

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 78 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

March... March... March, well it feels like we are getting though 2013 at a speed that would impress even the bullet train, it only seems a few days ago I was writing Happy New Year. Anyway, lets sort out the facts, the snow has been, gone and shouldn't be coming back (but as I write this it has!), and that Spring should be with us (and it isn't!), and there should actually be a few more sunny days (we haven't seen any), this month there seems to have been a shortage of railtour names. I mean what's going on, we have had several weeks of both 'The Lancastrian' and the 'Winter Cumbrian Mountain Express' nothing wrong with the trains, but couldn't we have had a couple of different names. I have to say that Class 86 259 'Les Ross' looks and sounds superb when I saw it a few weeks ago.

Whilst on the subject of railtours, our friends at Retro Railtours have set a date for their next railtour. The Retro Welsh Dragon or more formally 'Y Ddraig Goch' will run on Saturday 27th April from Huddersfield to Cardiff/Barry/Swansea, featuring a pair of DRS class 20s. Hopefully we will see as many readers as possible on the tour and for more information, see the advert is in this 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, Peter Alderson and the guys at RailUK.

Front Cover: East Coast's DVT No. 82231 leads the 'Skyfall' liveried rake and Class 91 007 through New Zealand Bridge, Sandy working the 1Y27 10:25 Newcastle Central - London Kings Cross on February 19th. [Steve Madden](#)

This Page: Visiting from the South Devon Railway, GWR heavy freight loco No. 3803 heads towards Quorn with the Windcutter rake at the Great Central Railway on January 26th. [Mark Pichowicz](#)

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Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 20 - Pictures
Pg 81 - News and Features
Pg 81 - Scot-Rail
Pg 90 - Fares Advice
Pg 98 - The Nosh Report
Pg 99 - Different View
Pg 102 - Preserved Railways
Pg 124 - From the Archives

Submissions

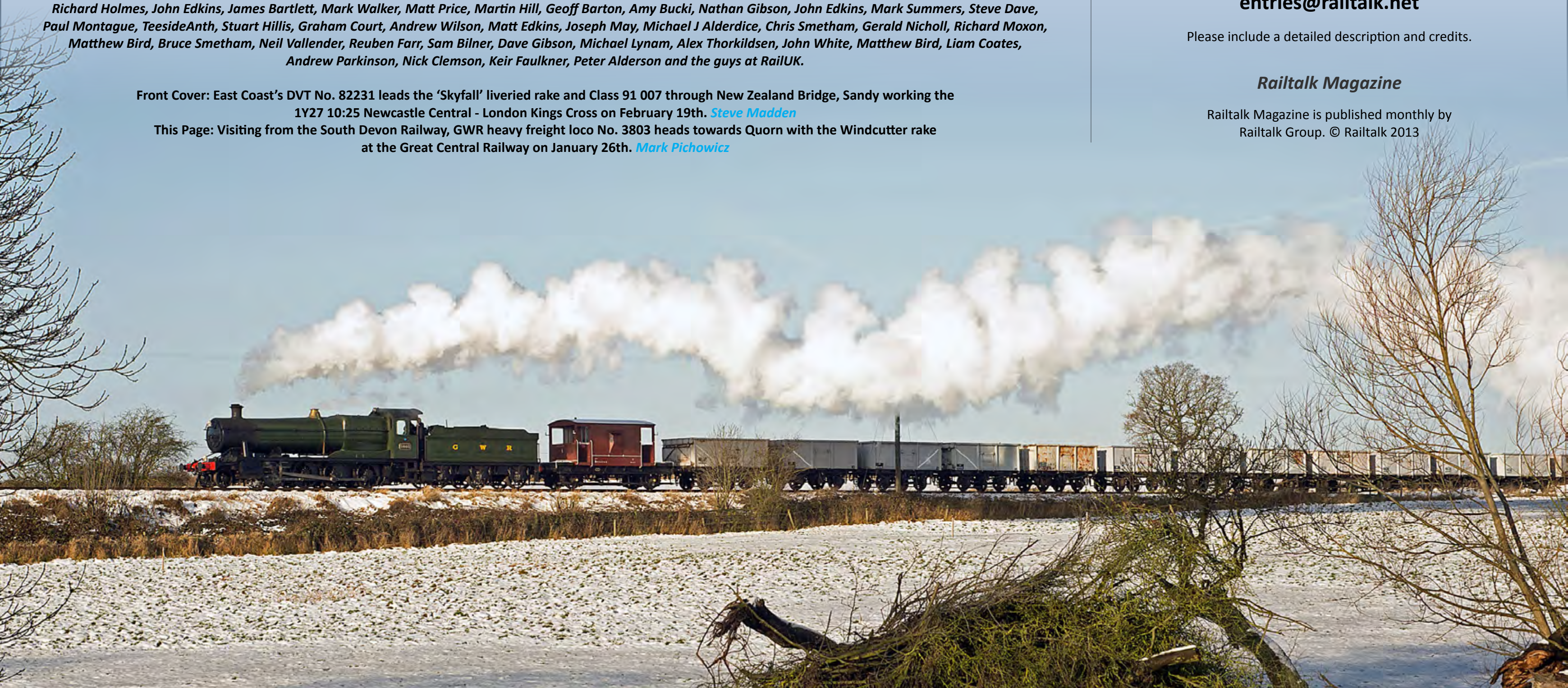
Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Charter Scene



Railway Touring Company - The Winter Cumbrian Mountain Express 2
Class 86 259 'Les Ross' is seen at Crewe with the return working of the
Winter CME which the Class 86 worked from Farrington Jct. through
to London Euston, February 9th. [Phil Martin](#)



Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: On February 9th, Class 86 259 'Les Ross' is seen storming through Warrington Bank Quay with the London Euston - Carnforth leg of this tour. Of note is that this tour ran for several weekends under the same name. [Brian Battersby](#)

Below: On February 2nd, Class 86 259/E3137 sits in Carnforth Station having arrived from London Euston, waiting for a path back to Preston. [Michael Lynam](#)



Railway Touring Company - The Winter Cumbrian Mountain Express 2
Class 86 259 'Les Ross' passes Barton & Broughton, just south of Lancaster conveying the electric hauled leg of the Winter Cumbrian Mountain Express from London Euston to Carnforth UDGL. [CJ Sutcliffe](#)

Railway Touring Company - The Winter Cumbrian Mountain Express 2

LNER Class A4 No. 60009 'Union of South Africa' crosses
Ribblehead Viaduct southbound with the WCME from
Carlisle to Farrington Junction, where the Class 86 would take over for the
run back to London. [CJ Sutcliffe](#)



Railway Touring Company - The Winter Cumbrian Mountain Express 2
A4 Pacific No. 60009 'Union of South Africa' passes Pen-y-ghent with the
southbound Winter Cumbrian Mountain Express on February 16th. [Gerald Nicholl](#)





Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: Reflected glory as LNER A4 Pacific No. 60009 'Union of South Africa' passes near Holme with the northbound Winter Cumbrian Mountain Express on February 16th. [Gerald Nicholl](#)

Below: Class 86 259 'Les Ross' storms through Leyland with the 1286 Winter Cumbrian Mountain Express from London Euston to Carnforth, where steam would take over for the trip to Carlisle, February 16th. [Michael Lynam](#)



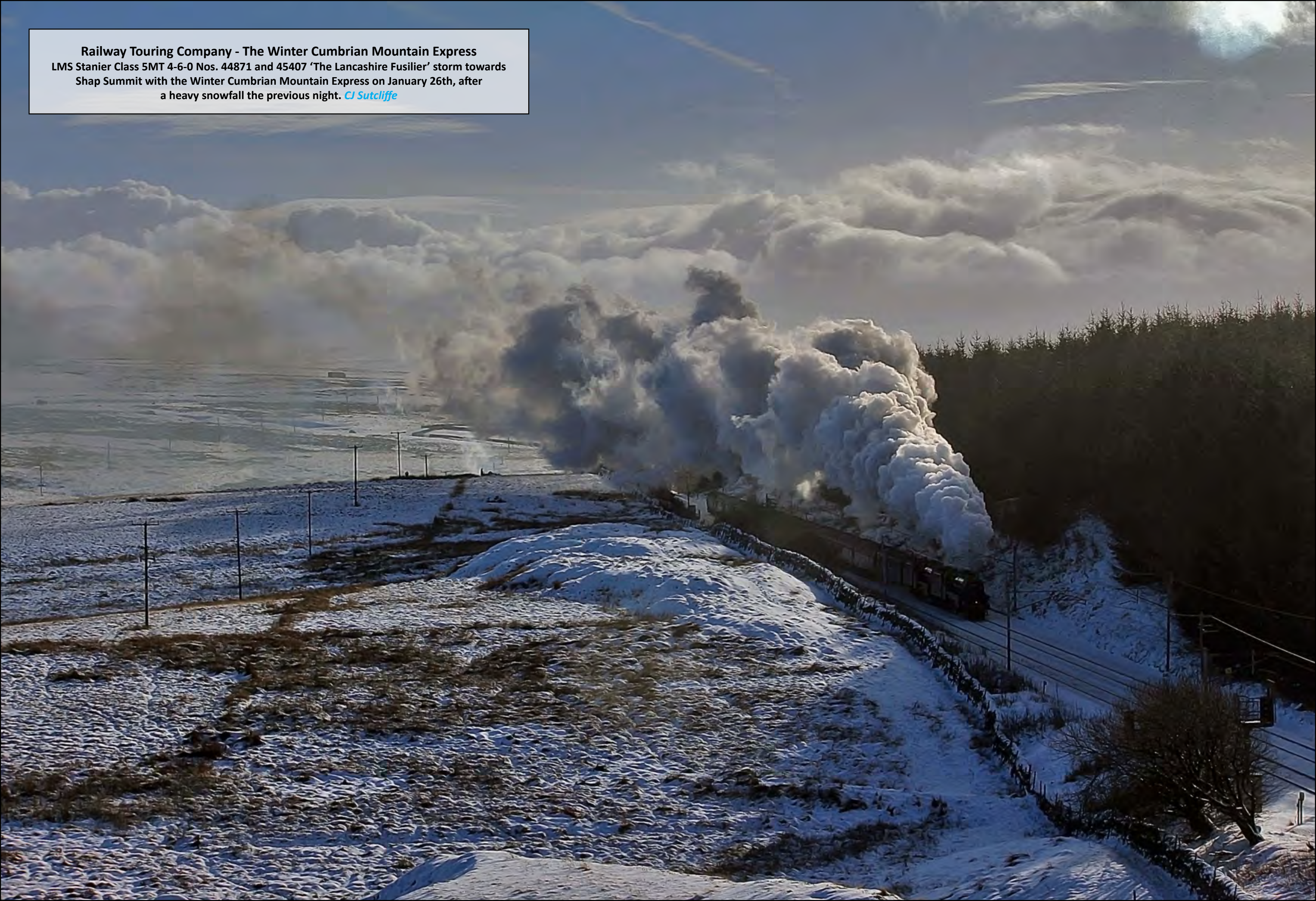
Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: On February 9th, Class 86 259 'Les Ross' is seen departing Crewe with the London Euston - Carnforth leg of the outward journey. [Paul Godding](#)

Below: A4 Pacific No. 60009 'Union of South Africa' picks up speed with the southbound Winter Cumbrian Mountain Express through Garsdale on February 9th. [Gerald Nicholl](#)



Railway Touring Company - The Winter Cumbrian Mountain Express
LMS Stanier Class 5MT 4-6-0 Nos. 44871 and 45407 'The Lancashire Fusilier' storm towards
Shap Summit with the Winter Cumbrian Mountain Express on January 26th, after
a heavy snowfall the previous night. [CJ Sutcliffe](#)





Railway Touring Company - The Winter Cumbrian Mountain Express

Above: On January 26th, LMS Class 5MT 4-6-0 Nos. 44871 and 45407 charge through Clifton. [Colin Irwin](#)

Below: LMS Class 5MT 4-6-0 Nos. 44871 and 45407 arrive into Appleby on January 26th, with this Manchester - Carlisle tour. [Colin Irwin](#)



Railway Touring Company - The Winter Cumbrian Mountain Express
LMS Class 5MT 4-6-0 Nos. 44871 and 45407 are seen departing Appleby on January 26th, heading for Carlisle. [Colin Irwin](#)





West Coast Railway Company - THE LANCASTRIAN

Above: Stanier Class 5 4-6-0 No. 44932 heads the Lancastrian near Kettles Beck on February 16th. [Gerald Nicholl](#)

Below: BR Class 5MT 4-6-0 No. 44932 approaches Pleasington with the return working of 'The Lancastrian' heading for Preston where diesel traction would return the charter to St. Neots, February 16th. [Alan Naylor](#)



West Coast Railway Company - THE LANCASTRIAN

Above: LMS Stanier 8F No. 48151 crosses the River Lune north of Lancaster station with the steam hauled leg of the Lancastrian from Cleethorpes via Preston, Lancaster, Settle Junction, Hellifield, Blackburn, Preston and return, February 9th. [CJ Sutcliffe](#)

Below: BR Class 8F 2-8-0 No. 48151 approaching Pleasington, Lancashire with another run of 'The Lancastrian' and on February 9th, the tour started from Cleethorpes. [Alan Naylor](#)



West Coast Railway Company - THE LANCASTRIAN
Stanier Class 8F 2-8-0 No. 48151 heads the first Lancastrian of the season
away from Carnforth near Keer Holme on February 9th. *Gerald Nicholl*





West Coast Railway Company - THE LANCASTRIAN

Above: LMS Stanier Class 8F 2-8-0 No. 48151 heads 1254 'The Lancastrian' passing through Pleasington on February 9th. [Michael Lynam](#)

Below: On February 16th, Stanier Class 5 4-6-0 No. 44932 reaches the top of Houghton Bank between Blackburn and Preston. [Michael Lynam](#)



