, 92 per cent said they were satisfied or very satisfied with the options and ease of which tickets can be purchased.

Passengers also rated First Hull Trains highly - scoring over 90% - in overall satisfaction with the trains, with punctuality and reliability, with journey times, cleanliness of carriages, upkeep and repair of the trains, staff helpfulness, comfort, ease of access and personal security.

David Walford, rail development manager for the Humber Region Rail Development Co, said: "First Hull Trains' score in the autumn survey doesn't surprise me at all.

"When the company's trains are performing at an optimum level, there really isn't anybody better at what they do. Their staff and the travelling environment are first rate.

"The company's efforts to improve the reliability of their fleet of trains have resulted in some very impressive performance since the work was completed and I am hopeful that we will continue to see improvements throughout 2013.

"On behalf of Humber Rail Development and the two Community Rail Partnerships, I would like to say congratulations and well done to all the team at First Hull Trains."

The company's board of directors will draw further confidence in this customer feedback as they begin to develop plans for extending the company's operating license beyond 2016. Richard Parry commented:
"This fantastic feedback shows how valued the First Hull Trains service is, and we hope to build on the strong support of our customers, and the communities we serve, in developing our long term plans".



Better mobile phone reception on trains to London with East Midlands Trains

Passengers travelling with East Midlands Trains are now able to communicate even more effectively on their train to London, after the train operator completed the installation of mobile phone signal boosters on all of its Meridian trains.
All 27 of the company's Meridian trains have now been fitted with special equipment to provide a strengthened mobile phone signal in partnership with Vodafone UK.

The Meridian trains are used on key services to and from London St Pancras, meaning that passengers travelling from stations including Sheffield, Chesterfield, Derby, Nottingham, Leicester, Market Harborough, Corby, Kettering and Wellingborough will now benefit from enhanced mobile phone coverage whilst on the train.

Neil Micklethwaite, Customer Service & Commercial Director for East Midlands Trains, said: "We're constantly looking at ways to provide that little bit extra for our customers and we know from customer feedback that this has been something we could work to improve. "We're pleased to have teamed up with Vodafone UK to deliver this improvement, which means that customers will be able to stay in touch on their mobile phones with a stronger and more consistent mobile phone reception.

"We know how important it is for our customers to stay in touch whilst on the move. Already, all of our trains to London have on-board WiFi and we have recently announced the roll-out of free WiFi at 30 of our train stations, so there's lots more to look forward to." Christian Cull, Director of Corporate Communication at Vodafone UK, said, "We're making the internet truly mobile. Your East Midlands Trains seat is now an extension of your sofa at home and your chair in the office. Our partnership with East Midlands Trains is part of our commitment to provide Britain with the best network so that people can stay connected throughout their day."



Industrial shunter 'Laura' is seen at the Nemesis Rail depot, Burton on Trent. *Stuart Hillis*

Increased access charge proposals "disappointing", says GBRf

GB Railfreight, one of Britain's leading rail freight companies, has expressed "deep disappointment" at plans to increase charges for operators to access the rail network. Responding to an announcement from the Office of Rail Regulation (ORR) that it intends to increase the variable usage charge and introduce a new charge for the haulage of coal, iron ore and spent nuclear fuel, GBRf managing director John Smith said: "The rail freight industry has been a major success story since privatisation in the mid-1990s. In that time growth in tonne kilometres carried on the network has gone up by almost 50 per cent, with half the number of locomotives and two thirds of the wagons used at the time of privatisation.

"With further growth of 4 per cent each year for the next 15 years predicted, we need to ensure that the industry's competitiveness is maintained. "However, these deeply disappointing plans could threaten this competitiveness and counter the ORR's duty to promote the use and growth of freight on rail."

Mr Smith added that GBRF would now study in detail ORR's decision before making any further comment. However, he pledged that the company would do everything in its power to protect its customers and called for further investment. Since privatisation, £1.5bn has been invested in rail freight by the private sector, helping to significantly reduce the number of lorry journeys on Britain's roads and allowing the Government to meet CO2 targets. HGVs are responsible for 20 per cent of carbon dioxide emissions from domestic transport, whilst rail produces 70 per cent less carbon dioxide than road per tonne carried for the equivalent journey.

Rail freight's ability to continue this level of investment is not only an essential part of the government's environmental strategy but also critical to Network Rail.
The infrastructure owner - the largest procurer of rail freight in the country - relies heavily on a healthy and profitable rail freight sector to service the maintenance of its network.

