

Railtalk Magazine

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to issue 101, it's still sounds or looks strange writing 3 figure numbers when it comes to issues numbers, but I'll get use to it I'm sure.

Well that's January 2015 taken care of. It's seems far too long since I last wrote one of these. But January always does seem a long month. But here we are, February the shortest and happiest (in my opinion) month of the year.

I'm guessing it's not too hard to guess the subject (or should I say, feature) of this month... yes the snow! Some of the UK has had good splattering of the white stuff this month. However our European Cousins may have something to say about the word "severe" with the amount we had. It at least (for some) gave an opportunity to photograph our fine railway with a slightly different backdrop.

Not just the snow, but in my opinion the cold weather does help enhance the steam photos. Have a look through Charter Scene to see some of the excellent photos we've received this month.

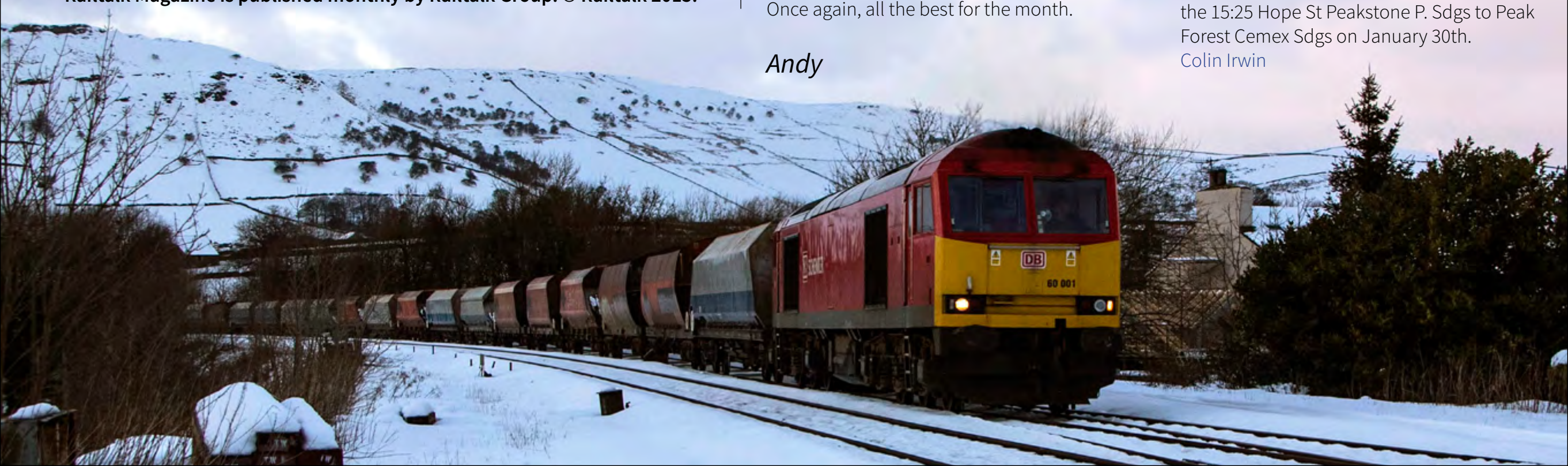
Once again, all the best for the month.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Steve Andrews, John Alsop, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Ben Bucki, Keith Chapman, Pete Cheshire, Keith Davies, Neil Davies, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, Derek Hopkins, Colin Irwin, Jon Jebb, Ken Livermore, Michael Lynam, Steve Madden, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, James Passant, Mark Pichowicz, Neil Pugh, Charlie Robbins, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: FGW power cars Nos. 43030 and 43094 assist Class 57 310 and a dead 57 602 on rear, working 5Z40 Laira to Old Oak Common past Marsh Mills, Plymouth on January 6th. The Class 57s having failed whilst working the sleeper earlier.
[Steve Andrews](#)

This Page: Class 60 001 passes Chinley with the 15:25 Hope St Peakstone P. Sdgs to Peak Forest Cemex Sdgs on January 30th.
[Colin Irwin](#)



Charter Scene:

Railway Touring Company - The Winter Cumbrian Mountain Express

Seen here on the southbound leg near Langwathby, Stanier Class 5 4-6-0 No. 45407 was in sole charge at the head of the 'Winter Cumbrian Mountain Express' on January 24th following the earlier failure of planned double-heading partner Jubilee Class 4-6-0 No. 45690 'Leander'. [Gerald Nicholl](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 5MT Class 4-6-0 No. 45407 'The Lancashire Fusilier' approaches Appleby with the 'Winter Cumbrian Mountain Express' on January 24th. [Shep Woolley](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 5MT Class 4-6-0 No. 45407 'The Lancashire Fusilier' accelerates away from the Appleby water stop with the return leg of the 'Winter Cumbrian Mountain Express' on January 24th. [Shep Woolley](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

With its exhaust catching a gust of the cold northerly wind, Stanier Pacific No. 46233 'Duchess Of Sutherland' heads the northbound Winter Cumbrian Mountain Express towards Docker on January 31st. [Gerald Nicholl](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' puts on a fine display as it speeds through Greenholme with 'The Winter Cumbrian Mountain Express' on January 31st. [Shep Woolley](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

Approaching Armathwaite, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' is pictured with the return working of 'The Winter Cumbrian Mountain Express' on January 31st. [Shep Woolley](#)



UK Railtours - The Shropshire Union

Right: Class 60 079 leads the 1Z17 London Euston - Donnington RFT past Upton on January 10th. [Carl Grocott](#)

Main: Class 67 026 is pictured in Donnington RFT, on the rear of the charter from London Euston. Class 60 079 is just out of sight on the front at this point. [Carl Grocott](#)



UK Railtours - The Shropshire Union

Class 60 079 stands at Wellington on January 10th with the return working of this tour to London Euston. The tour had just visited Donnington RFT and Ironbridge.
Richard Hargreaves



Footex

Right: Class 57 309 'Pride of Crewe' is seen on the rear of 1Z53 London Euston to Liverpool Lime Street at Northampton on January 20th. [Derek Elston](#)

Main: Class 57 306 is seen at the head of the 'Footex' taking Chelsea supporters to Liverpool as it passes Church Brampton on January 20th. [Geoff Barton](#)



ECS and Light Engine Moves

On January 30th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' is seen at Stafford with 5Z33 from Butterly M.R.C to Steamtown Carnforth. [Derek Elston](#)



ECS and Light Engine Moves

LNER A4 No. 60009 'Union of South Africa' approaches Hellifield in atrocious conditions during its light engine move from York to Crewe on January 7th.