Pathfinder Tours - The Hullaba-Looe

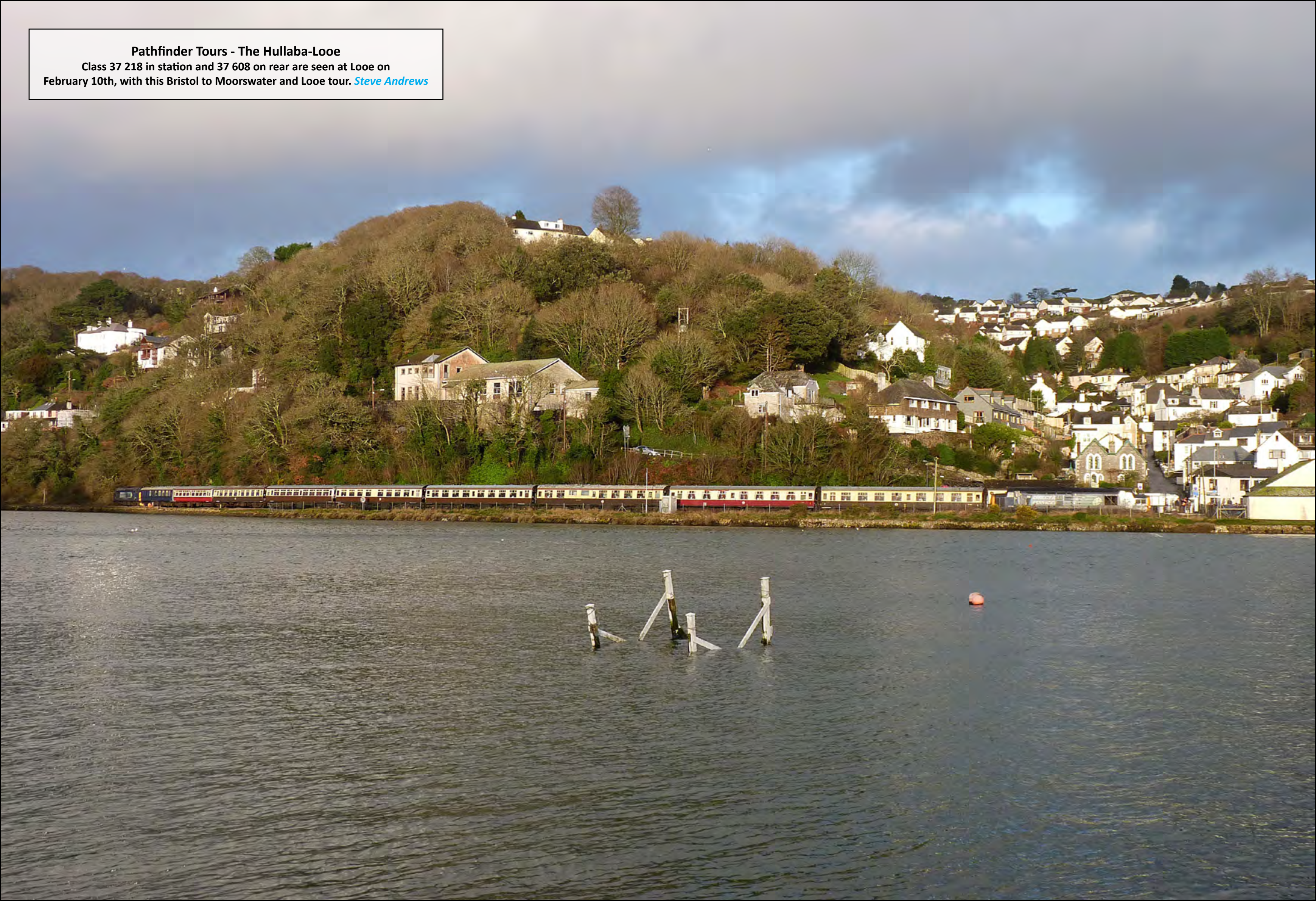
Above: On February 10th, and with pixie attached, Class 37 609 and 37 218 are seen at Moorswater. [Steve Andrews](#)

Below: Class 37 609 and 37 218 (with 37 608 on the rear) passes St. James Park Halt, Exeter heading for Exmouth. [Steve Andrews](#)



Pathfinder Tours - The Hullaba-Looe

Class 37 218 in station and 37 608 on rear are seen at Looe on February 10th, with this Bristol to Moorswater and Looe tour. [Steve Andrews](#)





Pathfinder Tours - The Hullaba-Looe

Above: Class 37 608 is seen at Coombe Junction Halt, heading to Moorswater, February 10th. [Sam Bilner](#)

Below: The other end of the tour featured Class 37 609 and 37 218, again seen here at Coombe Junction Halt, before heading to Moorswater. [Sam Bilner](#)



Pathfinder Tours - The Winter Settler

Above: On February 9th, DRS Class 37 218 and 37 608 power through Horton in Ribblesdale with the late running Winter Settler from Bristol Temple Meads - Carlisle via the S&C. [CJ Sutcliffe](#)

Below: - After a slow climb, the tractors are seen once more crossing Ribblehead viaduct. [CJ Sutcliffe](#)





Vintage Trains - The Valentines Express

Above: Great Western 4900 Class No. 4965 'Rood Ashton Hall' passes Branston with the 1258 Valentine's Express on the return Leicester - Tyseley working (and a friendly wave from both footplate men), February 16th. [Stuart Hillis](#)

Below: GWR No. 4965 'Rood Ashton Hall' is seen powering through Tamworth High Level running 17 mins early, working 1258 13:24 Leicester - Tyseley on February 16th. [Andrew Parkinson](#)



Vintage Trains - The Valentines Express

Above: On February 16th, Great Western Railway 4900 Class No. 4965 'Rood Ashton Hall' speeds through Cossington with the 1258 Leicester to Tyseley. [Neil Davies](#)

ECS and light engine moves

Below: On a dank, dark February 8th, just right for photographing West Coast 47s! This is Class 47 760 top'n'tailed with 47 237 on 5Z54 Carnforth - Barnetby Rec, with the ECS for the following day's charter to Preston. Here Class 47 760 tries it's best to look bright and cheerful as it storms the bank towards Scunthorpe Station. [Steve Thompson](#)



ECS and light engine moves

LNER K1 2-6-0 No. 62005 is seen passing Starrick's Farm on February 21st, on an engine repositioning run from Carnforth to the East Lancashire Railway. [Gerald Nicholl](#)





ECS and light engine moves

Above: West Coast's Class 47 826 and 57 601 head the 5Z47 Burton on Trent Wetmore Sidings to Carnforth Steamtown, conveying Statesman Rail's coaching stock that had been at Burton for refurbishment. Seen here passing Farrington Junction on February 25th. [Michael Lynam](#)

Below: Another view of West Coast's 47 826 and 57 601, this time heading through Burton on Trent with the 5Z47 Burton Wetmore to Carnforth Statesman Rail set, which had been refurbished at the Nemesis Rail depot. [Stuart Hillis](#)



ECS and light engine moves
On February 21st, LNER K1 Class 2-6-0 No. 62005 heads from Carnforth to Bury ELR and after missing out her scheduled stop at Bolton, is seen racing through Kearsley some 30 mins early. [Colin Irwin](#)





ECS and light engine moves

Above: On February 19th, Class 47 804 speeds northward at Winwick Junction with 5Z47 transferring a single coach from Southall to Steamtown Carnforth. [Derek Elston](#)

Below: As Arctic winds gust across West Yorkshire, Class 47 760 top'n'tails 47 237 into Skipton with the ECS for 'The Lancastrian' railtour from Carnforth, February 8th. [Colin Irwin](#)



ECS and light engine moves

Above: On February 21st, K1 No. 62005 along with its support coach creeps into Darwen station prior to entering the single line to Bromley Cross. [Michael Lynam](#)

Below: On February 6th, LMS Royal Scot Class No. 46115 'Scots Guardsman' is seen in the sunshine at Hellifield with a 5Z50 test run from Carnforth to Carnforth via Hellifield and Blackburn. [Michael Lynam](#)





RETRO RAILTOURS LTD

The Retro Welsh Dragon / Y Ddraig Goch

Saturday 27th April 2013

WWW.RETRORAILTOURS.CO.UK

This day-trip journey will pick up from stations in West Yorkshire and Cheshire before taking you along the scenic border route, 'The Marches Line', to Cardiff, arriving in the Welsh capital just before midday.

You will have around 5 hours to enjoy in Cardiff, a city with a wealth of cultural and historical sites. In 2011, the city was voted 6th in the National Geographic Traveller list, alongside the likes of Patagonia and the Azores. The train will also continue onto Swansea, calling at Barry - a popular seaside resort for Cardiff residents and made famous by the BBC TV series Gavin & Stacey. You will have approximately 4 hours in Barry or just less than 2 hours in Swansea.

The train will return north in the evening, dropping off at stations as per the morning, after an enjoyable Welsh day excursion.

We will be Picking up at the following stations:

Huddersfield: dep. 07:00 arr. 21:40

Stalybridge: dep. 07:40 arr. 21:00

Reddish South: dep. 08:00 arr. 20:40

Stockport: dep. 08:10 arr. 20:30

Wilmslow: dep. 08:25 arr. 20:15

Crewe: dep. 08:50 arr. 19:50

Shrewsbury: dep. 09:30 arr. 19:10

Destination stations:

Cardiff Central: arr. 11:40 dep. 17:00

Barry: arr. 12:20 dep. 16:20

Swansea: arr. 13:40 dep. 15:00

Out & Back Fares - Cardiff/Barry:

Standard Adult: £59, Standard Child: £40

First Adult: £99, First Child: £69

Premier Dining: £170 Child: Please Call

Out & Back Fares - Swansea:

Standard Adult: £64, Standard Child: £45

First Adult: £104, First Child: £74

Premier Dining: £175 Child: Please Call

WE HAVE REQUESTED DRS CLASS 20s TO HAUL THIS TOUR.

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to

2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.

Enquiries Tel: 0161 330 9055



Arriva Trains Wales' DVT No. 82306 leads Class 67 002 with the 1V41 Holyhead -Cardiff WAG service through Steel Heath on February 2nd. [Carl Grocott](#)



Network Rail wanderings

On February 16th, Class 57 305 and 57 306 top'n'tail the 1Z13 Derby RTC -
Tonbridge West Yard, seen here passing through Oakley. [Lorenzo D'aniello](#)



On hire to Network Rail from West Coast, Class 37 516 and 33 029
top'n'tail the 6Y99 St Leonards - Tonbridge Snow and Ice Treatment
Train, seen here at Tonbridge on February 23rd. [Wayne Radford](#)



On February 4th, DRS Class 37 423 brings the 3Q04 Derby RTC - Shrewsbury test train through Coalbrookdale, Telford as it approaches Ironbridge power station. [Gary S. Smith](#)



A change for the normal Class 73s as Class 57 305 and 57 306 top'n'tail test coach No. 977997 working the on the 1Q13 Tonbridge - Eastleigh via a number of lines, seen here at Barnes on February 20th. [Wayne Radford](#)





Above: Network Rail's NMT with power cars Nos. 43013 and 43014 heads through Burton on Trent on February 3rd working 1Z20 Old Oak Common - Derby RTC. [Stuart Hillis](#)



Top Right: West Coast Railway's Class 33 029 top and tails 37 516 as they depart St. Leonards Railway Depot working 6Y99 St. Leonards Railway Engineering Limited - Tonbridge West Yard refuelling return trip. These locos were on hire to Network Rail from Southall to Tonbridge due to the freezing conditions and the threat of snow predicted, February 23rd. [Daniel Stanbridge](#)

Bottom Right: After visiting the Ironbridge power station on February 4th, DRS Class 37 423 propels the 3Q04 Derby RTC - Shrewsbury test train back up the incline and over the viaduct at Coalbrookdale, Telford. [Gary S. Smith](#)

Below: Class 57 305 leads 57 306 through Harrowden Junction with 1Z13 12:53 Derby RTC - Tonbridge on February 16th. [Steve Madden](#)



Class 67s out and about

Top Right: Working a Ruggex to Cardiff for the Wales - Ireland match on February 2nd, Class 67 002 is seen on the rear pushing DVT No. 82305 and its train as it heads through Battlefield. [Phil Martin](#)

Bottom Right: Celebrity skips Class 67 026 'Diamond Jubilee' and 67 006 power the 4040 Cowley - Southampton 'blue sausage car train' passing a wonderfully sunny Cholsey Manor on February 4th. [Daniel Stanbridge](#)

Below: On February 24th, Class 67 019 drags 91 112 and DVT 82230 working the 1S07 Doncaster - Edinburgh through Seaton Carew, diverted along the Durham Coast due to engineering work on the East Coast main line. [Michael J. Alderdice](#)





Freightliner's GE locos

Above: Class 70 004 on a very short Llandeilo - Crewe engineers train passes Kemps Eye on February 2nd. [Phil Martin](#)



Top Right: On February 19th, Class 70 005 passes Winwick Junction on a very short engineers working. [Derek Elston](#)

Bottom Right: Class 70 013 is seen at the head of the 4Z68 Ratcliffe power station - Crewe empty coal hoppers as it passes through Burton on Trent on February 3rd. [Stuart Hillis](#)

Below: Class 70 011 passes Baystan Hill on February 2nd with the 4V22 empty coal hoppers from Fiddlers Ferry, heading for Portbury. [Phil Martin](#)



Class 70 011 passes Ashwell working the 6L87 12:37
Earles – West Thurrock loaded cement train,
February 27th. [Steve Madden](#)



Class 70 010 is pictured working 4Z68 Ratcliffe power station - Crewe Basford Hall with empty coal hoppers passing Burton on Trent, February 18th. [Stuart Hillis](#)



Recent Class 60 workings

Top Left: Class 60 011 pauses at Warrington Bank Quay on February 16th for a driver change whilst working a Liverpool Bulk Terminal - Fiddlers Ferry power station MGR service. [Brian Battersby](#)

Bottom Left: Class 60 079 passes a distinctly agricultural setting as it climbs Appleby Bank on February 9th with the 6T25 Immingham Bulk Terminal - Santon iron ore working. [Steve Thompson](#)

Below: On February 13th, DB Schenker liveried Class 60 092 on 6D75 Trent Yard - Doncaster Up Decoy, comprising a Rail Delivery Train loaded with long-welded rail, is seen passing Appleby. [Steve Thompson](#)



Class 60 099 is pictured hauling 6F38 through Winwick with loaded coal from Liverpool Bulk Terminal to Fiddlers Ferry power station, February 19th. [Dave Harris](#)





Above: Class 60 049 emerges from an afternoon sleep to shunt some wagons around Hinksey Yard, February 14th. [Daniel Stanbridge](#)

Top Left: One of DB's latest overhauled locos, Class 60 092 powers very hard working 6E38 Colnbrook - Lindsey empty TEA/TDA tanks through Mill Hill Broadway on January 8th. [Daniel Stanbridge](#)

Bottom Left: Class 60 079 passes Appleby with the 6T22 Immingham Bulk Terminal - Santon iron ore working in the early morning sunlight on February 9th. [Steve Thompson](#)

Below: Class 60 099 leads a late running 6F81 Liverpool Bulk Terminal to Fiddlers Ferry power station coal train passing Winwick Junction on February 19th. [Derek Elston](#)



On February 4th, Class 60 092 heads the 6K23 empties from Santon back to Immingham Bulk Terminal as it passes Keb Wood. [Steve Thompson](#)





Above: Class 60 054 is pictured working the 6E41 Westerley - Lindsey oil tanks through Burton on Trent, February 20th. [Stuart Hillis](#)

Top Left: Class 60 011 rounds the curve at Winwick Junction working the 6F74 Liverpool Bulk Terminal to Fiddlers Ferry power station loaded coal hoppers on February 19th. [Derek Elston](#)

Bottom Left: Class 60 015 is seen at the head of 6E54 Kingsbury - Humber empty tanks as it passes through Burton on Trent, February 3rd. [Stuart Hillis](#)

Below: Class 60 065 arrives into Warrington Arpley working the 6F78 Fiddlers Ferry to Liverpool Bulk Terminal on a very wet February 9th. [Neil Davies](#)



On February 9th, Class 60 091 heads a stone train through Manchester Victoria. [Richard Hargreaves](#)





Above: Days before its failure which led to it being dumped at Grantham with an axle problem, Class 60 039 is seen earning its keep working 6T73 Wrawby Jcn - Doncaster Up Decoy auto ballasters. [Steve Thompson](#)

Top Left: Class 60 065 'Spirit Of Jaguar' powers hard down the relief lines at Cholsey working 6B33 13:00 Theale Murco - Robeston Sidings empty TEA/TDA bogie tanks on January 24th. [Daniel Stanbridge](#)

Bottom Left: One of the latest Class 60s to emerge from the paint facility and overhaul program is 60 020, seen here making light work of 6B33 Theale Murco - Robeston Siding empty TEA/TDA Bogie tanks at Spring Farm, Goring on February 21st. [Daniel Stanbridge](#)

Below: On February 21st, Class 60 099 heads north through Bamfurlong working 6C40 Fiddlers Ferry Power Station to Newbiggin British Gypsum. [Andrew Parkinson](#)



After finally being released from its coal circuit duties at Warrington, here is Class 60 074 back working tanks. Seen here powering nicely through Cholsey Manor working 6B33 13:00 Theale Murco - Robeston Sidings empty TEA/TDA bogie tanks on February 4th. [Daniel Stanbridge](#)



On February 19th, Class 60 007 is seen working the 6E38
Colnbrook - Lindsey through Lower Farm Road, Bromham.