Station platform improvements works complete at Kirkgate

Rail passengers at Wakefield Kirkgate have improved surroundings after Network Rail completed work to remove the redundant spine wall and renew the canopies on the station platforms.

Ambitious plans to transform the listed station building by Groundwork Wakefield continue to progress, with support from Network Rail, Northern Rail, Grand Central Rail, West Yorkshire PTE (Metro), Wakefield Council, ERDF and Railway Heritage Trust.

"Our project is in addition to the wider scheme to transform the station building led by Groundwork Wakefield" said Phil Verster, Route Managing Director for Network Rail. "Some years ago we recognised that Kirkgate was a station in need of attention. It is gratifying to see the work which the rail partners have delivered bringing real benefits to passengers' experience as they travel to and from Wakefield."

The Network Rail work on the station is worth approximately £1.5m and has been funded by the company with a contribution from the Railway Heritage Trust.

Metro Chairman Cllr James Lewis said: "Through partnership working between Metro, Network Rail, Wakefield Council, the train operators and Groundwork Wakefield, we are on the road to delivering a much needed step-change in facilities for passengers."

Richard Allan, Area Director for Northern Rail comments: "Wakefield Kirkgate station is set to be transformed over the next couple of years and we are thrilled to continue to be part of the overall project. The improvements that are being made are a great example of a successful partnership achieving real results for our customers."

Ken Taylor, executive director for Groundwork Wakefield, said: "Groundwork, along with partners, is committed to bringing the station back to its former glory and it will be a catalyst for the regeneration of the entire Kirkgate area."

"Not only will the redevelopment provide a safe and welcoming gateway to the city, it will provide facilities for local communities, enterprises to grow in and foster a sense of community pride into the area."

In 2009 and 2010, Northern Rail, Network Rail and Metro secured improvements to the CCTV system and subway as well as improvements to signage, a new help point and refurbished entrance lobby. The car park was also resurfaced, allowing the free bus to call at the station. This was mainly funded through the National Stations Improvement Programme, a joint rail industry initiative funded primarily by the Department for Transport.



Planning application submitted for Brayford Wharf level crossing footbridge, Lincoln

Network Rail has submitted plans for a footbridge to reduce the risk of misuse at Brayford Wharf level crossing in Lincoln. The company is also seeking to improve pedestrian access around the city through provision of two new footbridges at Brayford Wharf and High Street crossings.

Phil Verster, route managing director for Network Rail said: "This application is an important milestone as we seek to reduce risk at the level crossings in Lincoln city centre. We have taken into account the feedback we received following our public event in October and feel we have developed a quality design which is in keeping with, and sympathetic to its surroundings."

Network Rail has also released CCTV of a pedestrian risking their life by recklessly climbing over the barriers at High Street level crossing in December.



Mr Verster added: "This individual had a very lucky escape and these images reinforce the need for us to take action at both level crossing sites in the city. We are acutely aware of this need and continue to seek the best possible solution for the High Street level crossing. We are in discussions with the owners of 179 High Street to see if it is possible to redevelop this building as part of the footbridge design. As soon as possible we will bring those designs to a public event for further discussion."



Arriva Trains Wales DVT No. 82307 arrives into Chester on December 29th with an additional service to Holyhead. ***Brian Battersby***

IRT

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Passenger numbers rise almost 10 per cent at First Hull Trains

The open-access operator, which runs 90 services a week between London King's Cross and Hull's Paragon Interchange, carried almost 800,000 passengers through 2012. More than 788,400 people travelled with the firm, up by eight per cent from 2012 –a 1,000 percent increase on the numbers from the company's first year of operation in 2000.

Keith Doughty, the company's service delivery director, said: "It has been a great year for us and we are very pleased with the fact more people are choosing First Hull Trains. "We've had some very important milestones this year, not least the completion of a £4.5m mechanical overhaul which helped us improve the reliability of our rolling stock by 500 per cent. "We also celebrated our 12th birthday and completed our five-millionth journey. "After 12-years of operating services from Hull to London we are entering 2013 in fine form with some plans in the pipeline which we hope will continue to deliver improvements to the service we deliver to our ever increasing passenger numbers.