[Shep Woolley](#)



ECS and Light Engine Moves

LNER A4 No. 60009 'Union of South Africa' waits to reverse into Crewe Heritage Centre on a positioning move from York via Carnforth. [Mark Pichowicz](#)



Railtalk

Calendar

2015



Pictures:

Arriva Trains Wales

Right: A look inside one of Arriva's latest Mk3 refurbished coaches. [Dave Harris](#)

Main: Arriva's new loco hauled passenger service, 1D34 Manchester Piccadilly to Holyhead is seen here passing Vulcan Village hauled by Class 67 001 on January 6th. [Dave Harris](#)



Right: Arriva Trains Wales Class 67 001 arrives into Chester working a Holyhead - Manchester Piccadilly service with DVT No. 82308 leading. [Michael Lynam](#)

Main: The 1D34 Manchester Piccadilly to Holyhead is seen here passing Winwick Junction on the morning of January 18th hauled by Class 67 001. [Dave Harris](#)



Class 67 002 returns to the Arriva trains fleet and is seen at Shrewsbury station with the 1W96 17:16 Cardiff Central - Holyhead WAG express. [Keith Davies](#)



Chiltern Railways

Class 68 012 arrives into Birmingham Moor St. on January 16th
with the Banbury set. [Richard Hargreaves](#)



Chiltern's Class 68 015 passes Burton on January 20th working the 6U77
Mountsorrel - Crewe VQ loaded ballast. [Stuart Hillis](#)



Colas Rail

Right: On a cold, wet, windy and dark January 7th, Class 60 087 passes Pleasington with the inaugural working of 6E32 empty bitumen tank's.

[Chris Stanley](#)

Main: Class 70 805 arrives at St. Erth (with 70 803 on the rear) working a ballast train heading for St. Ives on January 11th. [Steve Andrews](#)





Left: Class 60 076 passes Melton Ross on the now Colas operated Preston Docks to Lindsay Oil Refinery tanks, January 15th. [Robert Bates](#)

Main: Class 70 803 crosses over at St. Erth to lead onto the St. Ives branch with a ballast working, January 11th. [Steve Andrews](#)

Below: On January 17th, Class 70 810 approaches Westbury with the 6C20 from Worle Jct. to terminate in the yard. [James Passant](#)





Left: On January 7th, the first working of the Preston Tanks by Colas since they took over the contract from DBS on January 1st. Unfortunately, the outward leg of the diagram is in darkness, but here is 6E32 returning to Lindsey passing Appleby behind Class 60 087. [Steve Thompson](#)

Main: On January 28th, a still clean Class 60 087 passes Keb Wood, near Appleby, as it heads for Lindsey with 6E32. [Steve Thompson](#)



Right: In typical dull weather on January 12th, Class 60 076 passes Frodingham Jct. working the 6E32 to Lindsey, the loco standing out like a beacon against the dismal backdrop. [Steve Thompson](#)

Main: Class 60 021 and 60 076 head through Doncaster on January 24th, heading light engine to Toton. [Richard Hargreaves](#)

Below: Class 60021 approaches Pleasington station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey on January 26th. [Dave Felton](#)



Class 60 076 passes through Pleasington area hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on January 30th. [Dave Felton](#)



CrossCountry

Power cars Nos. 43303 and 43301, working the 1V54 Dundee - Plymouth service, pass through Burton on Trent, January 16th. [Stuart Hillis](#)



DB Schenker

Class 60 063 is seen powering past Church Brampton working a Watford South Junction to Crewe ballast on January 25th. [Derek Elston](#)





Left: Class 66 109 passes the Cherry Tree area of Blackburn hauling the 6M90 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement, January 20th. [Dave Felton](#)

Main: Class 90 037 'Spirit of Dagenham' and 90 024 head the 6B41 Willesden to Daventry through Northampton on January 20th. [Derek Elston](#)

Below: Class 60 059 'Swinden Dalesman' passes Melton Ross with a train of empty oil tanks from Kingsbury to Lindsey on January 28th. [Robert Bates](#)



Right: Class 66 091 (with 66 075 on the rear) passes Church Brampton with a Willesden West London Jct. to Bescot ballast on January 25th. [Derek Elston](#)

Main: Class 66 125 passes Meole Brace retail park working the 6V75 09:30 Dee Marsh - Margam steel on January 16th. [Keith Davies](#)

Below: A filthy Class 66 053 passes through Stalybridge on January 12th working the Ferrybridge power station to Briggs Sidings empties. [Brian Hewertson](#)



Right: Class 60 091 'Barry Needham' enters Barnetby station with a Kingsbury to Lindsey train of empty oil tanks on January 27th. [Robert Bates](#)

Main: On January 27th, Class 60 063 heads north through Doncaster with a Doncaster - Tyne S.S engineers working. [Michael Lynam](#)

Below: Class 66 081 approaches Pleasington station hauling the 6M90 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement empty cement tank train on January 22nd. [Dave Felton](#)



Right: Class 60 091 'Barry Needham' hauls a loaded iron ore train from Immingham to Santon, passing Melton Ross on January 15th. [Robert Bates](#)

Main: On January 28th, Class 60 079 passes Keb Wood, Appleby working the 6T25 Immingham Bulk Terminal - Santon Foreign Ore Terminal. [Steve Thompson](#)

Below: On January 2nd, Class 66 090 sets off from Maurice Hill siding, Burton with the 4076 to Southampton docks, an intermodal working for Argos. [Stuart Hillis](#)



On January 30th, Class 60 044 is seen at the head of the 10:32 Ratcliffe P.S. to Arpley coal empties as it passes through Crewe. [Derek Elston](#)



On January 29th, Class 90 036 'Driver Jack Mills' waits at Preston with the 1S25 21:16 London Euston to Inverness, Fort William and Aberdeen sleeper.
Mark Pichowicz



Right: On January 8th, Class 66 181 leads the Donnington RFT - Warrington Arpley container train through Shrewsbury. [Richard Hargreaves](#)

Main: Class 60 054 passes Meole Brace retail park with the 6V75 09:30 Dee Marsh - Margam steel on December 9th. [Keith Davies](#)

Below: Class 66 118 heads south through Preston with 4M30 19:18 Grangemouth - Daventry, January 29th. [Mark Pichowicz](#)



Class 66 158 is seen as it eases through Northampton working the 7X01 03:18 Derby Adtranz to Wembley Eurofreight Ops Centre delivering coaches Nos. 37447 and 37448 for London Overground, January 15th. [Derek Elston](#)



Right: Class 60 020 working the 6F74 Liverpool Docks to Fiddlers Ferry power station loaded coal heads across Sankey Viaduct on January 15th. Five electrification masts now span the viaduct as the final part of the Liverpool to Manchester electrification scheme. [Dave Harris](#)

Main: Class 66 079 leads the 14:45 Humber International Terminal to Cottam power station past New Barnetby on January 30th. [Mark Pichowicz](#)

Below: Class 60 074 passes through Barnetby station with a train of empty iron ore hoppers travelling from Santon to Immingham, January 27th. [Robert Bates](#)



Right: On January 15th, Class 60 074 passes Appleby working an additional 6Z03 Tinsley - Immingham Nordic, unusually comprising 4 empty BVAs, as they're usually loaded with slabs or billets in that direction. [Steve Thompson](#)

Main: In the last of the afternoon sun, Class 66 047 passes Mobberley with the late running 6F05 14:06 Tunstead - Lostock Works, February 1st. [Mark Pichowicz](#)

Below: Class 66 194 departs Burton Maurice Hill siding with 4076 Burton - Southampton modal, January 15th. [Stuart Hillis](#)



On January 30th, Class 66 170 passes Melton Ross with the 13:34 Immingham to
Santon F.O.T. [Mark Pichowicz](#)