Lorenzo D'aniello



Direct Rail Services

Class 66 433 heads south bound through Acton Bridge on February 14th with the 4M44 Mossend - Daventry Intermodal service. [Michael Lynam](#)





Top Left: On February 18th, Class 57 309 'Pride of Crewe' is seen in the bay at Stafford on Thunderbird duties.
Richard Hargreaves

Bottom Left: Class 37 605 and 37 607 are seen working the 1Q13 Derby RTC - Holgate, via Immingham and one or two other places. Here the pair approach Appleby on February 5th while heading for the Humber port. *Steve Thompson*

Below: Class 57 309 passes Clifton on a light engine move to rescue Class 90 026 on 5S26 Caledonian Sleeper ECS to Glasgow Polmadie MPD, after the latter ran into difficulties owing to overhead line trouble in the Euxton Balshaw Lane area on January 26th. *CJ Sutcliffe*





Above: Class 37 423 heads through Shifnal on February 8th, with a test train heading for the RTC at Derby. [Phil Martin](#)

Top Right: Class 57 309 heads through Hellfield on February 6th, with the 0C99/OP99 Preston - Carlisle - Preston via the S&C route learner. [Michael Lynam](#)

Bottom Right: Class 37 425 pauses at Darlington on January 8th, whilst working the 3Q21 Derby RTC - Derby RTC. [Peter Alderson](#)

Below: On February 13th, Class 66 415 passes Appleby working the 6M05 Roxby - Northenden bin train, interestingly with only half of the wagons loaded. [Steve Thompson](#)





Above: Lady Penelope has a new identity! The re liveried Class 57 307 is seen at Crewe on February 18th, with Class 47 501 in the background. [Richard Hargreaves](#)

Right: A very dirty, by DRS standards, Class 66 421 passes Winwick Junction working 4M44 Mossend to Daventry, February 19th. [Derek Elston](#)

Below: On February 19th, Class 66 426 is seen with a short 4S44 Daventry to Coatbridge service heading passing Winwick Junction. [Derek Elston](#)



FGW Class 57's

Class 57 603 is seen at Plymouth with the 1C99 London Paddington to Plymouth sleeper on February 21st. [Steve Andrews](#)



On February 18th, Class 57 604 is seen working the 1C99 London Paddington to Penzance sleeper, which terminated at Plymouth due to track renewal work taking place in Cornwall. [Steve Andrews](#)



East Coast

Possibly the most talked about train of the year so far has been this stunning Class 91 007 'Skyfall' and matching rake of stock. Seen here at Newcastle on it's corporate launch, February 16th.

Alex Thorkildsen



East Coast's latest livery featuring 007 James Bond is seen passing through Sandy on February 16th, working 1Z07 London Kings Cross - Edinburgh on its launch with loco Class 91 007. [Lorenzo D'aniello](#)



Colas Rail

Class 47 749 'Demelza', recently overhauled and now back working solo, is seen at Burton on Trent with 6247 Toton Virtual Quarry to Nemesis Rail, Burton on February 26th. [Stuart Hillis](#)



Class 56 094 heads south through Carnforth with the Carlisle - Chirk log train on February 2nd. [Michael Lynam](#)



On February 12th, and with the driver putting on a fantastic show through Water Orton station with plenty of noise, clag and 8 tones, Class 56 302 winds down as it takes the line towards Whitacre Junction working 6E07 Washwood Heath - Boston Docks. [Matthew Bird](#)



DB Schenker's fleet

Top Left: Class 90 039 heads light engine through Crewe on February 18th. [Richard Hargreaves](#)

Bottom Left: Class 66 020 heads through sunny Warrington on February 16th. [Andy](#)

Below: On February 14th, EWS liveried Class 90 020 heads north light engine through Acton Bridge. [Michael Lynam](#)





Above: On February 9th, Class 66 014 makes its sedate way from Immingham SS to Ent C with it's solitary loaded SPA. [Steve Thompson](#)



Top Right: Class 66 061 heads the 6K05 Carlisle - Crewe engineers working through Hellifield on February 6th. [Michael Lynam](#)

Bottom Right: Class 66 122 heads the late running 6M32 Lindsey - Preston Docks loaded oil train through Bamber Bridge. [Michael Lynam](#)

Below: Class 66 020 turns off the WCML at Farrington Junction to take the Clitheroe line, heading for the S&C on February 12th, working the 6C40 Fiddlers Ferry - Newbiggin Containerised Gypsum service. [Michael Lynam](#)



On February 1st, Class 66 086 heads the 6M57 Lindsey - Kingsbury loaded tanks, seen here crossing Stenson Junction. [Stuart Hillis](#)





Above: EWS liveried Class 66 126 is seen working the 6M44 Southampton East Dock - Halewood empty car carriers through Acton Bridge on February 14th. [Michael Lynam](#)



Top Right: On February 16th, Class 66 161 pauses in Warrington Bank Quay station for a driver change with a ballast working from Crewe Basford Hall. [Andy](#)

Bottom Right: Class 66 002 passes Leominster working the 4V75 Dee Marsh - Margam steel empties, February 25th. [Phil Martin](#)

Below: Class 66 034 hauls the 6X01 Trent - Eastleigh, with Long Welded Rails loaded on IGA/YEAs, seen passing Appleby on February 14th. [Steve Thompson](#)



On February 6th, Class 66 150 head east through Pleasington with the 6E32 Preston Docks - Lindsey empty oil tanks. [Michael Lynam](#)





Above: On February 25th, Class 66 125 heads the 6K05 Carlisle - Crewe engineers train as it is seen joining the West Coast main line at Farrington Junction. [Michael Lynam](#)



Top Right: Class 66 067 passes through Totnes with the 7W31 Saltash - Westbury ballast train on February 17th. [Steve Thompson](#)

Bottom Right: Class 66 174 has charge of 6N31 Ent C - Lackenby as it passes Appleby with the last of the previous night's snowfall melting quickly away, February 14th. [Steve Thompson](#)

Below: Class 66 044 working as 0X01 Doncaster - Eastleigh light engine passes Burton on Trent, February 1st. [Stuart Hillis](#)



Class 66 250 heads a train of steel empties from Dee Marsh to Llanwern as it passes Baystan Hill Quarry on February 2nd. [Phil Martin](#)





GBRf workings

Above: Class 66 738 heads the 6M09 Tyne Coal Terminal - Ironbridge through Pleasington, February 14th. [Michael Lynam](#)

Top Left: Class 66 709 'Sorrento' heads through Pleasington with the 6M09 biomass working, February 25th. [Chris Stanley](#)

Bottom Left: On February 27th, Class 66 724 'ABP Port of Immingham Centenary 1912 2012' passes Winwick with the 6M09 Tyne Dock - Ironbridge biomass working. [Dave Harris](#)

Below: A special one off working 7X99 Old Dalby to Derby Litchurch Lane with Class 20 901 and 20 905, barrier wagons and prototype 'S' class tubestock Nos. 21001 and 21002, with Class 20 314 and 20 096 on the rear. The unit had been at Derby for rebuilding and then to Old Dalby for testing, and is seen here passing Moira West signal box. [Stuart Hillis](#)



Class 66 709 "Sorrento" in Medite Shipping Company livery is seen hauling 6M09 Tyne Dock - Ironbridge Biomass working through Winwick on February 19th. [Dave Harris](#)



On February 2nd, Class 66 709 'Sorrento' is pictured working the 6C94 Tyne Dock - Eggborough at Seaton Carew, near Hartlepool.

Michael J. Alderdice





Above: Class 66 729 heads through Penkridge on February 15th with empty biomass hoppers returning to Tyne Dock. [Phil Martin](#)



Top Right: Class 66 715 'Valour' passes Winwick working the 6M09 Tyne Dock - Ironbridge biomass service on February 28th. [Dave Harris](#)

Bottom Right: With just one more bend, and one more bridge to cross, the train will have reached its destination after a long journey from the North East of England, as Class 66 716 brings the 6M09 Tyne Dock - Ironbridge biomass train - composed of shiny new hopper wagons - slowly down the incline at Coalbrookdale, Telford on February 4th. [Gary S. Smith](#)



Below: Class 20 901 and 20 905 are seen nearing Leicester Jct. with a tube stock working from Old Dalby to Derby on February 7th. Class 20 314 and 20 096 were out of sight on the rear. [Stuart Hillis](#)





Freightliner's workings

Above: Class 86 632 heads light engine from Garston to Crewe through Acton Bridge on February 14th.

Michael Lynam

Top Left: On February 5th, Class 66 415 passes through Althorpe station working the 6M05 Roxby - Northenden bins. *Steve Thompson*

Bottom Left: Class 66 515 passes Winwick Junction on February 19th working 4S42 Fiddlers Ferry to Hunterston empty MGR hoppers. *Derek Elston*

Below: Class 66 619 is pictured working the 6L45 07.35 Earles - West Thurrock through Sharnbrook Junction on February 19th. *Steve Madden*





Above: Class 66 546 working 6M49 Hull - Rugeley Power Station with loaded coal hoppers is seen passing Branston (Burton) on February 16th. [Stuart Hillis](#)

Top Left: On February 14th, Class 66 571 heads north through Acton Bridge with the 4M45 Felixstowe - Ditton service. [Michael Lynam](#)

Bottom Left: Class 66 506 passes Keb Wood working the 6Y13 HIT - Ferrybridge on February 4th, with interestingly a quite unusual practice of a HXA wagon mixed with a load of HHAs. [Steve Thompson](#)

Below: Class 66 528 is seen at the head of 4Z41 Rugeley PS - Hunslet empty coal hoppers as it passes through Stenson on February 1st. [Stuart Hillis](#)



Class 66 606 approaches Flitwick with
6L45 07:35 Earles - West Thurrock on February 15th. [Steve Madden](#)

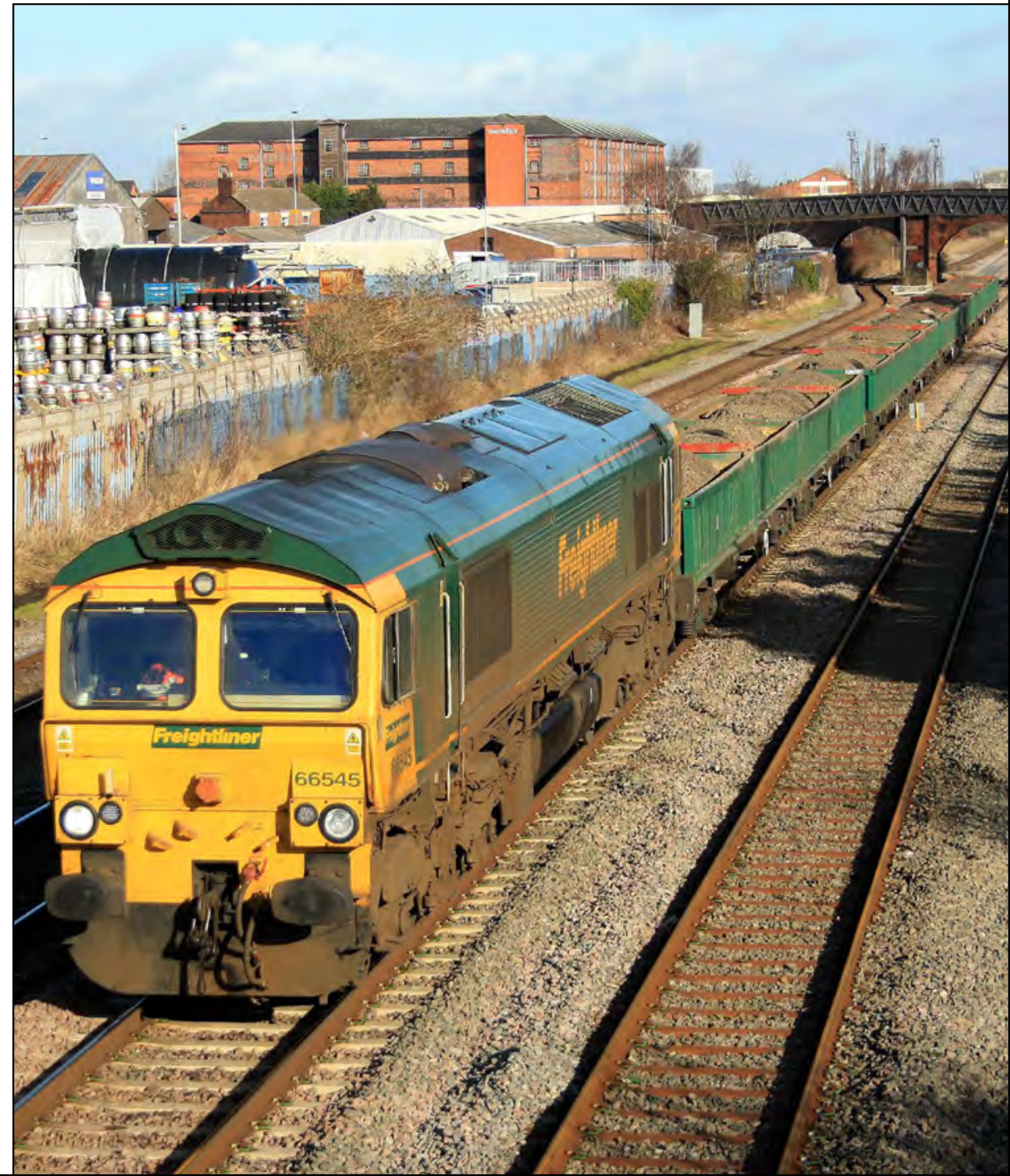




Top Left: On February 14th, Class 66 517 heads south through Acton Bridge with the 4L92 Ditton - Felixstowe service. [Michael Lynam](#)