"There have, of course, been some operational issues which have impacted on the service we have been able to provide at specific times throughout the year, but we are always working towards improving this." Despite the impressive figures for the entirety of 2012, in the last five months there has been an increase of more than 12 per cent compared to the same period last year.
The figures mean the company is beating rival long-distance train operators elsewhere in the country.
The increase has been put down to greater market research and offering a variety of tickets, according to the company's commercial director, Will Dunnett.
He said: "The full year figures don't really tell the full tale of what we have achieved in more recent times.
"As we move into 2013 we are hoping more and more customers choose First Hull Trains, as they have been doing across the year and certainly more so in the last few months. "We've been offering a greater variety of tickets and have had some great special offers available, such as the £89 duo ticket which gets two people return journeys to the capital. "We've listened to our customers and spoken to them to try and understand better what they want and how they travel - there is certainly more to come in the New Year as well." The company was formed in 2000 and ran two daily services between Hull and London, but now runs seven – stopping at Brough, Howden, Goole, Selby, Doncaster, Retford, Granthan and Stevenage.

ERTMS train for Hertford National Integration Facility takes shape



Work on preparing for the latest test facility on the national rail network is progressing well, with the refurbishment of the train at Wembley and training of signallers at King's Cross.

Due to start work this summer, the Hertford National Integration Facility (HNIF) will see European Train Control System (ETCS) kit from four suppliers put through its paces on a five-mile section of the Hertford loop.

Unit 313121 is being converted into a laboratory train to test ETCS technology prior to the roll-out on the mainline network. Painted in Network Rail yellow and temporarily stripped of its bogies, 313121 will be refurbished and equipped with the latest ETCS equipment, including a technician's workstation, before taking to the railway again.

Rob McIntosh – Network Rail's project director for ETCS and traffic management, said: "Our facility at Hertford, and the train that will run on it, are further steps towards improving the railway across the country. Vital lessons have already been learned during our trials on the Cambrian Lines and now we are refining our knowledge in preparation for the future installation cab signalling on Great Western and East Coast main lines.

"This will begin the process to allow us to make better use of capacity, as well as saving money and adding another layer of safety to an already very safe railway."

The test train will also be utilised to support other projects on Network Rail, including Thameslink. For that reason the 313's bogies have been sent away for a full C4 overhaul to avoid the need for any heavy overhaul / maintenance during the lifecycle of the testing programme.

Meanwhile the interior of the train has been stripped for refurbishment and the driver's cab is being re-designed in readiness for ETCS installation, including the Driver Machine Interface (DMI). As part of the ETCS installation on this train, duplicate screens will be set up in the second cab position and passengers in the train will also be able to see the images, plus high-definition views front and back on 42-inch plasma screens.

To allow for the operation of HNIF, bi-directional signalling has been installed on the northern section of the Hertford Loop, to allow the down line between Molewood Tunnel and Langley South junction to become a test facility. During peak hours the section will be part of the normal railway, but when ETCS testing is required the block will be 'switched out' – switching control from King's Cross signal box to a laboratory facility being built at Hitchin.

In preparation, a WestCAD desk has been installed at King's Cross to signal the loop, with a duplicate signalling simulator to train staff in its operation. The rest of the King's Cross area is signalled using a traditional panel, with a mix of solid state and relay interlocking.





Network Rail sets out response to challenges of Britain's growing railway

Network Rail has committed to continuing the biggest investment in infrastructure since the Victorian era, reducing costs and delivering more passengers on time than ever before – but also warned that tough choices need to be made if the industry is to meet these competing challenges and respond to ever rising demand from passengers.

Network Rail's strategic business plan, which has been submitted to the Office of Rail Regulation, sets out proposals which will help drive Britain's economy and make its railway as efficient as the best in Europe.

With year-on-year passenger and freight growth continuing at unprecedented levels, Network Rail plans to spend £37.5bn on running and expanding Britain's railway over the five years to 2019. If approved, this investment in new infrastructure will make a real difference by boosting capacity at key pinch points on the network, providing 170,000 extra commuter seats at peak times by 2019. However, even this will not be enough on the busy West Coast Main Line, where the added capacity that HS2 will provide is essential both for the future of the railway and the economic prosperity of the country.

The plan also sets out the need to future-proof critical infrastructure against the impact of changing weather patterns, including more frequent flooding, and to enable more rail freight by upgrading strategic routes to accommodate bigger freight containers.

David Higgins, Network Rail chief executive, said: "One million more trains run every year than ten years ago, more passengers arrive on time than ever before, our safety record is one of the best in Europe and, despite the daily challenges we face, customer satisfaction is at record levels. Successive governments have made this possible by looking beyond the short term and recognising the critical importance of the railway to Britain's future.

"As our railway gets busier the challenges get bigger and more complex. We have entered an era of trade-offs. Increasingly we have to balance the need to build more infrastructure, run trains on time and cut costs, and in many areas choices will need to be made."