Right: Class 60 059 heads the Westerleigh Murco to Lindsey oil refinery tanks through Stenson Jct. on January 27th. [Geoff Barton](#)

Main: Hanson Rail/DB Schenker's Class 59 005 stands at Westbury on January 17th waiting at a signal, with a Whatley to Acton loaded stone train. [James Passant](#)

Below: With snow falling, Class 66 164 is seen on the rear of the 07:57 Toton North Yard to West Hampstead engineers at Leicester, January 31st. Class 66 088 was the leading locomotive. [Derek Elston](#)





Left: Class 66 110 is pictured waiting for a driver exchange at Hellifield, whilst working the 07:02 Mossend Down Yard to Clitheroe Castle Cement, January 28th. [Eddie Emmott](#)

Main: Class 60 054 approaches Burgs Lane, Bayston Hill with the 6V75 09:30 Dee Marsh - Margam steel on January 19th. [Keith Davies](#)



Right: Here we see DB Schenker's 0X12 convoy parked in Westbury sidings. 0X12 travels from Margam to Eastleigh as a convoy of locos to supply mainly Westbury. On January 17th it was formed of Class 66 207 leading, followed by 66 063, 66 043, 66 018, 66 171, 66 061 and 66 001. [James Passant](#)

Main: DB Schenker liveried Class 66 152 works a Crewe - Toton engineers train through Burton on Trent, January 24th. [Stuart Hillis](#)



On January 24th, Class 66 003 heads the 6V75 Dee Marsh - Margam steel empties through Bayston Hill, Shrewsbury, running an hour early in the very low winter sun.
Phil Martin



Right: Class 66 175 passes Bayston Hill with the 06:20 Arpley Sdings - East Usk Jct. North Yard on January 10th. [Keith Davies](#)

Main: Class 66 008 working the 4M07 Felixtowe - Burton Maurice Hill siding modal arrives into Burton on January 16th. [Stuart Hillis](#)

Below: Class 92 039 departs Crewe Basford Hall on January 27th, working a Mossend - Daventry intermodal. [Michael Lynam](#)



Right: Class 60 015 working the 6M00 Humber - Kingsbury loaded oils, passes Burton on January 6th. [Stuart Hillis](#)

Main: Class 60 079 passes Appleby on January 29th working the 6T26 Immingham Bulk - Santon Foreign Ore Terminal. [Steve Thompson](#)

Below: Class 66 102 hauls the 6M00 Humber - Kingsbury loaded oils across Stenson Junction on January 5th. [Stuart Hillis](#)



Class 60 062 passes the signals at Sutton Bridge Junction working the 6V75 09:30
Dee Marsh - Margam steel on January 6th. [Keith Davies](#)



On January 23rd, Class 56 301 heads light engine through Church Brampton.
Geoff Barton



Class 31 601 hauls 33 103 'Swordfish' and 47 701 'Waverley' as 0Z47 from Taunton to Nemesis Rail (Burton) after the end of the Christmas 'Polar Express' workings on the Dartmoor Railway. Seen here arriving back at Nemesis Rail. [Stuart Hillis](#)



Direct Rail Services

On January 27th, Class 68 008 'Avenger' heads a Mountsorrel to Crewe Basford Hall ballast working through Stenson Jct. [Geoff Barton](#)



Class 68 005 is seen powering up as it passes Stafford running 19 mins late with the 12:21 Crewe Basford Hall S.S.M to Toton North Yard, January 31st. [Derek Elston](#)



Right: Class 37 608 top'n'tails 37 605 at Burgs Lane, Bayston Hill with the 1Q05
06:35 Derby RTC - Llandrindod Wells (via Ironbridge) on January 26th. [Keith Davies](#)

Main: Class 20 312 and 20 308 pass through Doncaster on January 8th working a
light engine movement from Crewe Gresty Bridge - Doncaster CHS. [Michael Lynam](#)

Below: On January 15th, Class 66 421 top'n'tails a couple of Northern Belle
coaches with Class 37 218 at Crewe. [Michael Lynam](#)



Right: Class 37 612 and 37 259 top'n'tail a Wigan to Hebden Bridge test train through Accrington on January 4th. [Michael Lynam](#)

Main: Class 66 422 works the 6U77 Mountsorrel - Crewe mixed rake of stone wagons through Burton on January 14th. [Stuart Hillis](#)

Below: On January 15th, Class 37 405 passes through Crewe en-route to Gresty Bridge depot. [Michael Lynam](#)



Right: On January 5th, Class 68 004 working the 6U77 Mountsorrel - Crewe loaded ballast is pictured crossing Stenson Junction. [Stuart Hillis](#)

Main: Class 57 008 looks in need of a wash as it sits on Gresty Bridge depot, Crewe on January 15th. [Michael Lynam](#)

Below: Class 68 007 working the 6U77 Mountsorrel - Crewe VQ loaded ballast, passes through Burton on Trent, January 19th. [Stuart Hillis](#)



Class 68 007 is seen at the head of the 6U77 Mountsorrel - Crewe loaded ballast as it switches from goods to fast line at Burton on January 30th. [Stuart Hillis](#)



East Coast

Class 91 111 'For the Fallen' stands at Doncaster on January 24th, working a London Kings Cross - Edinburgh service. [Richard Hargreaves](#)



At Doncaster on January 24th, Class 91 104 departs with a service to London Kings Cross. [Richard Hargreaves](#)



Right: Class 67 003 and 67 030 are seen stabled on East Coast 'Thunderbird' duties at Doncaster on January 17th. [Class47](#)

Main: Power car No. 43290 heads through Finsbury Park on January 24th with a service to London Kings Cross. [Paul Godding](#)



East Midlands Trains

With London St. Pancras closed for resignalling, power car No. 43044 leads a West Hampstead Thameslink to Nottingham service into Leicester on January 31st.

Derek Elston



First Great Western

Right: First Great Western's power car No. 43198 calls at Westbury with the 1A78 from Penzance to London Paddington, January 17th. [James Passant](#)

Main: DRS Class 57 303 is seen stabled at Long Rock, on hire to FGW for sleeper services, January 11th. [Steve Andrews](#)



Freightliner

A well known photo location is Manningtree Viaduct, and here Class 70 009 crosses the River Stour hauling the Felixtowo - Lawley Street liner on January 21st. [Charlie Robbins](#)



Right: Class 66 588 passes through platform 13 at Manchester Piccadilly with a Trafford Park - Southampton working on January 15th. [Michael Lynam](#)

Main: Class 66 605 climbs Battlefield Bank with the 6M87 04:24 Westbury Lafarge - Tunstead Sidings cement tanks on January 19th. [Keith Davies](#)

Below: Class 66 502 leads the 03:10 Felixtowe North to Ditton liner, as it approaches Leicester on January 31st. [Derek Elston](#)



Right: On January 31st, the 04:57 Trafford Park to Felixtowe liner eases through Leicester behind Class 70 020. [Derek Elston](#)

Main: Class 70 011 passes Upton Forge with the 6M55 07:51 Avonmouth BBHT Coal Silos - Rugeley 'B' power station loaded coal on January 22nd. [Keith Davies](#)



Right: On January 15th, Class 66 604 passes through Crewe with a repaired wagon, destined for Basford Hall. [Michael Lynam](#)