Bottom Left: Class 66 540 'Ruby' is seen working the 4054 06.15 Leeds - Southampton Maritime past Hinksey Yard, Oxford on February 18th. [Steve Madden](#)

Below: Class 66 545 heads through Burton on Trent on February 1st with the 6247 Toton - Crewe and a short rake of loaded green ballast boxes. [Stuart Hillis](#)





On February 14th, Class 86 639 heads south through Acton Bridge with a Garston - Crewe Basford Hall working. [Michael Lynam](#)



DCR workings

On February 15th, Class 56 311 heads the 6Z91 Calvert - Didcot power station through Launton. [Lorenzo D'aniello](#)



Another loco on the fly-ash circuit now in the form of DCR's Class 56 311, seen here at Hinksey, Oxford making light work of the empty MBA's working 6Z91 Calvert - Didcot Power Station on February 14th. [Daniel Stanbridge](#)



Top Right: On February 18th, Class 56 311 passes Hinksey Yard with 6291 10:53 Calvert - Didcot power station. [Steve Madden](#)

Bottom Right: DCR green liveried Class 56 303 is seen working the 6256 Chaddeston sidings (Derby) - Cardiff with steel scrap as it passes through Burton on Trent, February 3rd. [Stuart Hillis](#)

Below: Class 31 190 and 31 452 are seen working 0231 Taunton - Doncaster West Yard passing the Nemesis Rail depot at Burton on Trent, February 21st. [Stuart Hillis](#)



HSTs

Top Left: East Midlands Trains HST power car No. 43048, on hire to East Coast, passes East Boldon (with East Coast HST power car No. 43309 on the rear) on a diversion via the Durham Coast Line, February 16th. [Alex Thorkildsen](#)

Bottom Left: East Coast HST power cars No. 43257 and 43208 are seen passing East Boldon on February 16th, with a diverted East Coast service via the Durham Coast Line. [Alex Thorkildsen](#)

Below: On February 2nd, First Great Western's HST power car No. 43035 arrives into Worcester Foregate Street with a London Paddington - Hereford service. [Richard Hargreaves](#)





Above: Cross Country's HST power car No. 43301 is seen on the rear of a Plymouth - Leeds service leaving Bristol Temple Meads on February 2nd. [Richard Hargreaves](#)



Top Right: First Great Western's HST power cars Nos. 43177 and 43088 are seen at Bristol Temple Meads on February 2nd, both having arrived with terminating services from London Paddington. [Richard Hargreaves](#)

Bottom Right: Cross Country's HST power cars Nos. 43303 and 43378 are seen working the 1V54 Dundee - Plymouth service passing Burton on Trent, February 3rd. [Stuart Hillis](#)

Below: Grand Central's HST power cars Nos. 43423 'Valenta 1972 - 2010' along with 43465 head south through Wigan North Western working 5Z43 06:51 Heaton T&R.S.M.D. - Crewe C.S. on February 21st. [Andrew Parkinson](#)



Units, Units, Units

Virgin Trains' Class 221 116 passes Winwick Junction with the 13:20
Birmingham New Street to Glasgow Central on February 19th. [Derek Elston](#)



Top Right: On February 2nd, South West Trains Class 159 107 is seen arriving into a sunny Bristol Temple Meads. [Richard Hargreaves](#)

Bottom Right: Class 390 127 heads south through Acton Bridge on February 23rd with a Glasgow - London Euston service. [Brian Battersby](#)

Below: London Midland's Class 170 630 is seen passing Shifnal on a local Shrewsbury - Birmingham New St. local service, February 8th. [Phil Martin](#)





Above: On February 14th, London Midland's Class 350 254 is seen heading through Acton Bridge with a Birmingham - Liverpool service. [Michael Lynam](#)

Top Left: Virgin Trains' Pendolino Class 390 134 is seen at Warrington Bank Quay on February 16th with a Glasgow bound service. [Andy](#)

Below: Class 221 115 departs Lancaster heading north towards Carnforth on February 9th. [Colin Irwin](#)





Above: Arriva Trains Wales' Class 175 110 passes Winwick Junction with the 13:31 from Bangor to Manchester Piccadilly on February 19th. [Derek Elston](#)

Top Left: Virgin Trains' Class 390 040 heads south down Shap towards Greenholme with the 12:51 service from Edinburgh to Birmingham New Street on January 26th. [Colin Irwin](#)

Bottom Left: Arriva Trains Wales' Class 158 827 passes Winwick Junction on February 19th, with a service for Manchester Piccadilly. [Derek Elston](#)

Below: Northern Rail's Class 158 792 departs Hellifield on February 6th with a Carlisle - Leeds service. [Michael Lynam](#)





Above: Merseyrail's Class 507 011 is seen at Sandhills working a service to Ormskirk on February 16th. [Derek Elston](#)

Top Left: On February 16th, Class 507 027 is seen at Hunts Cross forming the 12:51 to Southport. [Derek Elston](#)

Bottom Left: Class 508 117 is seen at Sandhills working a Kirkby service, February 16th. [Derek Elston](#)

Below: Merseyrail's Class 508 138 is seen departing Sandhills for Liverpool Central, February 16th. [Derek Elston](#)





Above: First Capital Connect's Class 319 367 and 319 441 approach the Gatwick Airport station stop working a Bedford - Brighton service, February 2nd. [Derek Elston](#)

Top Left: A pair of Northern Rail's Class 142s, with 142 067 leading pass Winwick Junction on February 19th with the 15:22 Warrington Bank Quay to Liverpool Lime Street. [Derek Elston](#)

Bottom Left: London Midland's Class 350 255 is seen at Crewe on February 16th. [Phil Martin](#)

Below: On February 2nd, Southern's Class 377 419 is seen at Brighton forming the 12:50 'Coastway' service to Portsmouth. [Derek Elston](#)





Above: Northern Rail's Class 142 029 pauses at Heworth on February 23rd whilst working a Nunthorpe service. [Alex Thorkildsen](#)

Top Left: On February 2nd, Southern's Class 313 219 is seen stabled alongside Brighton station. [Derek Elston](#)

Bottom Left: Class 442 419 approaches it's final destination at Gatwick Airport on February 2nd, arriving with a service from London Victoria. [Derek Elston](#)

Below: Colourful 'Welcome to Yorkshire' liveried Class 150 277 passes Winwick Junction with a service from Liverpool Lime Street to Warrington Bank Quay, February 19th. [Derek Elston](#)





Above: Northern's Class 142 012 approaches Pleasington with a Blackpool - Colne service, February 6th. [Michael Lynam](#)

Top Left: On February 2nd and in full sun, Arriva Trains Wales' Class 175 109 heads through Baystan Hill with a Holyhead - Cardiff service. [Phil Martin](#)

Bottom Left: Northern's Class 323 230 is seen leaving Manchester Piccadilly on February 7th. [Michael Lynam](#)

Below: A pair of First Great Western Class 153s (with one in London Midland livery) pass over St. Germans Viaduct on February 10th with a Looe service. [Sam Bilner](#)





Above: Northern's Class 150 269 (with 150 206 behind it) waits at York ready to work the 13:11 2C33 York to Leeds via Harrogate service. [John Martin](#)

Top Left: Southern's Class 377 319 pauses at Clapham Jct. on February 23rd, with a London bound service. [Paul Godding](#)

Bottom Left: On February 2nd, First Great Western's Class 150 249 is seen arriving into Bristol Temple Meads. [Richard Hargreaves](#)

Below: London Midland's Class 350 231 is seen heading south through Acton Bridge with a Liverpool - Birmingham service on February 14th. [Michael Lynam](#)





Above: FGW Class 150 108 arrives into Bristol Temple Meads on February 2nd. [Richard Hargreaves](#)

Top Left: Northern's Class 150 148 and 150 136 are seen arriving into Manchester Victoria on February 9th. [Paul Godding](#)

Bottom Left: As Arctic winds gust across West Yorkshire, Northern Rail's Class 153 308 leads an unknown Class 158 into Skipton with a service from Carlisle on February 8th. [Colin Irwin](#)

Below: Southern's recently overhauled Class 455 808 is seen at Clapham Jct. on February 23rd. [Paul Godding](#)



Class 47 500 Fire - update

On January 23rd, the 5247 running from Ardwick to Carnforth ran, conveying ECS and utilising two WCRC Class 47s, 47854 "Diamond Jubilee" and 47 500. All was going well, until the train reached Windsor Bridge Junction/Ordsall GF where 47 854 and the coaches in the consist negotiated the tight 160m radius curve at the junction successfully, however for reasons at that time unknown, 47 500 jumped off the rails and proceeded to dig a huge hole into the ballast beneath her. And if that wasn't enough, she then burst into flames.

Several crews of firefighters were called, and successfully battled the fire in order to save the locomotive and the carriages. Services were suspended for a number of days along the route the accident happened on, and the carriages were removed back to Carnforth by rail, with 47 500 being shunted into the Manchester Museum Of Science and Industry temporarily whilst investigations were carried out.

Network Rail launched an investigation immediately after the recovery process was completed, and found the cause of the incident to be "flange climb", where friction between the inside rail and the outside wheel flange reaches such levels that the outside flange finds grip and the locomotive jumps off the rails. This was caused by a number of different factors, the top two being an ineffective trackside flange lubrication device and the quality of the very recently turned tyres of the locomotives, which had been done almost immediately prior at Ardwick, or both.

In this photo, Class 47 500 is seen awaiting transfer back to Carnforth by road, to enter the locomotive form of intensive care whilst an inspection is carried out to determine the feasibility/cost of repairs. As it stands, common knowledge is the engine is fine, but the electrics are shot, wiring, transmission and traction motors all possibly requiring replacement. The question is, will 47 500 ride again? [CJ Sutcliffe](#)



Going Underground

Hammersmith and City 'C' stock No. 5524 arrives into Barbican heading for Barking on January 20th. [Chris Morrison](#)



Manchester Metrolink

A look at some of the new stations with CJ Sutcliffe

On February 11th, Tram No. 3001 calls at Edge Lane with a Bury service. [CJ Sutcliffe](#)





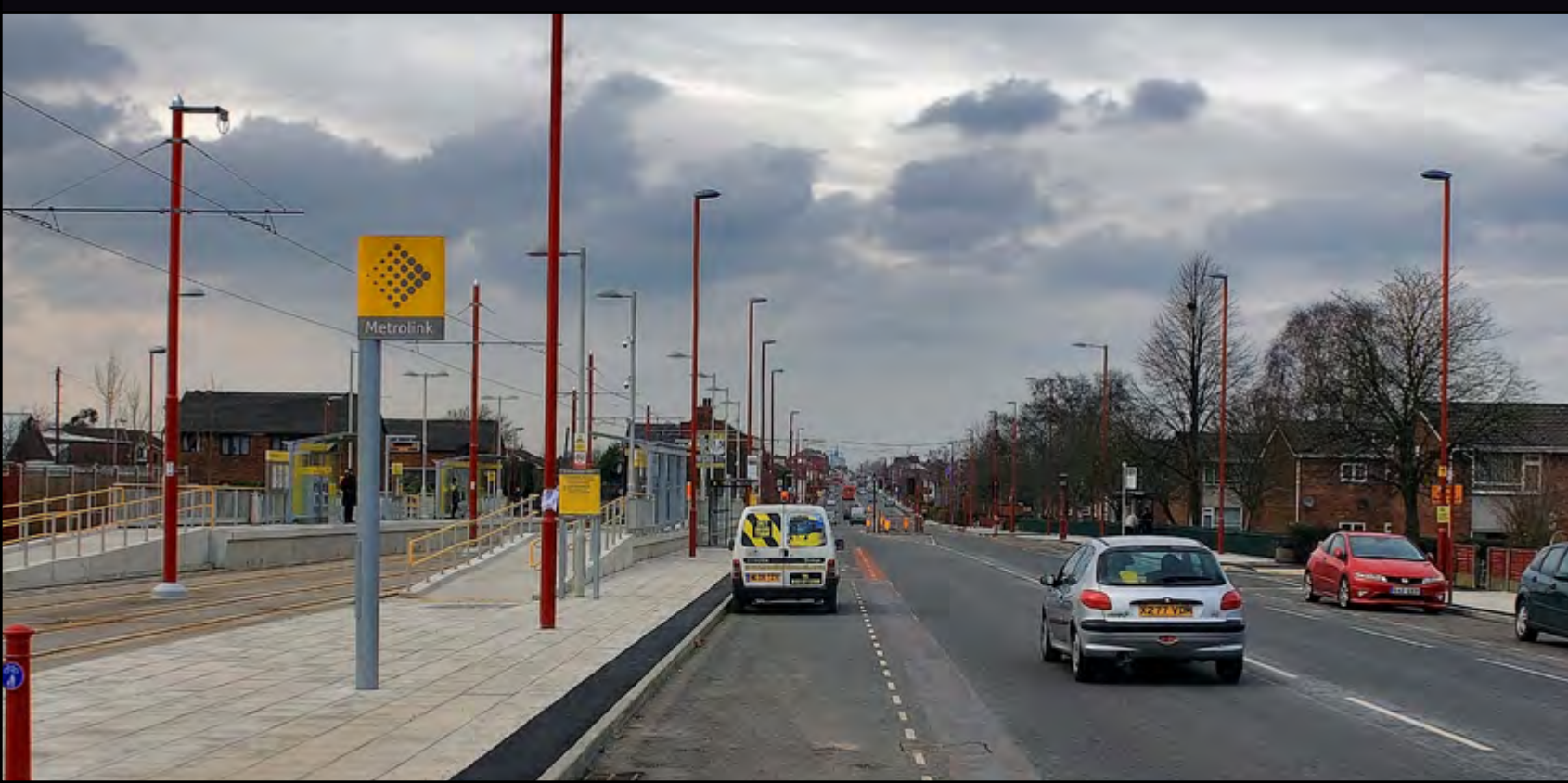
Manchester Metrolink *continued...*

A look at some of the new stations with CJ Sutcliffe

Above: Clayton Hall is situated on a patch of land just off Ashton New Road across from the parish church, the line beyond heads along Ashton New Road on a lengthy street running section. [CJ Sutcliffe](#)

Right: Immediately east of Piccadilly, the line travels through the former industrial dominated district of Ancoats, and reaches the first new station of New Islington after passing underneath the Manchester Inner Ring Road. The station is located between Pollard Street and the Ashton Canal, and does get fairly cold due to it's exposed position. Here the station is seen dwarfed by an old mill chimney which is now part of the Advent House apartment complex. [CJ Sutcliffe](#)

Below: The next stop after Edge Lane is dressed up by Metrolinks P.R. department as "Simply Great Cemetery Road". They sort of failed in making the word cemetery any more jolly I'm afraid. The station itself is located to one side of Ashton New Road with an adverse camber at either end. [CJ Sutcliffe](#)



Manchester Metrolink continued...