Tim O'Toole, chairman of the Rail Delivery Group, said: "We are moving forward together as an industry, which is a significant development, but at the end of the day passengers and freight users must see the value in our efforts. That means satisfying the demands for more capacity but also the demands for value for money. The latter will only be met by achieving greater efficiency and better service for everyone who uses and pays for our railway."

As well as publishing the strategic business plan, Network Rail also published an accompanying document, A Better Railway for a Better Britain, outlining ten key commitments for the future, including investing in new technology, building partnerships with customers and suppliers and investing in infrastructure today to both save long-term costs and build on its record for running one of the safest railways in Europe.

Mr Higgins continued: "As an industry we have achieved a huge amount, but we are already seeing the benefit of working more closely together with our customers and suppliers and that must remain at the heart of everything we do. Our aim is to be a trusted leader in the industry as we work to build a better railway for a better Britain."



BR Standard Class 5 No. 73050 'City of Peterborough' is seen on the turntable at Wansford, Nene Valley Railway, September 9th. *John Martin*

ScotRail trials scheme in Glasgow to limit impact of severe disruption

ScotRail customers whose trains are severely disrupted will be offered free alternative travel on First Glasgow buses, thanks to a pioneering trial launched recently. The pilot scheme – initially available at Glasgow's two biggest stations – aims to make it easier for passengers to reach their destinations, particularly when extreme weather is causing significant issues on the rail network.

If severe disruption affects selected rail routes out of Glasgow Central and Glasgow Queen Street, ScotRail ticketholders will now be able to exchange rail tickets for vouchers for use on the appropriate First Glasgow bus service. The trial will benefit customers travelling to more than 100 stations on the following routes:

- Glasgow Central to- Balloch, Carluke, East Kilbride, Helensburgh, Milngavie, Motherwell, Newton, Paisley Canal, Whifflet, Wishaw, and stations on the Cathcart Circle and the Neilston line.

- Glasgow Queen Street to- Anniesland, Balloch, Cumbernauld, Drumgelloch, Helensburgh, and Milngavie.

If the new system proves successful, ScotRail will consider expanding it to other stations and routes.
Steve Montgomery, ScotRail's Managing Director, said: "Customers using Glasgow Central and Glasgow Queen Street will benefit from being able to reach their destinations more quickly when severe disruption affects the area's railways. "I hope the trial will reduce the need for us to order replacement buses when rail lines are blocked because it can take up to an hour for these to reach Glasgow city centre – or even longer during bus peak travel times." Ronnie Park, Managing Director of First Glasgow, said: "We operate almost 1,000 buses in Glasgow and Lanarkshire and are ideally placed to get many of ScotRail's customers home safely and quickly, should there be disruption on the rail network. "I'm pleased that this pilot has been introduced and have every confidence that it will prove successful."

Transport Minister Keith Brown said: "The Scottish Government obviously welcomes any initiative which will make the train experience more attractive, efficient and comfortable for passengers. This arrangement will offer rail travellers another alternative to complete their journey even when unexpected problems arise. "I look forward to seeing the outcome of this trial and to seeing future developments which continue to improve the service on Scotland's railways."The scheme will only be used during major disruption.

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.

Well I headed north again this month, but a bit further than Carlisle this time, as I visited Linlithgow for a visit to the wonderful B'oness and Kinneil railway, and when in the area I always try to leave the railway a little early before my train is due so as to visit The Four Marys a fantastic establishment on the main street of Linlithgow about five mins walk from the railway station.

Its full address is : 65 - 67 High Street, Linlithgow, West Lothian. EH49 7ED, and food is served from Mon – Fri: 12pm -3pm , 5pm - 9pm, Sat: 12pm – 9pm and Sun: 12.30pm – 8.30pm.

A fantastic selection of traditional Scottish dishes are served such as smoked haddock cullen skink Soup, haggis neeps and tatties, and even lambs liver and bacon, all of which are complemented by more contemporary dishes presented on the attractive menu or on the list of daily changing specials.



However its not just the food that appeals to me here, the building is steeped in history and is full of traditional features. Indeed, visit many a pub today and you may well be greeted by a contemporary décor complemented by the flashing lights and chimes of a noisy fruit machine. The Four Marys however hails from a different world, for it is a building with a long and well chartered history, and as a pub has a proud reputation for its long established quality and standards.