Main: On January 30th, Class 70 013 is seen having reversed in the bay platform at Crewe as it departs with 86 639 in tow. [Derek Elston](#)

Below: Class 70 014 passes between Manchester Oxford Road and Piccadilly with a Trafford Park - Southampton liner, January 20th. [Michael Lynam](#)



Right: Class 70 014 heads the 10:18 Trafford Park to Southampton liner through Stafford on January 30th. [Derek Elston](#)

Main: Class 70 015 passes through Manchester Oxford Road on January 27th, with a Trafford Park - Southampton freightliner. [Michael Lynam](#)

Below: Class 66 508 is seen passing Northampton with the 6K77 Willesden Euroterminal to Crewe Basford Hall, January 13th. [Derek Elston](#)





Left: On January 30th, Class 90 043 heads north through Stafford with a lightly laden liner. [Derek Elston](#)

Main: On January 17th, Class 66 568 heads past Burgs Lane, Bayston Hill working the 4V64 11:08 Crewe Basford Hall - Pengam FLT. [Keith Davies](#)



On January 18th, Class 66 550 passes Dorrington working an Ebbw Jct. - Crewe rail train. [Phil Martin](#)



Right: Class 70 019 with the 4055 Leeds - Southampton modal passes through Burton on January 15th. [Stuart Hillis](#)

Main: On January 15th, Class 86 614 approaches Crewe Basford Hall from the low level avoiding lines with a working from Garston. [Michael Lynam](#)

Below: Class 70 019 passes through Manchester Piccadilly on January 8th with a Trafford Park - Southampton liner. [Michael Lynam](#)



Class 66 568 working the 4V64 Crewe - Wentloog passes Baystan Hill, Shrewsbury on January 17th. [Phil Martin](#)

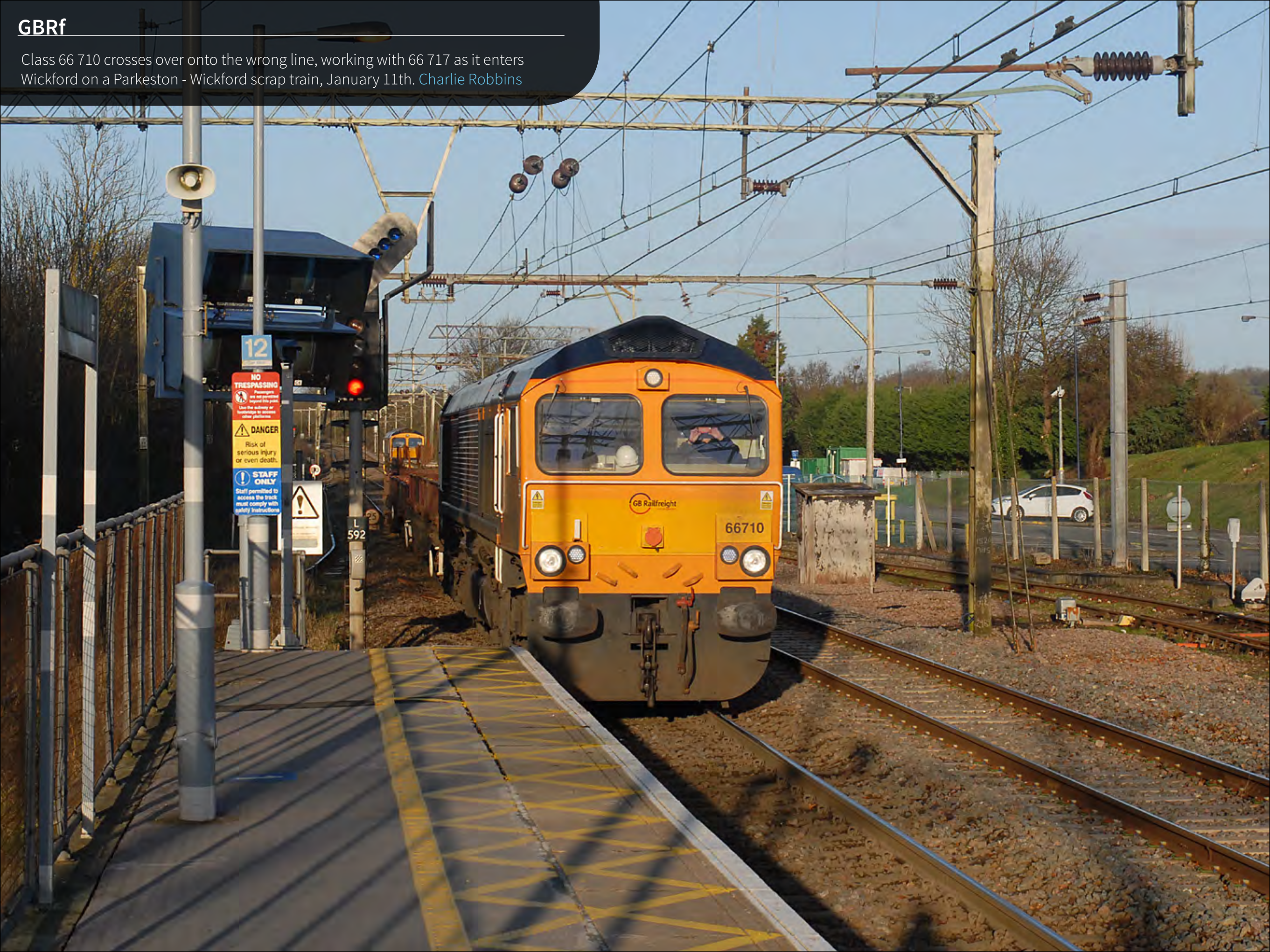


Right: Class 66 513 leads the 4A50 Washwood Heath to Willesden sleeper train through Northampton on January 22nd. [Derek Elston](#)

Main: Class 66 503 works the 4055 Leeds - Southampton modal through Burton on Trent, January 2nd. [Stuart Hillis](#)



Class 66 710 crosses over onto the wrong line, working with 66 717 as it enters Wickford on a Parkeston - Wickford scrap train, January 11th. [Charlie Robbins](#)



Right: Class 20 901 sits in Tonbridge Yard on January 24th, attached to a deicing set. [Derek Elston](#)

Main: Class 66 736 passes Walcote with the 6Z32 10:51 Tinsley Yard Gbrf - Coton Hill TC GBRf on January 15th. [Keith Davies](#)

Below: Class 66 747 heads round the curve at Doncaster on January 17th with a working from Portbury. [Brian Battersby](#)



Right: Class 66 713 'Forest City' with the 4F68 Ironbridge - Liverpool Dock empty Biomass working, passes through the newly electrified Earlestown station on January 15th. [Dave Harris](#)

Main: A smart looking Class 66 753 passes Appleby on January 15th working the 6C10 HIT - Eggborough coal. [Steve Thompson](#)

Below: Class 73 212 'Fiona' is pictured stabled in Tonbridge Yard on January 24th. [Derek Elston](#)



Class 66 749 passes Ruckley on January 24th working the 13.00 Ironbridge - Liverpool empty biomass. [Phil Martin](#)