More new stations with CJ Sutcliffe

Right: From the station at Etihad, the route passes under Alan Turing Way and emerges between the road and the Asda supermarket. Staying between the road and the supermarket the line incorporates a reversing loop for terminating services at Etihad, then turns left to run alongside Ashton New Road and in turn reaches Velopark, serving the Asda and the new cycle park incorporating the 2002 Velodrome. Here Tram No. 3038 negotiates the right hand turn from Velopark heading towards Manchester. [CJ Sutcliffe](#)

Below: From New Islington, the line negotiates a double S bend and descends Merrill Street to reach the station at Holt Town, which is located adjacent to the junction of Merrill Street and Ashton New Road. Here No. 3032 is seen descending the Merrill Street street running section into Holt Town. [CJ Sutcliffe](#)

Holt Town

Edge Lane
Cemetery Road

Droylsden

Etihad Campus



By RAIL, SEA and ROAD

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

A joint project by the NRM and MOVERIGHT INTERNATIONAL

By RAIL, SEA and ROAD

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



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

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

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

Visit:

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



Manchester Metrolink continued...

Above: Tram No. 3010 is seen departing Manchester Victoria on February 9th. [Paul Godding](#)

Top Right: Tram No. 3060 in what has become a temporary head-shunt at Droylsden. [Michael Lynam](#)

Bottom Right: Tram No. 3060 pauses at Ethiad Campus with a service to Droylsden. [Michael Lynam](#)

Below: Tram No. 3023 is seen at Holt Town with a test run to the Velopark. [Michael Lynam](#)



Tyne and Wear Metro

Top Right: With the sun shining on the City of Newcastle, Metrocars Nos. 4001 and 4003 stand at Felling working train No. 106 to the Airport on February 2nd. [Alex Thorkildsen](#)

Bottom Right: Battery Locomotive No. 1 pushes flood damaged Metrocar No. 4087 into the Heavy Lifting Shop after having it's A-End sides repainted in the Paint Shop, February 3rd. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4074 and 4082 head against normal running direction, whilst going empty stock to Longhurst Road Siding, February 24th. [Alex Thorkildsen](#)



Tyne and Wear Metro continued...

Top Right: Metrocars Nos. 4067 and 4039 are seen at Felling on February 23rd with a service to the coast. [Alex Thorkildsen](#)

Bottom Right: Metrocar No. 4054 stands in the east yard of Gosforth Depot on February 2nd, after being uncoupled from Metrocar No. 4034, which can be seen in the distance going to have its A-End front repainted. [Alex Thorkildsen](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

Membership is open to any persons aged 14 years or older.

Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00



Croydon Tramlink

On February 23rd, Croydon Tramlink No. 2558 is seen outside East Croydon station working service No. 4 to Elmers End. [Paul Godding](#)



Fares Advice with RailUK

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

Fare setting on shared routes

Q: Imagine a route from A to B where TOC X runs 2/3 of the trains and TOC Y runs 1/3 of the trains. TOC X owns the flow from A to B. If TOC X wanted to reduce the fare from A to B, would they need the agreement of TOC Y (because TOC Y would lose income)?

A: *Shortly after First started the Greater Western franchise, they introduced walk-up FGW Only fares in South Wales. Shortly before the deadline for changes, Arriva Trains Wales (which sets the Any Permitted fares) slashed the cost of Any Permitted tickets to just less than the FGW Only fare, rendering the FGW Only fares useless.*

Here is some stuff from the Ticketing and Settlement Agreement that you may find interesting:

If you are Lead Operator then all other operators must accept the fares you set

4-20 (2)

"Fares Created by a Lead Operator pursuant to sub-Clause (1) above must be honoured by any other Participating Operators which run trains on all or part of the relevant Flow"

The Lead Operator:

4-21

*(a) must act in an even-handed manner between the Participating Operators which run trains on the relevant Flow; and
(b) must not engage in disruptive or anti-competitive or other pricing policies which restrict, or might reasonably be expected to restrict, passengers' freedom to choose*

between the services of the Operators which run trains on the relevant Flow.

London Terminals Question

Q: I understand that tickets from Three Bridges to London Terminals are not valid as far as St Pancras. But is the reverse true - is a ticket from London Terminals to Three Bridges valid from St Pancras?

I would have thought no but...last weekend I bought a ticket to Three Bridges from a ticket machine at St Pancras, and when printed it is from London Terminals. (It worked the barrier at St Pancras.) Surely TVM's should be set up so the default assumption is that the passenger wants to travel from wherever the heck that machine is.

If I buy a ticket at my local station, it just asks where I want to travel to. I would be more than a little miffed if I then found it had sold me a ticket from a station 3 miles down the line...

A: *The ticket machines don't always sell the correct ticket imo. For example if you ask for a ticket to Limehouse at Paddington, the TVMs will issue a ticket from London Terminals. I agree though that the passenger should not be penalised if sold such a ticket from a TVM.*

The TVMs at St Pancras are a nightmare for the uninitiated. Depending on the destination and the ticket type selected you can get a ticket from 'London St Pancras' or 'London Terminals'. It is not immediately obvious which might appear in the ticket tray for any given journey.

You would think that if the ticket was not valid for rail travel from the station at which you are purchasing it then this would be displayed prominently, but it is not. In the

absence of such a warning, you would also reasonably expect that the ticket you get is valid for a journey from St Pancras to your destination (doubly so if the ticket works the entrance barriers) but, again, it might not be !

Buying a day ranger on the train as an add-on

Q: Can I buy a Cheshire DayRanger ticket on the train if I join at an unstaffed station, which is beyond the range of a dayranger ticket, together with the ticket from my origin station to where the dayranger kicks in?

My query arises from the fact that the station where the dayranger applies from is manned, so will I be expected to buy it from there?

A: *Nope, you can buy rangers from the guard, for example I've bought a West Midlands Day Ranger from a guard on my local line which is nowhere near the valid area.*

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.

Impact of severe weather on train services 'is a wake-up call to us all', says Network Rail chief executive

Commenting on the Office of Rail Regulation's quarterly performance monitor, which highlighted the impact of extreme weather on train performance, Network Rail chief executive David Higgins said: "We recognise that this has been a difficult period for passengers, with disruption on many lines due to extreme weather. Our staff worked tirelessly, often in difficult circumstances, to get the railway back up and running and we would like to thank passengers and train operators for bearing with us during this time."

"The damage that extreme weather can do to a Victorian rail network which was neither designed nor built for such challenges is clear. Whole lines were closed by flooding and tracks came close to being washed away by rivers which burst their banks. On the worst affected parts of the network, torrential rain caused up to sixty landslides in a single day.

"This has been a wake up call for the whole industry, which we ignore at our peril. As we set out when we launched our strategic business plan in January, we are playing catch up on decades of under-investment. Nowhere is this more apparent than with the embankments, cuttings, bridges, tunnels and other structures which have struggled to cope with extreme weather, alongside the burden of carrying more passengers than they were designed for. Our submission to our regulator for the next five-year funding settlement reflects our plan to tackle this.



"Despite considerable challenges, the industry still managed to move more than 3m people a day by train during this period, with almost nine-out-of-ten trains arriving on time. This is testament to the hard work of all our staff and those working for our partners. However, this does not undermine the need for us to do even more, including better investment in our assets, to be able to improve resilience and recovery during extreme weather in the future."

Work starts on improvements at Llandudno station

Network Rail has started work on the construction of a new car park as part of the £5.1m project to improve Llandudno station. The scheme is being delivered by Network Rail on behalf of the Welsh Government and is part of the Department for Transport's National Stations Improvement Programme. The project has been supported by the European Regional Development Fund, through the Welsh Government.

The work will improve passenger facilities at the station and make rail travel a more attractive option for people in the local area.

A Network Rail spokesperson said: "This scheme joins a number of other rail improvement projects in North Wales that will help deliver better journeys and boost economic growth in the area. The work at Llandudno will provide a welcoming gateway to the resort and we would like to thank people for their patience while we improve their station."

The Minister with responsibility for Transport, Carl Sargeant, said: "The upgrade of Llandudno Station is the first in a new package of station improvements that the Welsh Government is supporting as we strive to make rail travel more comfortable and attractive to the public."

"In addition to providing a positive first impression for visitors to Llandudno this project will also provide a boost to the local economy as local employment will be used in the refurbishment of the station."

Conwy County Borough Council cabinet member, Councillor Philip Evans, said "I'm very pleased to see work start on site and these long-standing plans becoming a reality. Once these improvements are complete, the railway station will be a great asset to Llandudno - creating an excellent first impression of the town for visitors."

Andy Savage, executive director, Railway Heritage Trust, said: "The Trust is delighted that the restoration of the station is finally underway. It looks forward to the completion of this excellent combination of old and new, which will finally giving Llandudno the station it deserves."



On February 18th, Class 325 001 heads north through Crewe.

Richard Hargreaves

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

Network Rail secures planning for Leeds office scheme

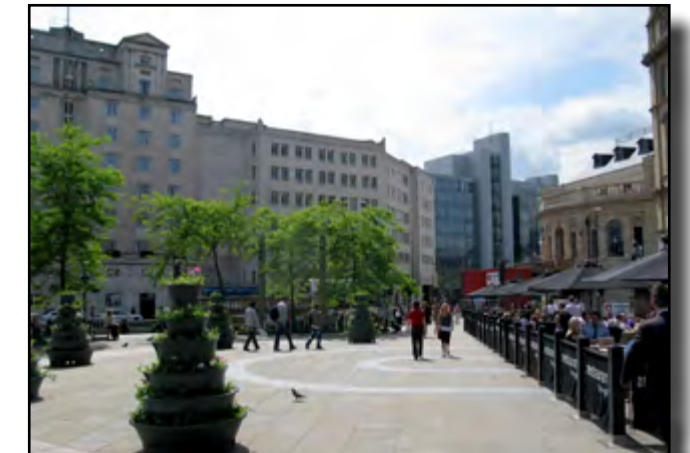
Network Rail has received planning permission and listed building consent approvals from Leeds City Council to redevelop one of the city's most prominent buildings, 1 Aire Street, into a quality office scheme. The Grade II listed building, which boasts stunning art deco elevations, occupies a coveted position directly above Leeds Train Station, adjacent to the Queens Hotel and fronting City Square. With a finished value in the order of £9 million, the refurbishment will preserve the special character of the building and create 30,605 sq ft of high quality office accommodation over ground and six upper floors as well as a new entrance within the Northern Concourse of the station.

The redevelopment will provide Leeds City Centre with a much needed supply of smaller office suites in the heart of the city's business District.

Typical floor plates will be 5,317 sq ft in two suites benefitting from a stylish and secure modern reception and fully refurbished common parts. Enabling works have already been completed, and the full refurbishment will commence in March 2013 with a completion date of Autumn 2013.

David Biggs, director of property at Network Rail, said: "The 1 Aire Street scheme will provide Leeds with top quality office space in one of the city's best connected locations alongside a thriving rail hub with over 36 million visitors each year. 1 Aire Street is not only a great example of Network Rail working to release value from our existing portfolio, but also bringing historic buildings back into full economic use. All profits from Network Rail's commercial activity are reinvested in the railway, limiting the cost to tax payers and passengers."

Jonathan Shires, Director of Office Agency at CBRE Leeds, continued; "1 Aire Street occupies what could easily be described as the best city centre location in terms of accessibility being directly above Leeds station. The building's prominence to City Square and impressive art deco elevations will be complemented by a thoroughly modern internal redevelopment offering occupiers something completely new for Leeds."



Class 67 016 and 67 013 'Dyfrbont Pontcysyllte' top'n'tail a Chiltern coach through Burton on Trent running as 5Z01 Doncaster - Banbury on February 15th. [Stuart Hillis](#)



Rail station retailers outperform high street for tenth quarter in a row

Retailers at some of Britain's biggest and busiest railway stations have seen like-for-like sales outperform the high street for the tenth consecutive quarter, new figures released by Network Rail show. The latest station retail results show a 2.54% growth in like-for-like sales between Q3 (1 October-31 December) 2011 and Q3 2012. Over the same period, the British Retail Consortium reported sales on the high street grew by just 0.2%.

Figures were compiled from the results of retailers operating over 500,000 sq ft of retail space totalling over 500 units at 16 of Britain's biggest and busiest stations owned and operated by Network Rail. In total, these stations benefit from a combined annual footfall of over a billion.

Top performing stations include London Bridge (+23.27%), followed by London Victoria (+7.32%) and Euston (+5.82%), compared to the same period last year.

Food and beverage offers continued to perform strongly in stations. Top performing categories were specialist food (+11.27%), bread (+9.64%) and pubs & bars (+5.93%). Cards & stationery also performed well (+5.69%).

This current set of figures shows growth has increased slightly on the 2.37% increase reported last period (July to September 2012). In the same period high street sales, as reported by the BRC, reported growth of just 0.5%.

Not included in the like-for-like stats is King's Cross, which has seen a huge increase in retail sales following the opening of the spectacular new western concourse in March 2012. During the third quarter, station retailers generated over £10m in sales, which represents a 137% increase on the same period the previous year when the number of retail units in the old southern concourse was significantly lower.



Jonathan Crick, commercial director of retail at Network Rail, said: "With growth on the high street remaining flat, our station retail sales continue to grow. This strong performance is impressive taking into account the challenging economic climate we face, and is thanks to investment in rail and growth in passenger numbers. The guaranteed high levels of footfall in our stations provide our retail partners with some of the most lucrative trading environments available in the marketplace today.

David Biggs, director of property at Network Rail, added: "These are great results for our retailers, and we are delighted with the recent survey findings from Passenger Focus which show passenger satisfaction has soared particularly at King's Cross and Waterloo, where we have made significant investment in providing a better environment and improved retail facilities for passengers." All profit from Network Rail's retail activity is re-invested in the railway, helping deliver a better value railway for taxpayers and passengers.

DELTAIC

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ELR Diesel Diner

Friday 5th July 2013

Enjoy a special summer evening's dining experience at the East Lancashire Railway's 2013 diesel gala! Famous 'Deltic' diesel locomotive 'Royal Scots Grey' will haul the train over the railway's entire scenic route starting at Bury at 19.30, heading to Rawtenstall and then on to Heywood, returning to Bury late in the evening. Plenty of time to relax and enjoy your three course 'silver service' meal together with an optional choice of beers, wines and spirits, all served in style at your very own table. A thrilling combination of a traditional luxurious dining train with the added excitement of being hauled by our iconic 52 year old locomotive.