The interior of the pub has a timeless quality to it with exposed stone work, heavy cast iron radiators and two open fireplaces all adding to the charm. The décor has an atmospheric feel to it with many mementos of the ill fated Mary, Queen of Scots who was born at nearby Linlithgow Palace. Pictures, written records and a piece of bed curtain said to be hers all hang on the walls. Furniture too reflects the heritage of the building, with mahogany seats, reclaimed antique tables and two attractive display cabinets containing a selection of bottled beers from down the years.



One of the things I really like is the open fire though, it makes the place feel lovely and inviting especially on a cold winters day.

As a tip look for the deals when ordering as there were several good offers on food available when I visited, and as it was fairly quiet, I was able to get served and departed in less than an hour.

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

Countdown to New Street's half-time switch over

Passengers using Birmingham New Street will soon see the first major changes to the station in over 40 years when the huge project to redevelop the station reaches the half way point this April..

In three months time, the station will 'switch over' when the existing concourse and entrances which have been in use since the 1960s will close and passengers start to use the first half of the brand new concourse.

Chris Montgomery, Network Rail project director said: "We've committed to keeping New Street open to passengers throughout the redevelopment and to date, we've been able to do most of our work behind the scenes.
"The switchover in April will be the first time passengers see real changes in how they use, and access New Street station. By switching off the old station and opening the first half of the new concourse next door, we can keep passengers moving through New Street while we continue rebuilding the existing half of the station and shopping centre above."

Rail inister Simon Burns said: "The redevelopment of Birmingham New Street is already proving to be a huge success and illustrates the Government's commitment to invest in railways and improve one of the country's major transport hubs. We have committed £160m to this scheme which will deliver a host of improvements including more than doubling concourse capacity and providing easier access and movement for passengers. The switchover marks another major landmark for the redevelopment and hopefully will be a welcome sight to rail users and the people of Birmingham."

Sir Albert Bore, leader of Birmingham City Council, said: "The refurbished Birmingham New Street station will provide a much improved transport interchange for the 140,000 passengers who use it every day and these changes are designed to keep passengers and trains moving while this major work goes ahead. This is a vital project for the city, 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."

Around 1000 construction workers are currently on site at New Street, main areas of activity include:

Platforms: Platforms are refurbished one at a time, leaving the other 11 platforms open to allow a full train service to run. Platform 8 is currently closed and will reopen on Sunday 10 February when work will move to Platform 9.

Moor Street Link: This new pedestrian route will open alongside the new concourse in April providing a link between Moor Street station, Smallbrook Queensway and the new concourse via Stephenson Street.

Pallasades/Grand Central & John Lewis: Demolition is ongoing in several areas including the old car park and the centre of the building to form the new atrium which will open in 2015. The Pallasades remains open throughout the redevelopment. On the south side of the station, construction of the John Lewis department store is well underway.

Façade: The first sections of stainless steel façade were installed above Stephenson Street in December 2012. The entire north elevation and new North West corner entrance is due to be clad when the switchover happens in April.

Cllr Roger Horton, Centro's lead member for transforming rail, said: "The concourse switchover will give passengers their first real taste of the significant improvements coming their way with this exciting redevelopment.

"But it will also mean a major change in the way New Street Station operates and I would therefore encourage passengers to use the information being provided to help familiarise themselves ahead of the switchover."

New concourse facts:
- When the first half of the new concourse opens it will have all of the facilities expected in a major station with a new bigger and improved ticket office plus improved access with new up and down escalators and lifts improving access to platforms.
- Navigation Street footbridge at the west end of the station will close to passengers as new entrances will open onto Stephenson Street and Hill Street.
- There will also be new escalators up to the Pallasades to replace the existing ones which will close to allow the old concourse to be rebuilt.
- The existing vehicle station entrance on Smallbrook Queensway will close with access to the new drop off area and short stay car park moving across to Hill Street

A Different View



Ivatt Class 2MT No. 41241 is seen leaving Haworth shed to pick up its train at Oxenhope, January 6th. ***Chris Stanley***

Top Right: On August 9th, Freightliner's Class 66 566 speeds along the East Coast main line between Huntingdon and Peterborough. ***David Hollowood***

Bottom Right: Keynsham station is seen covered in snow on January 19th. ***Sam Bilner***

Below: Operating a London Euston via Crewe service on January 7th was Class 390 157. Being the last of the batch of entirely new 11 car trains delivered to Virgin, it carries motifs marking the completion of initial delivery on each cab end. The entire project of train lengthening is now also complete. ***CJ Sutcliffe***







In this view of Hoo Junction Yard, Class 66 061 and 73 213 are seen in the foreground and 66 018 is near to the office block. *David Hollowood*

East Lancashire Railway

On January 5th, Class 40 No. D335 is seen at Ramsbottom with a Rawtenstall to Heywood working.