Right: On January 24th, Class 66 722 'Sir Edward Watkin' eases through Tonbridge Yard prior to departing on the 6S05. Class 66 302 was on the rear. [Derek Elston](#)

Main: Class 66 716 'Locomotive and Carriage Institution Centenary 1911-2011' pulls away from Barnetby with a train of empty coal hoppers bound for Immingham on January 27th. [Robert Bates](#)

Below: Class 66 763 arrives into Doncaster on January 17th with a sand train heading for Goole. [Brian Battersby](#)



Class 66 715 heads south through Doncaster on January 8th working
a Selby - Felixstowe liner. [Michael Lynam](#)



Railfreight Class 20 118 and 20 132 top'n'tail BR blue Class 20 096 and 20 107 working the 7X23 Derby Adtranz - Old Dalby with 'S' class tube stock for on track testing, passing Moira West Jct. on January 16th. [Stuart Hillis](#)



Network Rail

Class 31 285 propels the 3Z07 Hither Green to Derby RTC away from Northampton, running over an hour early, on January 25th. [Derek Elston](#)



Right: Class 37 612 and 37 259 top'n'tail the 1Q26 Furness Vale to Wigan LIP through Manchester Victoria on January 3rd. [Brian Hewertson](#)

Main: Class 31 465 (with 97 302 on the rear) passes Stenson Jct. on January 27th working from Derby to Bristol. [Geoff Barton](#)

Below: Power car No. 43013 stands at Doncaster on January 17th, having just returned from a trip to Hull. [Brian Battersby](#)



Right: This is the 1Q15 Derby RTC - Doncaster West Yard, via Immingham, on the last leg of it's journey, heading towards Doncaster under a gloomy sky at Appleby with Class 97 303 leading 97 301 tagged on the rear, January 9th. [Steve Thompson](#)

Main: DB Schenker liveried Class 67 027 and Chiltern liveried Class 67 012 top'n'tail a Derby RTC - Euston - Derby RTC test train at Burton on January 27th. [Stuart Hillis](#)

Below: Class 97 302 and 97 304 pass through Burton on January 19th working the 1Q05 Alexandra Dock - Derby RTC test train. [Stuart Hillis](#)



Right: Class 97 303 and tamper depart Sutton Bridge with the late running 6Z97 0859 Crewe - Talerddig on January 19th. [Keith Davies](#)

Main: Class 31 233 stands in Doncaster West Yard on January 24th, prior to working a test train back to Derby via Lincolnshire. [Richard Hargreaves](#)

Below: Class 37 605 and 37 608 top'n'tail the late running 1Q05 08:05 Llandrindod Wells - Longsight Car M.D. through Kempsey on January 28th. [Keith Davies](#)



Units: DMUs and EMUs

South Eastern's Class 465 931 arrives at Hildenborough with the 11:01 London Canon Street to Tunbridge Wells service on January 24th. [Derek Elston](#)



Right: Class 319 380 displays Bedford in the destination blind as it passes through Northampton with 319 361 working from Allerton TMD to Wolverton Centre sidings on January 13th. [Derek Elston](#)

Main: With the backdrop of Bolton Town Hall, Northern's Class 142 030 departs the station working the 2E78 09:21 Blackpool North to Huddersfield on February 4th. [Dave Felton](#)



Right: On January 3rd, Northern Rail's Class 156 468 is seen about to work a Stalybridge to Manchester Victoria service. [Brian Hewertson](#)

Main: On January 30th, the 09:40 Glasgow Central to London Euston hurries through the centre road at Stafford. [Derek Elston](#)

Below: Merseyrail's Class 507 018 arrives into Chester on January 20th with a service from Liverpool Central. [Michael Lynam](#)



Right: On January 17th, First Great Western's Class 150 106 arrives into Westbury working the 2089 from Gloucester to Weymouth. [James Passant](#)

Main: Northern Rail's Class 150 206 arrives at Leyland station with the 2H06 08:20 service from Preston to Hazel Grove on January 31st. [Dave Felton](#)

Below: On January 22nd, Thameslink's new units Nos. 387 121 and 387 120 pass Basford Hall on a test run from Wembley to Crewe and return. [Michael Lynam](#)



Right: On January 24th, Arriva Trains Wales' Class 175 105 passes Baystan Hill, Shrewsbury working a Manchester - Milford Haven service. [Phil Martin](#)

Main: Northern's Class 156 459 and Class 150 103 depart from Leyland station on January 31st working the 2N22 08:03 service from Buxton to Preston. [Dave Felton](#)

Below: South Eastern's Class 375 905 hurries the 10:48 London Canon Street to Hastings through Hildenborough on January 24th. [Derek Elston](#)



Northern Rail's Class 158 907 passes through the Rishton area in a heavy snow storm with the 1B14 08:27 service from York to Blackpool North on January 21st.
Dave Felton



Right: Great Northern's Class 321 401 speeds through Finsbury Park on January 24th, heading for London Kings Cross. [Paul Godding](#)

Main: First Great Western's Class 158 953 passes across Malvern Common on January 15th. Having reversed at Malvern Wells signal box the train is travelling to Great Malvern station to become the 14:50 service to Weymouth. [Neil Pugh](#)

Below: Northern's Class 155 341 is pictured at Leeds on January 17th working a service to Manchester Victoria. [Brian Battersby](#)



Right: Northern's Class 142 047 heads towards Preston passing through the Pleasington area with the 2S19 09:23 Colne to Blackpool South. [Dave Felton](#)

Main: London Midland's Class 172 339 is seen departing Birmingham Moor Street on January 16th with a Stratford upon Avon service. [Richard Hargreaves](#)

Below: On January 3rd, London Midland's Class 170 510 stands in Walsall station. [Paul Godding](#)



Right: As the snow starts to fall, Northern's Class 144 023 stands in Leeds station on January 17th. [Brian Battersby](#)

Main: Northern Rail's Class 158 844 passes through the Pleasington area with the 1B14 08:27 service from York to Blackpool North on January 30th. [Dave Felton](#)



Right: Northern Rail's Class 319 362 stands at Crewe on January 13th whilst working a test run from Allerton. [Richard Hargreaves](#)

Main: First TransPennine Express' Class 185 150 approaches Appleby with the 1B85 Cleethorpes - Manchester service, January 29th. [Steve Thompson](#)

Below: The only First Great Eastern liveried Class 321 spare bodysell sits on accommodation bogies at Doncaster's Wabtec on January 17th. [Brian Battersby](#)



Right: Virgin Train's Class 221 103 stands at Shrewsbury on January 8th, having arrived with a service from London Euston. [Richard Hargreaves](#)

Main: London Midlands Class 350 370 is seen at Stafford working the 10:02 from Crewe to London Euston service, January 30th. [Derek Elston](#)

Below: With the snow falling, CrossCountry's Class 170 520 stands at Leicester working the 07:07 Gloucester to Stansted Airport on January 31st. [Derek Elston](#)



Right: Arriva Train Wales' Class 153 323 forms the 15:22 service to Shrewsbury, awaiting departure from Crewe on January 30th. [Derek Elston](#)

Main: On January 20th, Arriva Trains Wales' Class 150 279 stands in-between duties in the sunshine at Chester. [Michael Lynam](#)