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Braised Steak and Onions with
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Rail industry sets out future potential requirements for trains and carriages

A report published recently by the rail industry marks a key step towards a market-led approach for delivering rolling stock which meets passengers' needs over the next 30 years. The high level analysis suggests a possible near doubling of the fleet could be needed by 2042. The report, welcomed by Rail Minister Simon Burns, sets out a range of scenarios for the future size and makeup of the national passenger rolling stock fleet needed for the next three decades in the context of growing demand, infrastructure enhancements and greater electrification of the network.

At the heart of this growth is a potential requirement for between 13,000 to 19,000 new electric vehicles by 2042, compared with around 8,500 electric

New lease of life for Worcester Foregate Street rail bridge

Worcester Foregate Street rail bridge was officially reopened on Friday 22 February by Network Rail and contractors J. Murphy & Sons Limited. Vital work to the historic bridge in the centre of Worcester has been completed by contractors J. Murphy & Sons Limited on behalf of Network Rail, the owners and maintainers of Britain's rail infrastructure, and has restored the Grade-II listed structure to its former glory.

First built in 1860 and last replaced in 1906, the bridge which crosses over the A38, has deteriorated over the years and its overall condition meant it was placed on the Worcester City Council's heritage 'at risk' register. The work has achieved extensive repairs to the old heavy steels which make up the bridge, along with repairs to the fractured cast iron fascia and the replacement of the bridge's drainage system.

Philip Hanson, Network Rail's scheme project manager, said: "The Grade-II listed bridge has required extensive work to maintain its structural integrity and return it to its former glory. This has principally involved major steel girder repairs and work to the cast iron façades which will minimise the need for further intrusive maintenance and refurbishment for a number of years to come. It is now a familiar and historical landmark for which Worcester can truly be proud."

Councillor David Wilkinson, Worcester City Council's heritage champion, commented: "I have inspected the work which has been carried out to the bridge, and I am very impressed. The structural integrity of the bridge has been enhanced by the repairs to the steelwork, and the characteristic external cladding has been completely renovated, including conservation repairs and re-painting in its historic colours, which the city council's conservation team has specified and overseen. I am optimistic that we can now remove the bridge from our Heritage at Risk Register."

Tom Jackson, J.Murphy & Sons Limited's project manager, said: "The scope of the works proved to be significantly more detailed and wide ranging than previously thought, as after the grit blasting stage it became apparent the bridge was in a much worse condition. The collaborative working on the project between Murphy, Network Rail and the City Council enabled the development of value-adding synergies resulting in increased decision-making and de-risking of the relationships."



vehicles in Britain today. That would be equivalent to delivering an average of eight to 12 electric vehicles every week, and would increase the proportion of the fleet made up of electric vehicles from around 68% today to over 90% by 2042. Requirements for new non-electric vehicles could be small by comparison, possibly as few as 400 to 800 vehicles over the period. This is the first time since privatisation that the industry has joined together to outline a long term, cross-industry strategy on rolling stock.

The work was overseen by a group chaired by Richard Brown, Eurostar Chairman, and made up of the Association of Train Operating Companies (ATOC), the three main train leasing companies (Angel Trains, Eversholt Rail Group and Porterbrook Leasing), and rail infrastructure owner and operator Network Rail. Michael Roberts, Chief Executive of ATOC, said: "The boom in passenger journeys heralds a bright future for the railways. A long-term rolling stock strategy helps the industry prepare for that future and underpins franchising as the best way to drive efficient delivery of fleet which meets passengers' needs."

Malcolm Brown, Chief Executive Officer of Angel Trains on behalf of the three rolling stock companies involved with the report said: "Rightly, the three rolling stock companies have been a corner stone in the development of the strategy to meet passenger demands for the next 30 years.

"The businesses will actively compete with each other to invest in existing and new rolling stock, having already secured over £10 billion of investment since rail privatisation. This will ensure the UK has one of the youngest train fleets in Europe." Paul Plummer, Network Rail group strategy director, said: "This strategy marks the first time that the long-term rolling stock implications of passenger growth and infrastructure upgrades such as electrification and HS2 have been modelled and considered together.

"Our investment programme will increase capacity on some of the busiest part of the network, enabling more people than ever before to travel by train. The approach set out in this strategy will ensure the industry works together to deliver a bigger and better value railway for Britain."

Class 91 104 is seen at York working the 12:30 1E10 Edinburgh to Kings Cross. *John Martin*



Welsh farmers urged to 'See Track, Think Train' on level crossings

Farmers across Wales are being urged to 'See Track, Think Train' when they use the 1,200 level crossings across the country. In Wales, there have been 543 incidents at 'User Worked Crossings' (UWC), the kind often operated by farmers, in the last five years, including 66 'near misses'. Between January 2007 and June 2012, three people died while using level crossings in Wales. Now Network Rail hopes a new campaign will make farmers more aware that they should treat level crossings as they would a busy road, even in quiet rural areas, and that the powerful message "See Track, Think Train" will raise awareness that paying attention to warning signs can save your life.

While fatalities at level crossings are at a low, there have been four vehicle collisions in the last 12 months at UWCs in Wales. Tracey Young, Network Rail Community Safety Manager for the Wales route, said, "Network Rail and NFU Cymru are concerned about the welfare of the agricultural professionals that use level crossings. Work is continuing to improve railway safety at level crossings, which includes modifying, upgrading and closing crossings where possible. NFU Cymru President Ed Bailey said they were keenly aware of the need for vigilance at level crossings and urged members to heed Network Rail's advice. "In recent times, NFU Cymru has been leading numerous campaigns to heighten the farming community's awareness of health and safety issues as agriculture has proven to be one of the most dangerous industries in which to work. "Farmers with land either side of the railway rely heavily on being able to use level crossings and we are happy to work with Network Rail on this campaign and hopefully, by raising awareness of the dangers at the same time as Network Rail continuing to modify and upgrade them - bearing in mind access for modern-day farm machinery - we can reduce the number of incidents on crossings." Tracey added: "We hope this new campaign will raise awareness that we all need to take care and look out for the warning signs ahead of every level crossing because doing so can save your life."

New station arrives on time for Conon Bridge

Transport Minister Keith Brown has officially open the new Conon Bridge station. The £600,000 station has been delivered on-time and to budget and today marks the return of rail services to the town more than five decades after the original station closed in 1960.

Built by Network Rail, the station includes a new 15 metre platform, a waiting shelter, passenger information systems and cycle racks and lockers. The Highland Council has simultaneously delivered a new car park and enhanced road access and street lighting at the station. Funded by Transport Scotland, HITRANS and The Highland Council, the facility – located between Muir of Ord and Dingwall on the Far North line – will be operated by ScotRail.

Transport Minister Keith Brown said: "Improving access to rail services is an important factor in encouraging people to use the train and I am delighted to be here today to launch a brand new station for the people of Conon Bridge.

"Instead of travelling to Dingwall, locals can now access trains into Inverness and beyond right here on their doorstep. This will be particularly beneficial during the major upgrade to the Kessock Bridge in coming months and I hope people will take advantage of this as an alternative to driving into Inverness during these works."

David Simpson, Network Rail route managing director for Scotland, added: "The delivery of the new station on-time, within budget and to such a tight timescale shows what can be achieved when organisations work together to deliver for passengers. "The reopening of Conon Bridge has been a real team effort by the rail industry and local and central government, which will bring significant benefits for the people of Conon Bridge."

Steve Montgomery, managing director of ScotRail said: "This is a landmark day for the people of Conon Bridge who are once again, linked to the Scottish rail network. "Having a station will make a big difference for local people and visitors alike, by providing a real alternative to the car. The more we can encourage people to travel by train the better it is for the environment."

Leader of The Highland Council Councillor Drew Hendry said: "This is great news not just for the local community but the benefits will spread wider to the whole Highlands. Recently we have seen a big increase in passengers commuting by rail into Inverness so the re-opening of Conon Station will provide even more opportunities for people to make the switch from car to rail travel."

The new facility has been delivered in just four months, with main construction work beginning on site in November 2012. It will be served by 13 trains per day to Inverness Monday to Saturday and 11 northbound services Monday to Thursday, with an additional late-night service on Friday and Saturday. Full timetable and journey details are available at www.scotrail.co.uk.

The station further enhances the accessibility of rail in the Highlands and will also help provide alternative travel options during the essential Kessock Bridge refurbishment.

Transport Scotland is investing £18m to upgrade Kessock Bridge, bringing it in line with modern traffic standard requirements.

The first phase of the resurfacing work will last until June 2013, with a second phase the following year, commencing February 2014 and lasting until June 2014.



London Midland on track for high speed running

Faster, more frequent trains between Northampton, Milton Keynes and London are a step closer following a series of tests by London Midland to assess the impact of running 12 carriage trains at 110mph. Although the 30-strong fleet of class 350/1 Desiro trains has already been re-engineered to run at 110mph (by rebuilding the motors and modifying the suspension), trains longer than 4 carriages are still restricted to 100mph. This has led to crowding on a number of Birmingham/Crewe to London services which can only have 4 carriages when using the 'fast' lines between Rugby/Milton Keynes and London.

New equipment testing

To enable 8 and 12 carriage trains to operate at 110mph, a new 'high speed' pantograph* is required, and a week-long programme of tests - which has included the installation of hi-tech monitoring equipment and roof-mounted cameras on three trains - took place over the 18-22 February half term period when commuter numbers were slightly lower

An altogether better experience from 2014

The higher speed running will free-up capacity on the congested Euston line to allow faster and more frequent commuter trains to run between Northampton/Milton Keynes and London, following the delivery of 10 new Desiro trains in summer 2014.

Highlights from December 2014

- 4,200 extra seats at peak times, Monday to Friday
- 2 new non-stop commuter trains from Northampton to London on weekday mornings
- 5 new, fast commuter trains from London to Northampton/Rugby on weekday evenings
- Northampton to London in as little as 46 minutes • 10 new class 350/3 4-carriage Desiro trains



Class 20 189 in LUL red, and red stripe 20 227 work back home from London Underground celebrations, running as 0Z20 West Ruislip - Butterley on February 3rd. [Stuart Hillis](#)




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All shook up at Potters Bar

A new diner themed indoor cafe has opened recently at Potters Bar station offering customers a selection of freshly made milkshakes and homemade food.

'Chuggs' is owned and managed by local entrepreneur David Sampson, which is in addition to his existing coffee bar on platform one. David makes all of his own food on the premises, including crepes, waffles, and coke floats. His speciality milkshakes come in all different flavours including the FCC themed 'Capital Connector', which includes raspberries and blueberries topped with whipped cream. To celebrate the opening of 'Chuggs' David was offering free coffee between 7am-10am to FCC's customers and a buy one get one free offer on milkshakes throughout the day.



'Chuggs' is situated opposite the station ticket office and is open from 6am to 8pm Monday to Friday and 8am to 6pm Saturday and Sunday.

Speaking at the grand opening Anna Kiddle, FCC's Estates Manager, said: "The new Chuggs cafe looks fantastic and is certainly a welcome addition to Potters Bar station. It certainly brightens up the ticket hall and the extra seating will provide our passengers with a comfortable and pleasant environment in which to wait for their train. We wish David all the luck and hope our customers will enjoy his delicious treats."

David Sampson commented: "Chuggs has proven to be a very popular name here at Potters Bar and I am delighted to be able to offer more to our local rail passengers. I would like to thank First Capital Connect for all their help in making this happen."

Chuggs is one of a series of new local businesses at FCC stations which is part of FCC's commitment to promote community growth. Local businesses have also recently opened at Letchworth, Baldock, and Hertford North.

Rail recovery work at Hatfield & Stainforth



Network Rail engineers are beginning the slow process of removing spoil from Hatfield colliery which has severely damaged the railway in Stainforth. Now that the spoil heap has stopped moving the teams have conducted more detailed surveys of the damage and are planning the work which needs to be completed to restore rail services through the area.

Phil Verster, route managing director for Network Rail, said: "I want to thank passengers and our freight customers for their patience in this difficult time. In recent days it has become apparent that the damage to the railway is a lot worse than we originally thought and the repair work will be more complex. Clearly our priority is to get rail services running again as quickly as possible but we need to do so safely.

"The complexities of this job mean that it will take 16 to 18 weeks to complete, approximately until the end of June. However we will not be in a position to confirm this timeline until more extensive investigations have been completed in the next few days. We will do everything possible to reduce the time it will take to get the railway back.

"We are working closely with the train operators to minimise the disruption to passengers. We have also completed work which will better allow the flow of essential coal and steel freight trains to run from Scunthorpe and Immingham."

Richard Allan, area director at Northern Rail comments: "During the forthcoming weeks, keeping passengers informed and on the move is our priority. We've been working closely with our colleagues at Network Rail and First TransPennine Express to ensure they are aware of how this disruption can affect their journey. We will continue to keep passengers updated at our stations and on our trains as well as online via our website and Twitter feed. I'd like to thank everyone for their continued patience as this essential work is carried out and the line returned to us as soon as possible."

First TransPennine Express have;

- put in place an amended train and bus timetable - full details - <http://www.tpexpress.co.uk/travel-advice/>

- half hourly bus service between Doncaster and Scunthorpe with additional buses to ensure everyone can make connections

- express bus services in place between Doncaster and Cleethorpes to ensure customers can make onward connections to London and the south

- additional management and support staff have been deployed to stations

- all social media and communications channels have been updated with the latest information

- ticket restrictions have been lifted meaning passengers can travel at any point on their booked day of travel

Nick Donovan, FTPE managing director said: "The damage caused by the spoil heap is extensive and Network Rail have advised us that the line will not be open for use until approximately the end of June. This is clearly not ideal for rail passengers and disruption to journeys is likely to be significant.

"We have published an amended timetable and are providing a half hourly bus replacement service in either direction and we have additional staff at stations to help customers with their journeys. In addition we have listened to the feedback we have received and have put in place express bus services between Doncaster and Cleethorpes which allow customers to make onward rail connections.

"Unfortunately there is currently no alternative rail route available to us although we will continue to assess and update our plans as needed. I want to thank customers for their patience and understanding and provide an assurance that we will continue to work with Network Rail to return rail services as soon as is safely possible. I would encourage all customers to check the details of their journey before travelling."



More trains between Ayr and Glasgow

ScotRail has confirmed it will operate a further hourly off peak service between Ayr and Glasgow on Saturdays from May 2013.

And from May 2014, a similar service will also run Monday to Friday.

Their introduction means that the current off peak Glasgow to Irvine services – introduced in December 2012 - will extend all the way to Ayr. All the new services will call at Paisley Gilmour Street in both directions.

ScotRail is investing £300k to deliver these timetable improvements, negotiated as part of its franchise agreement with Transport Scotland which will now run until March 2015.

The new services will offer additional travel opportunities between Glasgow, Renfrewshire and Ayrshire. For most of the day there will now be four services per hour between Ayr and Glasgow with two of these calling at all stations between Paisley and Irvine.