Paul Godding

East Lancashire Railway continued...

Top Left: Class 03 No. D2062 is seen at Ramsbottom on January 5th working a shuttle service to Bury Bolton St.
Paul Godding

Bottom Left: Class 14 No. D9531 is seen at Bury on January 5th, having just arrived with a service from Rawtenstall.
Richard Hargreaves

Below: Enjoying some winter sunshine, Class 117 Pressed Steel DMU Nos. 51339 and 51382 are seen at Bury with the unlikely destination of Aberdeen!. *Paul Godding*







East Lancashire Railway continued...

Top Left: Class 03 No. D2062 approaches Summerseat with a Ramsbottom - Bury working. *Class47*

Bottom Left: Class 55 No. D9016 'Gordon Highlander' arrives into Irwell Vale with the 10:15 (2J56) from Rawtenstall with Class 47 No. D1501 on the rear. *Michael Lynam*

Below: Class 40 No. D335 and Class 117 DMU No. 51382 are seen at Bury in the sunshine on January 5th. *Richard Hargreaves*



East Lancashire Railway continued...

Left: Class 55 No. D9016 'Gordon Highlander' is seen at Irwell Vale on January 5th, with a working to Bury. *Chris Stanley*

Bottom Left: On January 1st, Jinty No. 47324 works a Rawtenstall - Bury service through Summerseat. *David Hollowood*

Below: Class 47 No. D1501 works a Heywood - Rawtenstall service through Burrs Country Park, January 5th. *CJ Sutcliffe*







East Lancashire Railway continued...

Top Left: On January 5th, Class 47 No. D1501 is seen ready to depart Irwell Vale with a Rawtenstall service. *Chris Stanley*

Bottom Left: On January 5th, Class 40 No. D335 ends its day at Bury, having arrived with a service from Rawtenstall. *Colin Irwin*

Below: Class 08 No. D3871 hauls two coaches from Bury to Ramsbottom on a very slow moving non stop shuttle service past Burrs Country Park on January 5th. *CJ Sutcliffe*







East Lancashire Railway

continued..

Class 03 No. D2062 is seen on the 2E61 Bury to Ramsbottom non stop shuttle through Summerseat, January 3rd. ***Michael Lynam***



East Lancashire Railway continued...

Above: On January 5th, Class 47 No. D1501 is seen departing Summerseat with the 2J62 service to Heywood. *Michael Lynam*

Below: Class 08 No. D3871 hauls the non stop shuttle (10 mph!) through Summerseat. *Michael Lynam*



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Severn Valley Railway

Above: LMS Stanier Class 5 No. 44871 is seen taking water at Bridgnorth on January 4th. ***John Alsop***

Top Left: Ruston shunter No. D2961 is seen at Bridgnorth on January 6th. ***Richard Hargreaves***

Bottom Left: LMS 4-6-0 Black 5 No. 44871 arrives into Bridgnorth with a service from Kidderminster on January 6th. ***Richard Hargreaves***

Below: Great Western Prairie Tank No. 5164 prepares to haul Southern No. 34053 'Sir Keith Park' from Bewdley to Bridgnorth, with a restriction of 5mph over bridges, owing to a fault on No. 34053. ***John Alsop***









Severn Valley Railway continued...

Above: On January 4th, Stanier Mogul No. 42968 is seen departing Bridgnorth MPD. ***John Alsop***

Top Left: Class 108 DMU with No. M51941 leading is seen at Bewdley on December 29th. ***Ben Bucki***

Bottom Left: On December 27th, Stanier Mogul No. 42968 waits to leave Bridgnorth Station, with an afternoon service to Kidderminster on the Severn Valley Railway. ***Ben Bucki***

Below: Great Western Pannier No. 1501 sits in the stabling road at the end of the day at Bewdley station, December 29th. ***Ben Bucki***





Weardale Railway

Class 45 133 is seen at Stanhope station working the Stanhope - Bishop Auckland 'Polar Express' on December 24th. ***Michael J. Alderdice***

Peak Rail

On January 12th, Class 07 001 is seen in the shed at Rowsley. ***Andrew Wilson***



Barrow Hill

Above: DRS's Class 37 059 is seen next to Class 47 791. ***Andrew Wilson***

Top Right: Some of the AC Loco Group's collection are seen around the turntable in the main shed on December 9th. ***Andrew Wilson***

Bottom Right: Class 20 118 and 20 132 are seen in the yard on December 9th. ***Andrew Wilson***

Below: Another DRS loco on site was Class 37 510. ***Andrew Wilson***









Avon Valley Railway

A visit to the Avon Valley Railway on January 18th. The railway was closed, but these pictures illustrate how deep the snow had been in this area.