Below: Great Northern's Class 313 043 arrives into Finsbury Park on January 24th with a local stopping service to London Kings Cross. [Paul Godding](#)



Showing signs of accident damage, First TransPennine Express Class 185 118 is seen departing Manchester Airport with a service to York . [Michael Lynam](#)



A pair of East Midlands Trains' Class 158s approach Manchester Piccadilly operating a Liverpool - Norwich service, January 20th. [Michael Lynam](#)



Merseyrail's Class 507 013 arrives into Chester on January 20th with a service from Liverpool Central. [Michael Lynam](#)

News and Features: Scotrail - life north of the border

Scotrail's Class 170 453 stands at Glasgow Queen Street on January 10th. [Derek Elston](#)



Going Underground

A pair of Northern line '1995 stock' trains stand at Edgware on January 24th. [Paul Godding](#)



Midland Metro

CAF tram No. 30 arrives into Birmingham Snow Hill on January 16th. [Richard Hargreaves](#)



Edinburgh Trams

Tram No. 268 departs Gogarburn on January 10th with a service to York Place. [Derek Elston](#)



Manchester Metrolink

Right: Tram No. 3001 arrives into Altrincham passing under the new footbridge linking the Metro and Railway with the new Bus station. [Michael Lynam](#)

Main: On January 6th, tram No. 3045 on a Bury - Altrincham service and No. 3023 on an Altrincham - Bury pass in the island platform at Deansgate - Castlefield. [Michael Lynam](#)

Below: Tram No. 3091, a recent delivery to Metrolink, arrives at the new island platform at Deansgate - Castlefield. [Michael Lynam](#)



Fares Advice *with RailUK*

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

Changing an advance ticket woes.

Q: I'm off from London to Sheffield on a 1st class advance. I can't make the original train so wanted to change it to the one 2 hours later. £3 difference in price + £10 admin fee. simple..... or not.

Took it to my local Greater Anglia station at 1.30pm when it's quiet. At first a stroppy lady said that they don't do it as it's another TOC's ticket. I said that's ridiculous & then another clerk picked up a staff memo on the subject. Fiddled around for ages and just couldn't do it, said "the train is full" so i showed him the available train and ticket on the GA website on my phone. At one point he even said "it wasn't his job" and I should take it to a travel centre where they have been trained. It took at least 30 mins before he completely gave up & he got quite annoyed with me. There were 2 windows open so I wasn't holding anyone up.

I got the tube to St Pancras EMT ticket office and the lovely lady that served me did the transaction in seconds.

It's a bit of a farce how complicated it all was. you'd think in this day and age when ticket offices may well be on the way out they'd be happy for any transaction? What if I lived somewhere where there is no EMT ticket office?

While I was waiting I didn't see a single non-oyster transaction at the other window, and I suspect that's part of the problem. sigh.

Is my experience normal?

A: *No, but it's not as unusual as it should be, and several people have reported poor experiences at Greater Anglia stations.*

People like that should just not be in customer facing jobs - even if for whatever reason they have to re-direct you elsewhere, being "stroppy" or stating that "it wasn't this job" is not acceptable behaviour for someone in a customer facing role. And here was me thinking it was the job of every rail network ticket office to issue any valid ticket... no matter the operator

However quite a few stations that are run by the current keyholders of the Scotrail franchise are advertised as issuing tickets to Scottish destinations only. Reminds me of when at Stratford I attempted to get an excess from Super Off Peak to Off Peak. It was a LM-only ticket and they said I'd have to go to Euston for that, saying it could only be done by LM! Slight flaw: Euston ticket office is run by Virgin Trains, not LM. Wasn't in the mood to argue otherwise with her.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

Never pay over the odds again, and ask us if you need help! See you there!

Colas Rail Tamping Machine No. DR 73910 'Jupiter' is seen stabled adjacent to Blackburn station on January 20th.

Dave Felton



DRS Strikes Gold for the second year running

DRS struck gold once again at this year's Golden Whistle Awards and were delighted to be declared for the second year running officially "The Best Performing Rail Freight Operator" taking home the prestigious Golden Whistle Award. The event is organised by the Institute of Railway Operators in conjunction with Modern Railways Magazine to celebrate operational excellence in the industry.

The Golden Whistle is awarded on consistent arrival times at destination over the previous 12 months during which DRS were declared to be far more reliable than any of their competitors. A Silver Whistle award is also presented to the most improved performer based on last year's figures. This year DRS were also acknowledged as being officially the most improved performer however the event organisers have a policy of not awarding Gold and Silver Whistle Awards to the same operator, if it wasn't for this ruling DRS would have received both awards.

Following the awards Neil McNicholas, Managing Director of DRS said: "This is the third time DRS have won this award and it is fantastic we have maintained our position for the second year in a row. This award recognises the hard work and dedication of the DRS workforce and the vital roles played to ensure our services get to their destination on time as well as the strong investment in reliability of assets. Well done to everyone involved who have ensured DRS remain "officially The Best Performing Freight Operator".

Nick Coles, Customer Relationship Executive for Network Rail added: "Network Rail is committed to working with Freight Operating Companies to achieve the highest levels of train performance on the railway network. In the last 12 months, we have enjoyed a strong relationship with DRS on a wide variety of performance matters and it is really pleasing that our collaborative efforts have yielded such positive results".

DRS to support Cumbrian Coast additional capacity

The transport secretary, Patrick McLoughlin, visited Carlisle on 8th January to announce a number of improvements to maintain existing rail services in the north of England and enhance rail services on the Cumbrian Coast. DRS were delighted to confirm that they will be providing operational support and rolling stock to deliver these essential services.

Patrick McLoughlin MP said: “Rail services across the north are vital for passengers and for the economy. By helping people access work and leisure more easily, we are securing long-term economic growth across the region. That is why we have worked hard with Northern and Transpennine Express to ensure that we expand services and enhance passenger journeys.”

Discussions with Northern Rail and the Department for Transport have centred around the provision of two of the, newly refurbished locomotive hauled, MKII coaching stock sets operating on the Cumbrian Coast on a Monday to Friday basis.

This exciting new service follows on from the successful trials supported by the NDA, Sellafield Ltd and Northern Rail in 2012 which received a high amount of positive feedback from customers.

Following today’s announcement Neil McNicholas, Managing Director for Direct Rail Services said: “I am very proud to be involved in supporting

Northern in delivering its vital services for Cumbria. This shows what can be achieved through a true partnership approach between freight and passenger operators.”

Alex Hynes, Managing Director, Northern Rail said: “Rail travel is increasingly popular in the north of England placing capacity at a premium. That is why we have been working with First TransPennine Express and the Department for Transport to ensure customers would not be disadvantaged by the loss of some FTPE trains. In doing so we are delighted to be able to provide more seats for customers on some of our busiest routes. Through deploying more electric trains to take advantage of newly electrified routes we are able to help maintain capacity for FTPE and add more seats for customers in the North West.”

Nick Donovan, Managing Director for First Transpennine Express said; “A great deal of background work has been undertaken by ourselves, Northern Rail and the Department for Transport that seeks to ensure capacity and frequency of FTPE services across our network is maintained for the timetable change in May 2015. I am delighted that we have been able to work together and develop a plan that aims to protect rail services for the huge majority of customers in the north of England and, indeed, deliver some additional capacity at a time when demand across our network is higher than ever.”