Steve Montgomery, managing director of ScotRail, said: "We recognise that Ayr is major destination in its own right. These additional services will further improve transport links for people in Kilwinning, Irvine, Barassie, Troon and Prestwick."

He added: "Saturday is already the most popular day for off peak travel between Paisley and Ayr with customers going shopping, visiting friends and family or simply making a day of it. Come May we will be encouraging even more people to choose train travel for leisure activities. And the Ayrshire coast is a big draw in the summer months."

Transport Minister Keith Brown said: "Transport Scotland and ScotRail have been working closely to evaluate passenger numbers and satisfaction on services between Glasgow and Ayr and a survey undertaken by ScotRail in November 2012 highlighted a demand for additional services between Paisley and Ayrshire on a Saturday. So I am delighted that ScotRail, in agreement with Transport Scotland through the franchise continuation, has identified resources to introduce service enhancements on a Saturday by extending the Glasgow to Irvine service through to Ayr from as early as this coming May.

"The Paisley Corridor timetable will continue to offer excellent ferry connections and journey times across all routes in Ayrshire and Inverclyde and is expected to deliver an extra half a million rail journeys each year with all stations on the routes, including Paisley Gilmour Street, benefiting from more passengers."

Councillor Willie Gibson, Leader of North Ayrshire Council, said: "This is excellent news for North Ayrshire – and the people of Irvine, Kilwinning and the Garnock Valley in particular.

"The importance of having good public transport links shouldn't be underestimated - both for local people travelling to Glasgow and those visiting North Ayrshire. The increased links will better serve North Ayrshire and will go some way to tackling the misconception that we are on the periphery of Scotland."

Bill Grant, Economic Development, Tourism and Leisure Portfolio Holder for South Ayrshire Council said: "Ayr is a great place to come to. We have Burns, golf, cycling, shopping and a wide range of places to eat at prices to suit every pocket. It is great news that ScotRail is investing in additional train services. Increasing the number of trains to and from Ayr will be of great benefit to commuters and to tourists who bring a very welcome boost to our local economy." ny areas choices will need to be made."

A rare double heading on the Moira branch as Class 66 603 and 66 617 are seen working the 6D78 Willesden - Bardon Hill quarry with empty stone wagons, February 14th. [Stuart Hillis](#)



JOINT SOUTH WEST TRAINS-NETWORK RAIL ALLIANCE DRIVES IMPROVED CUSTOMER SATISFACTION

South West Trains, the UK's busiest commuter train operator, has welcomed news that passenger satisfaction with its train services had improved. In the first survey carried out since the launch of the joint South West Trains-Network Rail Alliance in April 2012, the latest independent passenger survey shows that 85% of passengers are satisfied with their train service.

The highest increases in passenger satisfaction relate to station facilities, representing South West Trains significant investment in this area. Overall satisfaction with South West Trains stations increased by 4% year on year to 78%. Upkeep and repair of stations also scored highly, with a significant 11% increase in satisfaction, whilst station cleanliness saw an 8% increase. Ticket buying facilities and facilities at stations were also rated highly by passengers, recording a 3% and 12% respective increase in these areas.

Satisfaction with the train service – a new category in the survey – was at 83%, which is 2% higher than the sector average for London & the South East, whilst train punctuality also recorded a higher than average figure at 85%. One of the biggest increases related to how well delays were dealt with. Satisfaction in this area increased by a significant 7% year on year, putting South West Trains 5% above the sector average, and representing a commitment to deliver a better service and improved information during times of disruption. Significant investment has been made to provide improved information for passengers including the launch of a mobile version of the South West Trains website, full roll out of smartphones to 850 front line staff and personalised email travel alerts. In addition, the South West Trains dedicated twitter feed now provides comprehensive, detailed information to almost 40,000 followers.

Tim Shoveller, Managing Director of the South West Trains-Network Rail Alliance, said: "It's good news to see that satisfaction with our services has improved and we are determined to continue working hard to improve these scores even further." "Since the launch of our new joint Alliance in April 2012, we have put a huge amount of effort into improving every aspect of our service for passengers. By working together with Network Rail, we can work together much more effectively to reduce delays and deliver better customer service. It's clear that this joint Alliance – which is a first for the UK rail industry – is starting to have an impact on the service we deliver to our passengers."

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.

Over to the editor and his assistant again this month, as they have been indulging in lunchtime treats in York. Tut-tut for having an Indian feast on a lunchtime, but top marks for the value.

The pair have been, apparently on more than one occasion!, to The Raj, on Bootham in York, which opens on a lunchtime and has an excellent 5 course 'Business Lunch' menu for only £6.95 including coffee.

The Raj offers a superb menu with a range of Indian cuisine to suit all tastes and pockets, all cooked to order on the premises from fresh ingredients, by a team of specialist chefs.

Diners can choose from standard curries through to a selection of Chefs Specials and Balti dishes. The Raj offers its full menu as a takeaway service whenever the restaurant is open. You can even ring in your order.

Opening Times

Sun - Thurs Evening 6pm - 11.30pm
Friday/Saturday 6pm - 12 Midnight
Open for Lunch 12 Noon - 2pm everyday



This location is only about 10 minutes walk from the station, being just across the road from the famous Bootham Bar. I am assured that the food is excellent and plentiful. As well as the Business Lunch, being available,

there is also the full Indian menu also available. Service time is also excellent, and you can certainly be served and out of there in under an hour.



Of worthy note are that the staff are very attentive and friendly, nothing is too much trouble here.

Raj is particularly proud of his range of Balti dishes. Balti dishes originate from South Eastern part of India. The balti sauce comprises of rapeseed oil (carnola oil), water, milk powder, coriander, tomatoe puree, tumeric, cumin, salt, sugar, ginger, garlic, chilli, pepper, mixed spices, acetic acid, yellow cornflower, creamed coconut powder, lemon juice, citric acid and soy sauce. You then chose which accompaniment you would like to make up the dish.

The Raj is fully licensed and offers a fine range of wines and beers to compliment the meals.

An example of a lunchtime menu would be to start with Poppadums, then Onion Baji (which included salad), followed by Chicken Korma with either naan or rice, and coffee or dessert.

Note to me: must get to York and try this one out!

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

EAST COAST UNVEILS SPECIAL BOND THEMED LIVERY TO LAUNCH NEW SKYFALL TRAIN

Stars, producers and writers of one of the biggest films in British cinema history took to "Platform 007" on February 16th at London King's Cross station to unveil East Coast's latest named train – "SKYFALL". The 23rd and most successful film in the James Bond franchise has given its name to the train, which was launched by East Coast Managing Director Karen Boswell, alongside the film's stars, actresses Naomi Harris (Moneypenny) and Bérénice Marlohe (Severine), producers, Michael G. Wilson and Barbara Broccoli, and writers, Neal Purvis and Robert Wade.

A unique partnership between Twentieth Century Fox Home Entertainment, Metro-Goldwyn-Mayer Studios and East Coast trains, saw its Class 91 locomotive 91107 renumbered 91007 to mark the event.

The locomotive, coupled with nine Mark IV carriages and a Driving Van Trailer (set BN29) was unveiled with a specially-designed livery featuring stars of the film and the iconic 007 insignia. The design includes Daniel Craig's James Bond sliding on his back firing his infamous Walter PPK pistol, the SKYFALL and 007 insignia, and East Coast's magenta stripe. The Mark 4 DVT livery features Dame Judi Dench (M), Bérénice Marlohe (Severine), Daniel Craig (James Bond), Naomi Harris (Moneypenny) and Bond villain Javier Bardem (Silva), in addition to cover shots of the Blu-Ray and DVD, announcing its release on Monday February 18th. The Mark IV carriages feature the 007 insignia on both sides, and this design has also been replicated on the cafe-bar within the train's catering vehicle.

Both the locomotive and DVT feature a mock-up train plaque, with the train's name SKYFALL in silver on a black background with the 007 insignia. It is intended that this will be replaced with official cast iron plates at a later date. East Coast's Communications, Marketing and Operational teams worked together with Premier PR, the retained agency by Twentieth Century Fox Home Entertainment, and Network Rail to manage the launch event. Head of Communications for East Coast, Neal Smith, said: "East Coast was delighted to work in partnership with Premier PR and Twentieth Century Fox Home Entertainment to launch the SKYFALL train, alongside the film's actors, producers and writers, to celebrate the release of the film on Blu-Ray and DVD.

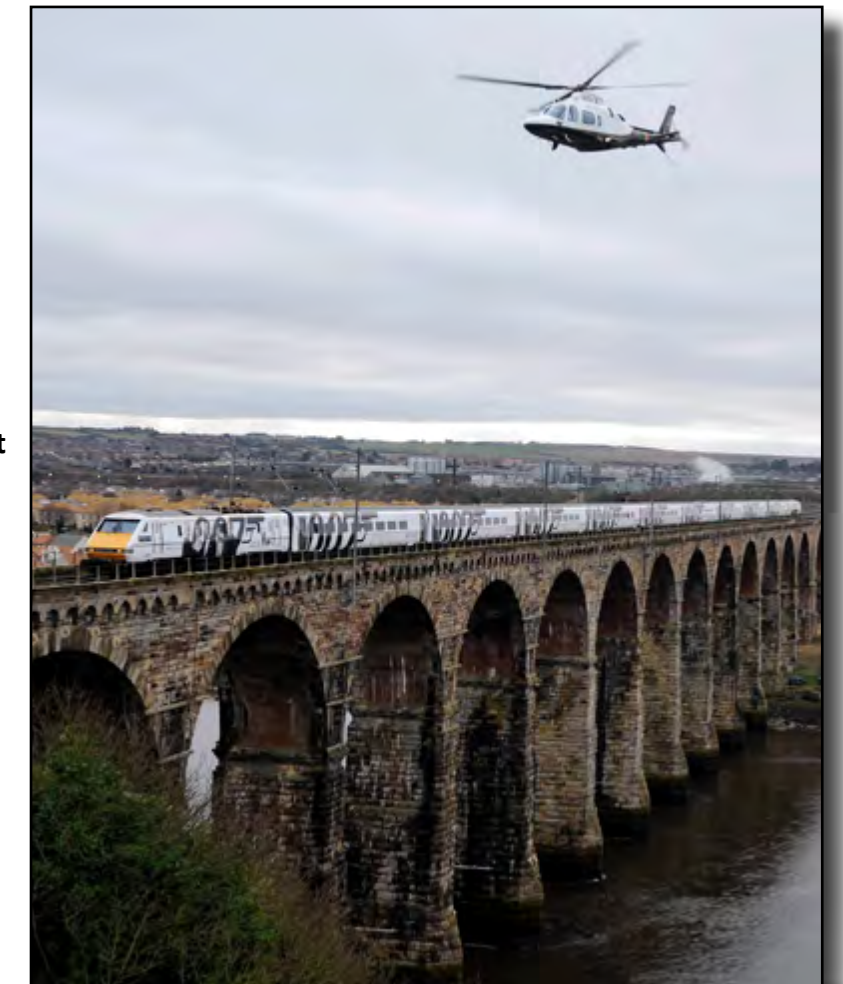
"The exposure and association for East Coast with such an iconic and well-loved brand as James Bond is invaluable. It will help us to change the perception of the railway, from stuffy and old-fashioned, to sleek and sexy, as we compete with the airlines and encourage people to travel by train over flying.

"Like James Bond in the film, for its maiden voyage, our SKYFALL train also headed up to Scotland from London. We were able to take dozens of journalists from as far afield as Australia, Japan and Mexico on our iconic and flagship route, giving them the chance to taste our First Class complimentary menu as they travelled.

"And, by officially naming our train after the film, and renumbering the locomotive to 91'007', this leaves a lasting legacy for the business, our customers, stakeholders, rail and Bond enthusiasts."

Producers Michael G. Wilson and Barbara Broccoli commented: "We are delighted to unveil the SKYFALL train marking the incredible success of the film and its release on Blu-ray and DVD. James Bond has had no shortage of train adventures on the silver screen over the past fifty years – from classic fight sequences in OCTOPUSSY and THE SPY WHO LOVED ME to a more recent fateful encounter in First Class in CASINO ROYALE – so it is fitting that 007 now has his own train."

During its journey, which began at 08.33, the train completed a reduced speed crossing over the Royal Border Bridge, at Berwick-upon-Tweed. Champagne corks were popped to celebrate a scene in the film where Bond crosses the Varda Bridge in Kiralan, Turkey, which bears a passing resemblance to Robert Stephenson's bridge across the River Tweed.



A Different View



Sparks fly as the angle grinder gets to work on a boiler at the Ribble Steam Railway's workshops on February 16th. [Class47](#)

Top Right: Transpennine Express Class 185 133 passes Kearsley pedestrian crossing on February 21st. [Colin Irwin](#)

Bottom Right: On February 9th, Class 66 238, 66 206 and 66 150, are seen rounding the curve at Appleby working the 0E14 Immingham - Whitmoor in the early morning sunshine. [Steve Thompson](#)

Below: BR Class 4MT 2-6-4T No. 80072 is seen approaching the disused signal box at Glyndyfrdwy on February 3rd. [Alan Naylor](#)





Following a major snowfall on the evening of January 25th, the north of England saw a covering of up to 8 inches of snow. Here at Mills Hill station, a lone ISS employee clears the platforms sufficiently for the days services, having previously cleared the southbound platform. Here he is seen clearing the northbound side, all in a matter of a few hours, not bad for one man and a snow shovel.

CJ Sutcliffe

Ribble Steam Railway

Andrew Barclay 0-4-0 'John Howe' leads Andrew Barclay 0-4-0 No. 3 'Brian Harrison' with the 10:15 freight, February 17th. [Michael Lynam](#)





Ribble Steam Railway continued...

Above: RSH7485/1947 Agecroft No. 2 is seen inside the shed at Preston awaiting restoration. [Brian Battersby](#)

Top Left: Hunslet 3155/1944 'Walkden' is seen crossing the bridge at Preston Docks on February 16th. [Richard Hargreaves](#)

Bottom Left: Andrew Barclay 0-4-0 No. 3 'Brian Harrison' (Works number 2360 - built 1954) heads across the entrance to the marina on February 16th. [Richard Hargreaves](#)

Below: Agecroft No. 1 (Works number 7416) enjoys some sunshine at it heads away from the marina and down alongside the River Ribble on February 17th. [Michael Lynam](#)



Ribble Steam Railway continued...

Top Left: The original 'Deltic' is seen on display in the museum. [Richard Hargreaves](#)

Bottom Left: Hudswell Clarke 0-4-0DM No. D629/1945 'Sparky' is seen stored in the yard at Preston Riverside. [Richard Hargreaves](#)

Below: Andrew Barclay 0-4-0 No. 3 'Brian Harrison' (Works number 2360 - built 1954) heads alongside the River Ribble on February 17th. [Michael Lynam](#)



Ribble Steam Railway continued...