All: Sam Bilner





Keighley and Worth Valley Railway

Top Right: The L&Y pair are seen climbing away from Haworth Loop towards Oxenhope, having stopped to couple the lines Class 25 diesel loco to the rear of the train. ***Ben Bucki***

Bottom Right: On January 6th, Ivatt class 2MT No. 41241 is seen reversing onto its train at Keighley for the run to Oxenhope. ***Chris Stanley***

Below: Visiting Lancashire and Yorkshire No. 1300 pilots resident sister locomotive No. 957 as the pair are seen emerging from the Ebor Lane Bridge, near Haworth on January 20th. This was a special day of service to mark both No. 957 and the lines Ivatt tank loco being about to be withdrawn at the end of their boiler certificates. However, services throughout the day were affected by various problems, resulting in late-running, some cancelled trains, and the need to have the two L&Y veterans supported by the lines Class 25 diesel loco in the afternoon. ***Ben Bucki***







East Lancashire Railway

BR Standard Class 5 4-6-0 No. 44871 heads West Country Class Pacific No. 34046 'Braunton' towards Rawtenstall in a snow flurry at Ewood Bridge with the delayed 11:35 train from Ramsbottom during the ELR Winter Steam Gala on January 19th. ***Gerald Nicholl***

East Lancs Railway continued...

Right: SR West Country Class Pacific No. 34046 ‘Braunton’ arrives at Rawtenstall whilst Class 5 4-6-0 No. 45407 waits its turn in the little-used bay platform. *Gerald Nicholl*

Bottom Right: LMS Fowler Class 3F No. 47324, renumbered to 47584 is seen keeping warm at Rawtenstall on January 19th. *Michael Lynam*

Below: SR West Country Class Pacific No. 34046 ‘Braunton’ arrives into Bury Bolton Street with the 10:50 train from Heywood during the ELR Winter Steam Gala on January 19th. *Gerald Nicholl*







East Lancashire Railway continued...

Standard Class 4 2-6-4T No. 80080 hurries past Townsend Fold heading for Rawtenstall on January 20th. *Gerald Nicholl*



East Lancashire Railway

continued...

Above: Class 40 No. D335 stands at Heywood having arrived with a service from Rawtenstall, January 26th. ***Derek Elston***

Top Right: Standard Class 4 No. 80080 is seen arriving into Rawtenstall with the 13:20 service from Heywood, January 19th. ***Michael Lynam***

Bottom Right: LMS Fowler Class 3F No. 47327 running as 47584 is seen under the water column at Rawtenstall on a snowy Saturday January 26th. ***Derek Elston***

Below: LMS Fowler 3F No. 47327 masqerading as 47584 arrives at a snowy Ramsbottom working the late running 12:15 from Heywood, January 26th. ***Derek Elston***







East Lancashire Railway continued...

BR Standard Class 5 4-6-0 No. 44871 and West Country Class Pacific No. 34046 'Braunton' are seen waiting to depart Ramsbottom on January 19th. ***Michael Lynam***

East Lancashire Railway continued...

On January 26th, Class 55 022 ‘Royal Scots Grey’ stands at Ramsbottom awaiting the road to Rawtenstall. *Derek Elston*



Great Central Railway

Above: GCR shunters, Class 10 No. 10119 and Class 08 694 are seen in the yard at Loughborough on January 26th. ***Class47***

Below: Class 127 Derby Suburban DMU No. M51622 is seen at Loughborough along with a Class 101 driving trailer on January 26th. ***Class47***





The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado loans LED headlamps to London Underground for use on Met 1 for the tube's 150th Anniversary

The A1 Steam Locomotive Trust, the registered charity which built and now operates 60163 Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, was delighted assist London Transport Museum through the loan of its authentic-looking LED headlamps for use with Metropolitan Locomotive No. 1 (built in 1898) on the London Underground 150th Anniversary steam trains between Earls Court and Moorgate during January 2013.