DR80209 passes Burton working a Burton Leicester Jct. to Trent sidings move on January 29th. [Stuart Hillis](#)

DB Schenker Rail UK Doubles Services from London Gateway to Trafford Park

DB Schenker Rail UK has doubled the number of intermodal services it runs from London Gateway to Trafford Park in Manchester. The company has responded to customer demand and increased volume by increasing its services between the two terminals from two a week to four.

Adrian Fleming, Head of Intermodal at DB Schenker Rail UK, said: “Delivering a quality service to our customers is at the heart of everything we do so we are delighted to be able to provide these increased services to meet their needs. The intermodal market continues to be buoyant as customers look to the most cost efficient and environmentally friendly way of moving freight across the country.”

He added: “Intermodal looks set to increase at a staggering rate. It currently represents 27% of rail freight business and this is predicted to rise to 68% by 2033. The Network Rail long-term freight market study suggests a 6.4% per annum growth in intermodal rail freight from ports until the year

2023. The impact on rail freight will be dramatic.”

London Gateway has the UK’s largest port rail freight terminal, with more than 30% of the port’s cargo being carried by rail. DB Schenker Rail UK was the first company to offer scheduled rail freight services from the port. Along with the services to Trafford Park the company also runs trains from the port to Daventry and South Wales.

DB Schenker Rail UK was also the first rail operator to integrate its own order-management systems directly with those of the port. This gives customers a seamless, efficient, rapid intermodal freight service, direct from the port to terminals across the country. The close integration of its systems with London Gateway has enabled the company to achieve an impressive ‘shore-to-door’ delivery record of 99.7% of containers transported on time.

GB Railfreight trebles aggregates work with Aggregate Industries contract

On January 5th, GB Railfreight ran its first train for Aggregate Industries (AI), as part of a five-year deal to transport aggregates, such as sand and stone, from AI quarries to various depots and handling sites across the UK. Locomotive 66 714, identification 6M28, left Croft Quarry at 23:15 on Monday, 5th January, and arrived in Neasden Freight Terminal at 05:56 on Tuesday, 6th January. The multi-million pound contract involves GB Railfreight running five trains a day, five days a week, from Bardon Hill, Croft, Neath, Avonmouth, Shrewsbury and the Isle of Grain to the following locations: Colnbrook ; Harlow Mill; Angerstein; Neasden; Purley; Tinsley; Theale; Brentford and Bow West.

This is a significant development for the freight operator in aggregates rail freight, as it almost trebles the work it is currently undertaking in the industry. GB Railfreight has invested over £50m in rolling stock, both locomotives and wagons, over the past year, and has significantly increased its operating efficiency through a host of technological innovations. This contract is testament to the operator’s desire to support the supply chain and promote the wider construction and building materials sector across the UK.

John Smith, Managing Director of GB Railfreight, said: “We have recently been looking at expanding our aggregates business across the UK, because we believe we have the team and fleet available to deliver optimum solutions in the area. This five-year contract with Aggregate Industries is a key milestone in this progression, trebling our workflows, and we are delighted to be working with such a prestigious name in supporting the construction sector.”

Simon Blake, Aggregate Industries General Manager, said: “We are pleased to have secured the services of GB Railfreight for the next five years. We rely on a reliable service and a committed team to support our rail distribution and GB Railfreight have shown they can provide both. We hope to harness their ambition and to grow our business alongside theirs with further traffic movements and services.”



On January 17th, Class 66 129 approaches Westbury with the 1Z21 Avonmouth Bennetts Siding to Eastleigh ‘Mendip Mariner’ railtour via Whatley Quarry. [James Passant](#)

Passenger numbers continue to grow on East Suffolk Line

Record numbers of passengers travelled on Abellio Greater Anglia’s East Suffolk Line train services last year, with the line recording its highest ever number of passengers.

An additional 25,000 passenger journeys were made in 2014 on the line which runs from Ipswich to Lowestoft – bringing the annual total to a new high of 675,000 passenger journeys. The passenger growth continues after Abellio Greater Anglia completed a £3 million refurbishment of the two-carriage Class 156 vehicles that operate on the line in 2014. The fleet

of nine trains received a complete interior overhaul, including new carpets, dado panels, seat covers and a deep clean as well as the installation of a new passenger information system which delivers automatic announcements and a universal access toilet.

The fleet upgrade follows the introduction of an hourly service on the line in December 2012 (following work to install a passing loop was completed at Beccles) which heralded a wider programme of customer-focused enhancements such as new ticket machines, station repainting and the introduction of print-at-home and mobile ticketing facilities.

The focus on improving the line is set to continue with Abellio Greater Anglia announcing last week that, in partnership

with Suffolk County Council and the Designated Community Rail Development Fund, a new automatic ticket vending machine and CCTV will be installed at Halesworth rail station. The line will also continue to benefit from the support of the East Suffolk Line Community Rail Partnership which recently welcomed a new Chairman, Aaron Taffera.

Abellio Greater Anglia’s Area Customer Service Manager, Neil Grabham, said, “By working together with partners who share an interest in the success of the East Suffolk line, we are committed to making the Ipswich to Lowestoft route even more successful and an even more valuable asset to the communities it serves, supporting tourism and the local economy.”

Chiltern Landslide Halts Services at Leamington Spa

Chiltern Railways has announced customer plans during extended rail closure following a landslide at Leamington.

- Increased number of trains running from Birmingham to Leamington Spa and Banbury to London with 'step-straight-on' replacement bus service in between. Additional peak bus for Warwick Parkway passengers

- Fast silver trains with Business Zone carriages running between Birmingham and Leamington Spa and between Banbury and London with connecting replacement bus service

- 'Banbury Fare Match' for customers travelling between the West Midlands and London

Following news that the Chiltern Mainline will be closed between Leamington Spa and Banbury for an extended period of at least several weeks after a serious landslide close to the Harbury Tunnel on Saturday 31 January, these new plans give confidence that Chiltern Railways can offer a service for West Midlands to London passengers despite the closure.

The rail line will remain closed while Network Rail specialist engineers assess the landslide – which is still slowly moving – to determine the scale of the problem. Remote sensing techniques are being used to monitor the landslide and remedial works will begin as soon as it is safe to do so. Network Rail has confirmed that it may take several weeks to stabilise the site and remove over 350,000 tonnes of material to ensure the line is safe.

Since the landslide on the afternoon of Saturday 31st, Chiltern Railways has run replacement bus services between Birmingham and Leamington Spa and Banbury and London. An extensive rail replacement operation has been running between the two closed stations with fast connections. The emergency timetable has proved reliable, with over 90% of trains running on time each day, despite the challenges caused by the closure.

This new service started on Monday 9th February.

Rob Brighouse, Managing Director at Chiltern Railways said: "We have now had confirmation that this closure will continue for an extended period due to the severity of the landslide and the remedial work required. In light of this, we have announced specific guidance our plans for during this closure.

"The loss of direct trains is a huge inconvenience for our passengers and we apologise profusely. We are working with Network Rail to restore normal services as soon as possible. In the meantime, we have a new plan with enhanced services which will enable us to continue to offer a high quality service for our customers."