Top Left: Class 14 No. D9539 is seen undergoing overhaul on February 16th. [Brian Battersby](#)

Bottom Left: Andrew Barclay 0-4-0 No. 3 (Works number 2360 - built 1954) and based on the Ecclesbourne Valley Railway leads Agecroft No. 1 (works number 7416) built 1948 and normally resident at The Museum of Science and Industry, Manchester, over the bridge on February 16th. [Richard Hargreaves](#)

Below: Recently repainted, ex Nederland Spoorwagen Class 11 No. 601 is seen inside the museum. [Brian Battersby](#)



South Devon Railway

Top Left: GWR 'Small Prairie' 2-6-2T No. 5542 is seen working a service from Totnes to Buckfastleigh, February 22nd. [Steve Andrews](#)

Bottom Left: GWS Steam Railmotor, No. 93 is seen at Hood Bridge working a service from Buckfastleigh to Totnes, February 22nd. [Steve Andrews](#)

Below: GWR 0-4-2-T No. 1450 passes Bishopsbridge on February 22nd with the auto train heading for Totnes. [Steve Andrews](#)



Llangollen Railway

Top Left: Great Western Railway 4900 Class 4-6-0 No. 5952 'Cogan Hall' is seen part way through restoration at Llangollen shed on February 3rd. [Alan Naylor](#)

Bottom Left: BR Class 5MT 4-6-0 No. 45337 is seen undergoing the re-fitting of superheater tubes at Llangollen shed on February 3rd. [Alan Naylor](#)

Below: Great Western Railway 6400 Class 0-6-0PT No. 6430 is pictured inside the shed at Llangollen on February 3rd. [Alan Naylor](#)



Llangollen Railway

continued..

BR Class 4MT 2-6-4T No. 80072 is seen approaching the crossing gates at Glyndyfrdwy station on February 3rd. [Alan Naylor](#)





MOSI Manchester

Above: Seen inside the Museum Of Science and Industry at Manchester, former Class 77 (No. 27001) built at Metropolitan Vickers in 1953/54 for use on the Woodhead Line between Manchester and Sheffield. The entire class of 7 was sold in 1969 to the Nederlandse Spoorwegen, the Dutch National railway operator. [Richard Hargreaves](#)

Top Right: Class 77 No. 1505 'Ariadne' was retired from service in the Netherlands in 1986. [Richard Hargreaves](#)

Bottom Right: Class 06 003 is seen outside the MOSI on January 30th. [Michael Lynam](#)

Below: Yorkshire Engine Co. Class 02 No. D2868 stands next to Barclay Class 06 003 at the MOSI on January 30th. [Michael Lynam](#)



East Lancashire Railway

Top Left: Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton' heads through Burrs Country Park on January 19th with a Bury to Rawtenstall service. [Colin Irwin](#)

Bottom Left: BR Standard Class 4 2-6-4 Tank No. 80080 leads an early morning train through Burrs, January 19th. [Colin Irwin](#)

Below: LMS 4-6-0 Black 5 No. 44871 leads an early morning freight run out of Bury and through Burrs on January 19th. [Colin Irwin](#)





East Lancashire Railway continued...

Above: GNR Class N2 No. 1744 passes Burrs with the 1J64 12:15 departure from Rawtenstall. [Michael Lynam](#)

Top Left: BR Standard Class 4 2-6-4 Tank No. 80080 blasts through Irwell Vale (non stop) with the 14:45 shuttle from Ramsbottom to Rawtenstall banked by Jinty No. 47324. [Michael Lynam](#)

Bottom Left: LNER K1 No. 62005 arrives into Irwell Vale with the 1J61 10:00 departure from Heywood. [Michael Lynam](#)

Below: On February 23rd, LNWR 'Super D' No. 49395 departs Irwell Vale with the 1J63 10:55 departure from Heywood. [Michael Lynam](#)



East Lancashire Railway continued...

LNER K4 No. 61994 'The Great Marquess' passes Burrs with the 1J65 11:50 departure from Heywood, heading for Rawtenstall on February 24th. [Michael Lynam](#)



Churnet Valley Railway

No. 6046 was built as works No.70280 by the Baldwin Locomotive Company in Philadelphia, Pennsylvania, USA, and the locomotive was exported straight to France in 1945 to help with the war effort. Once her use with the French SNCF came to an end many S160s were scrapped though 6046 found her way to Hungary. Now restored and working at the Churnet Valley, the loco is seen here departing Cheddleton on February 23rd. [Class47](#)





Churnet Valley continued...

Above: Class 33 102 is seen undergoing maintenance in the shed at Cheddleton. [Class47](#)

Top Right: Class 33 021 and Class 25 322 are seen in the yard at Cheddleton on February 23rd. [Class47](#)

Bottom Right: Class 37 407 and 37 424 remain seemingly untouched at Cheddleton. Whilst it would be nice to see this pair working again, it is a great shame that several much better examples have recently been scrapped. [Class47](#)

Below: Class 04 No. D2334 and Class 47 524 stand in the headshunt at Cheddleton on February 23rd. [Class47](#)



Churnet Valley *continued...*

Top Right: BR N7 Class No. 69621 is seen hauling the freight train into Cheddleton on February 23rd. [Class47](#)

Bottom Right: Southern Region U Class No. 31806 is seen at Froghall running round its train, February 23rd. [Richard Hargreaves](#)

Below: USA No. 6046 is seen arriving into Cheddleton on February 23rd with a service to Cauldon Low. [Richard Hargreaves](#)





Ribble Steam Railway

Rail car No. E79960, built in 1958 by Waggon und Maschienenbau, is seen at the Ribble Steam Railway on long term loan from the North Norfolk Railway. On this occasion it is on a private charter for The Pacer Preservation Society, February 9th. [Michael Lynam](#)



No.3 SIR HAYDN GOES BACK TO ITS BIRTHPLACE

Talyllyn Railway's Locomotive No.3 Sir Haydn is going on its travels in April, when it is due to be moved to Leicestershire to appear at the Great Central Railway's Swithland Steam Gala between 26th and 28th April 2013.

Here it will be displayed in the yard at Quorn and Woodhouse station along with a Talyllyn publicity and sales stand staffed by volunteers from the railway.

This is an appropriate venue for the locomotive to visit as it is very close to the original works where it was built in 1878. These were the works of Henry Hughes' 'Hughes's Locomotive & Tramway Engine Works Ltd.' in Loughborough, which later became the 'Falcon Engine and Car Works'. This in turn was taken over by the 'Brush Electrical Engineering Company' in the early twentieth century.

No.3 was the third of three identical 0-4-0's built by Hughes for the 2ft 3ins gauge Corris Railway, being rebuilt as an 0-4-2 in 1900. It continued to serve the line until it closed in 1948. In 1951 it, along with Corris No.4, was purchased by the embryonic Talyllyn Railway Preservation Society for the Talyllyn where it has worked ever since, although it has returned to the Corris on two occasions in the last few years.

It was named Sir Haydn on the Talyllyn after the long-time owner of the line before it was preserved, but often appears as its alter-ego Sir Handel from the Skarloey Railway.

Currently No.3 is based at the Corris Railway where it has been displayed since its boiler certificate expired last year. The Corris Railway Society have agreed to release the locomotive early from a leasing agreement in order for this visit to take place.

While the locomotive is away from Tywyn it is also planned to visit other venues, details of which will be released in due course.

Richard Patching, Great Central Railway's General Manager said 'Although it will not be in steam it should prove to be a unique attraction during the gala, along with, hopefully, another standard gauge diesel Loughborough locomotive, plus the other attractions at the station including the working turntable.'

All Talyllyn members are also entitled to privilege ticket rates during the gala, upon production of a valid membership card.



A spokesman for the Talyllyn commented 'Our thanks must go to all those who have made this visit possible and enabled No.3 to return to its birthplace. Particularly we would like to thank the Corris Railway Society for being so gracious in releasing the locomotive to us.'

We hope that it will prove to be a great attraction during the gala.

South Devon Railway

On February 16th, GWS Steam Railmotor, No. 93 heads east, near Staverton Village, as it is seen returning to Buckfastleigh. [Steve Thompson](#)



South Devon continued...

Top Right: GWR 0-4-2-T No. 1450 is seen at Staverton Bridge on February 16th, shunting the Milk Train. [Steve Thompson](#)

Bottom Right: Also at Staverton Bridge on February 16th, Great Western 0-6-0PT No. 1369 is seen departing with a local service to Totnes. [Steve Thompson](#)

Below: Class 122 DMU No. W55000 is seen heading for Totnes as it passes Staverton Village on February 16th. [Steve Thompson](#)



South Devon Railway continued...

GWR 0-4-2-T No. 1450 is seen at Buckfastleigh taking the infrequently-used signal from the loop to the main at the west end of the station, prior to working a local service to Totnes, February 17th. [Steve Thompson](#)





GET CLOSER TO FOUR TRACKS OF ACTION!

AWARD WINNING SWITHLAND SIDINGS COMPLEX OPEN TO VISITORS AT SPECIAL GREAT CENTRAL GALA

Visiting Engines to star at three day event
26th to 28th April 2013.

It's the three day steam dream railway enthusiasts have been waiting for. For the first time since the completion of the award winning signalling at Swithland Sidings, the Great Central Railway is opening the area to the public. With guest locomotives and a super intensive timetable, the unique spectacle of steam locomotives passing each other, running into loops and shunting in sidings will unfold. There won't be a dull moment!

The gala will feature passenger and freight running on the award winning Leicestershire heritage line, and also the first few yards of the newly laid Mountsorrel branch line. Visitors will be able to stay all day in a special viewing at Swithland, closer to the action than has ever been allowed before. Such intense action was once common place on Britain's Railways but can now only be seen on the GCR.

The list of locomotives expected in action is also impressive. After an extended stay, GWR King class No. 6023 'King Edward II' will put on a farewell performance. As the railway waves goodbye to one visitor, it welcomes three others for the first time. London and North Western Railway Webb Coal Tank No 1054 will feature on the GCR's freight trains (subject to contract). Meanwhile the sidings at Swithland will be shunted by two diminutive locomotives. Bagnall 0-4-0s 'Alfred and Judy' were built with very low cabs and short wheelbases to cope with low bridges and tight curves on the Cornish branch lines they once worked.

Completing the motive power line up are engines from the GCR 'home fleet' including Ivatt 2 No 46521, Red liveried LMS 8F No 48624, LMS Jinty No 47406 and BR Standard 2 No 78019. In all, eight locomotives are expected in action.

Kate Tilley, Great Central Railway marketing manager said, "We've started to see the potential of the new signalling at Swithland Sidings at our recent major galas. However, we know people want to be allowed on the ground there, to see the true theatre of the railways for themselves.

It's going to be a very exciting event and with the King, some guests, and so much to see, it is certainly not one to be missed. Children will be delighted by Alfred and Judy and they will right at home shunting at Swithland."

Hot food will be available at Swithland during the three day event. Passengers will be able to reach Swithland using a complimentary shuttle bus from Quorn and Woodhouse station. When changing trains at Quorn, look out for demonstration high speed mail drops and locomotives being turned on the new turntable.

On additional unusual attraction is a narrow gauge locomotive. Tallylyn Railway No. 3 'Sir Hayden' will be on display at Quorn and Woodhouse station. Usually found running trains in Wales, the locomotive is coming back to Leicestershire for the first time since it was built at Henry Hughes Locomotive and Tramway Engine Works Ltd in Loughborough (the site is now occupied by the Brush Works). The locomotive will be posed alongside two large diesels also built locally as part of a 'Made In Loughborough' display.

The railways' family tea rooms and bistros will all be open during the event. Timetables and fares will be available at the Great Central Railway's website closer to the event.

All locomotives and attractions appear subject to contract and availability.





Great Central Railway

Above: On February 2nd, LMS Ivatt Class 2 2-6-0 No. 46521 stands at Loughborough with the 14:30 'The Wedding Belle' special service. [John Alsop](#)

Below: On January 26th, LMS 8F Class 2-8-0 No. 48624 is seen running round its train at Loughborough. [Jon Jebb](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Great Central Railway continued...

On January 27th, Great Western Railway's No. 6023 'King Edward II' in BR Blue livery, passes Woodthorpe with the 14:30 Loughborough - Leicester North service. [Mark Pichowicz](#)



East Lancashire Railway

Top Right: LNWR Class G2 No. 49395 is seen at Irwell Vale on February 23rd working the 1J63 Bury to Rawtenstall service. [Alan Naylor](#)

Bottom Right: LNER Class K1 No. 62005 is also seen at Irwell Vale on February 23rd. This is the 1J61 service from Heywood to Rawtenstall. [Alan Naylor](#)

Below: BR Class 5MT No. 45407 with the 1J58 Rawtenstall to Heywood service is seen approaching Irwell Vale on February 23rd. [Alan Naylor](#)



Deltic Class 55 014 "The Duke of Wellington's Regiment" is seen on the stabling point at London Kings Cross in December 1978.

Chris Morrison



From the Archives

continued...

Right: Network SouthEast liveried Waterloo and City unit is seen at Bank on October 8th 1992.

Brian Battersby

Bottom Left: On May 2nd 1991, Class 37 359 heads past Holgate Sidings, York with a northbound empty steel working.

Michael Lynam

Bottom Right: Former Class 08 No. D3069, carrying the number ADB966509 and converted to a snow plough, is pictured at Thornaby on May 28th 1978.

Derek Elston



From the Archives continued...

Left: Seen at the opening of Trafford Park, Euroterminal, Manchester on October 4th 1993, Class 90 022 in Railfreight livery, 90 130 in SNCF livery, 90 128 in SNCB livery and 90 129 in DB livery are all lined up for the press.

Michael Lynam

Bottom Left: Class 31 126 and 31 306 head some ballast wagons through Warrington on July 2nd 1994.

Brian Battersby

Bottom Right: MetroVic No. D5705 is seen at Matlock in 1988.

Brian Battersby



From the Archives continued...

Right: EWS liveried Class 47 787 crosses the viaduct at Stockport on November 1st 1993 with a Virgin Trains service to London Euston. The Class 47 was being used due to engineering work being carried out at Stockport.

Class47

Bottom Left: On November 18th 2006, a First North Western Class 175 crosses Wilmslow Road in Manchester.

Paul Godding

Bottom Right: HST power car No. 43059 is seen at St. Pancras on October 8th 1992 with a service to Nottingham.

Brian Battersby



From the Archives continued...

Left: On May 2nd 1991, Class 60 038 heads south through York with a rake of loaded steel coil wagons.

Michael Lynam

Bottom Left: Class 47 701 "Waverley" is seen stabled at Wolverhampton on March 16th 1999.

Paul Godding

Bottom Right: Class 37 686 is seen in the company of a Class 26 at Eastfield depot.

Derek Elston





From the Archives continued...

Two Tyseley allocated Metro-Cammel 3-Car DMU sets cross at Shirley on April 14th 1984.

Chris Morrison



Steam Railmotor No. 93 is seen arriving into Buckfastleigh on the South Devon Railway, February 17th. [Steve Thompson](#)