Tim Shields, curator at London Transport Museum said: "With just a few days to go before the steam trains were due to run we were still looking for two main line approved 'high-intensity' headlamps for use on Met No.1. We didn't want to use modern portable headlamps as these would not look historically accurate on a steam locomotive."
"Knowing that Tornado has authentic-looking high-intensity LED headlamps we contacted The A1 Steam Locomotive Trust to see if they could help us with something suitable.
We were delighted when they said they would assist, and the result is that we have excellent forward vision for the driver whilst keeping with the historic appearance of the steam locomotive during this important celebration.

We feel this is a great example of 'old meets new' and very much in keeping with the 150th anniversary celebrations, which look back at the Underground's history and forward to its future".

Mark Allatt, chairman of The A1 Steam Locomotive Trust added: "When Tim contacted us just before the first test trains were due to run, we knew we had to work fast to come up with a solution that would suit their needs whilst not being obtrusive on the historic Met No. 1".

Rob Morland, Director of Electricals at The A1 Steam Locomotive Trust continued: "By good fortune Tornado is undergoing annual maintenance during January and we had already removed the headlamps for their regular sprucing-up. We were honoured to be asked to help, so we travelled down to Gunnersbury Depot the next day and by around 8pm we had designed and built a power supply and fitted the lamps to the engine ready for its move to Lillie Bridge Depot that evening. "We always like a challenge in the A1 Trust and this was one that we couldn't resist. We are very pleased to have been able to help in a small way to support this great celebration of 150 years of the Underground and look forward to working with London Underground on other projects in the future. "

Photo: Met No.1 with Tornado's lamps is seen at Platform 4 at Moorgate station. ***Rob Morland/A1SLT***









National Railway Museum

Above: LMS Stanier 3-cylinder 2-6-4T No. 2500 is seen on display in the main hall on January 12th. ***Richard Hargreaves***

Top Left: LSWR 0-4-4T M7 Class No. 245 (BR No. 30245) makes a fine sight attached to third class coach No. 6474. ***Richard Hargreaves***

Bottom Left: The ongoing repairs/overhaul of Flying Scotsman, currently numbered No. 502 and still in matt black livery, is seen in the NRM's workshops. ***Richard Hargreaves***

Below: Recently repainted into maroon livery, Class 09 017 is pictured in the main hall. ***Richard Hargreaves***



NRM continued...

Great Northern Railway 0-6-0ST steam locomotive, No. 1247 is seen attached to a rake of mixed goods wagons, whilst in the foreground is a British Railways ‘Mechanical Horse’ No. JOB 791. *Richard Hargreaves*

Class 40 086 and saloon No. DB999503 heads eastbound passing Manchester Victoria Station West Box on March 28th 1984.
Nick Clemson

From the Archives
continued...

Right: Class 47 575 arrives into Northallerton on April 3rd 1999, with a southbound diverted GNER service from Newcastle. On this date services north of here branched off the main East Coast line main line onto the Durham coast line.
Paul Godding

Bottom Left: On April 26th 2003, EWS liveried Class 47 792 pauses at Newport heading a charter for Cardiff Central.
Class47

Bottom Right: Class 31 418 stands inside Thornaby depot on May 28th 1978.
Derek Elston







From the Archives
continued...



Left: Class 47 573 “The London Standard” is seen heading a rake of parcels vans through Bolton on July 12th 1991. *Michael Lynam*

Bottom Left: Class 25 044 along with engineers saloon No. DB999503 heads west through Salford Central on October 3rd, 1984. *Nick Clemson*

Bottom Right: Network South East liveried Class 456 018 is seen departing Crystal Palace on May 4th 2003. *Brian Battersby*





From the Archives continued...

On February 27th 1999, Class 37 332 is seen awaiting disposal at Old Oak Common.

Brian Battersby

From the Archives

continued...

Left: Network SouthEast liveried Class 47 581 is seen at Bolton on July 10th 1991 with a parcels service.
Michael Lynam

Bottom Left: Class 56 065 passes Cardiff Canton with a loaded MGR working, date unknown.
Derek Elston

Bottom Right: Class 81 016 stands at Crewe with a north bound parcels train on August 26th 1978.
Derek Elston







From the Archives continued...

Network South East liveried Class 411 4-CEP No. 1608 pauses at Wateringbury on the Medway Valley line in July 1990 on a Strood - Paddock Wood working. The signalbox with SR style sign remains today but alas the semaphores have gone. ***Chris Morrison***

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Northern's Class 158 795 approaches Hellifield with a Leeds to Carlisle service on January 22nd. *Daniel Stanbridge*