For full flexibility, Chiltern Railways annual and monthly season tickets will also be valid for travel on Virgin Trains and First Great Western for the duration of the closure period. This applies to Route High Wycombe and Route Banbury season tickets only.

UK Rail's Class 56 081, on hire to Freightliner, stands in Crewe Basford Hall on January 22nd. [Michael Lynam](#)



Virgin Trains named Best Rail Operator at the 2015 Business Travel Awards for the second consecutive year

Virgin Trains has been voted 'Best Train Operator' at the 2015 Business Travel Awards for the second time.

The company faced fierce competition from other shortlisted train operators including Eurostar, First Great Western and Heathrow Express, but the judges were unanimously impressed by what the long-distance operator has to offer to its corporate and business customers.

The judging panel, made up of travel buyers, praised Virgin Trains for their "good track record with travel management companies, first class loyalty scheme and excellent corporate social responsibility credentials."

Steve Tennant, Executive Director of Customer Service for Virgin Trains, commented: "We put customer experience at the heart of our business and we feel this is reflected in being awarded this highly respected accolade. Everyone in the business is extremely proud of this achievement."

Class 56 065 with two classmates await their turn for reactivation at Leicester. [Derek Elston](#)



SOUTHERN COUNTIES RAILWAY SOCIETY

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First Transpennine reshuffle of fleet

In a statement released by First Transpennine Express it has been announced that a partial reshuffle of their fleet will take place in May 2015.

“In March 2014 it was announced that some of the current fleet of trains would be leased to Chiltern Railways. This has obviously caused a great deal of media attention and concern from customers about capacity on the network.

We know many services are very busy and whilst we introduced an extra 90,000 seats a week in 2014 we know that more still needs to be done. Over the last couple of months a great deal of work has been conducted in conjunction with the Department for Transport and Northern Rail to provide a solution to the loss of nine Class 170 trains and protect the current capacity levels.

That solution has now been agreed and will be delivered from May 17th 2015 when the timetable changes. Our Class 170 trains currently operate on services between Manchester and Hull and Manchester and Cleethorpes and from May 17th 2015 the following will apply;

- Five Class 170 trains will be leased to Chiltern Railways with FTPE retaining four of the current fleet (8 carriages)

- FTPE will hire six Class 156 trains from Northern Rail which will operate between Manchester Airport and Blackpool North. This will provide an hourly increase in capacity between Preston, Bolton and Manchester

- Some of the trains (Class 185) that operate between Manchester Airport and Blackpool will be deployed to cover services between Manchester and Hull and Manchester and Cleethorpes. All of FTPE's services between Liverpool, Manchester, West Yorkshire, Humberside, North Yorkshire, the Yorkshire Coast and the North East will be operated by Class 185 trains

- An hourly service will be maintained between Manchester Airport, Sheffield, Doncaster and Cleethorpes. The huge majority of these will remain as direct services. Limited amends are planned with customers for the 15:55 between Manchester Airport and Cleethorpes and the 16:26 Cleethorpes to Manchester Airport needing to change at Doncaster.

Northern Rail are also making changes to some of their services and this approach provides the best possible solution at the present time and best protects current capacity levels. To ensure we meet the needs of the majority of customers we have had to make some difficult decisions and whilst frequency and capacity will be maintained a number of direct services between Manchester and Windermere, Manchester and Barrow in Furness and Manchester and Cleethorpes have had to be altered.”

Class 47 703 is seen in Wabtec's Doncaster Works on January 17th, on hire for testing East Coast coaching stock.

Brian Battersby



Water-damaged trains affecting Thameslink services

Flooding caused by a burst water main between Farringdon and St Pancras at the end of January has damaged at least 25 trains in the Thameslink fleet. As of Friday, 6 February, Thameslink were still seven trains short of the number needed to operate the service as a result of water damage, with a further two units out of action because of a person being hit by a train.

Water from the burst main penetrated gear boxes, axle ends, wheel bearings and in some cases electrical components; one of the trains most seriously affected was one of the new Class 387s.

Thameslink engineers have been working around the clock and were able to repair some trains relatively quickly but others have taken longer due to the severity and amount of damage caused as well as the availability of spare parts. About a quarter of the Thameslink fleet have been checked, which was those deemed to have been most at risk from the floodwater, and Thameslink are continuing to carry out checks to the rest of the fleet. Inevitably, the work carried out to date has delayed some of the regular maintenance work which has kept other trains out of service. Engineers are continuing working as hard as possible to complete the repairs and redress the maintenance backlog as soon as possible.

Virgin Trains sees surge in Anglo-Scottish rail travel

- **New record of 600,000 rail journeys between Glasgow and London**
- **Edinburgh-Birmingham route sees a third more passenger in 2014**
- **More than one in five Glasgow-London passengers now choose the train**

Cross-border rail travel is seeing a surge in popularity following investment in additional capacity by Virgin Trains, new figures show.

The London to Scotland operator saw an 11% increase in passenger numbers on its Anglo-Scottish services last year after increasing the number of seats available by 3000 every weekday. More than three times the number of people travelled between London and Glasgow in 2014 than five years earlier, while Edinburgh-Birmingham journeys more than doubled over the same period.

The spectacular growth means that more people are choosing rail over domestic air travel than ever before. Virgin Trains now accounts for more than a fifth of journeys between Glasgow and London*, significantly up on 2008 when fewer than one in 10 journeys were made by train. Market share is also increasing on the Edinburgh - Birmingham corridor.

The growth has been welcomed by Scotland's Transport Minister Derek Mackay. "Scotland is currently embracing the railway more than at any time since the Victorian era and these new figures from Virgin Trains exemplify this new golden age of train travel," he said. "More and more people are coming to enjoy the train as a stylish, comfortable and more

environmentally sound way to travel and it is encouraging and exciting to see this kind of growth."

Gary Iddon, Virgin Trains' General Manager for Anglo-Scottish services, added: "These figures are a fantastic endorsement of the work we've done on the route. "Our team have worked really hard to put in place a service that customers value and want to return to.

"We've done a lot of work with partner organisations to promote rail travel and the additional capacity means that we have far more low-priced fares to offer passengers."

The timetable change in December 2013 saw many of the five-car Super Voyager trains working the Anglo-Scottish route replaced by 9- or 11-car Pendolinos, adding 3000 seats per weekday. This also created new direct journey opportunities between Glasgow/Edinburgh and Birmingham International, Coventry and Milton Keynes.

The changing in rolling stock deployment followed investment in extra carriages and new trains by Virgin Trains in 2012.

* Comparison is drawn from CAA data on air travel between Glasgow International and the London airports of Heathrow, Gatwick, Luton, London City and Stansted between November 2013 and October 2014, the latest month in which air traffic data is available.

Taking into account the air passengers that travel to London to transfer to international flights, it is thought the true market share of rail may be closer to a third.

In the 50th year from his state funeral train, and cosmetically restored by the Mid Hants railway, SR Battle of Britain Class No. 34051 'Winston Churchill' passes Kegworth in a snow storm, on its way to the NRM in York. [John Alsop](#)



Loco Fleet List 2015

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

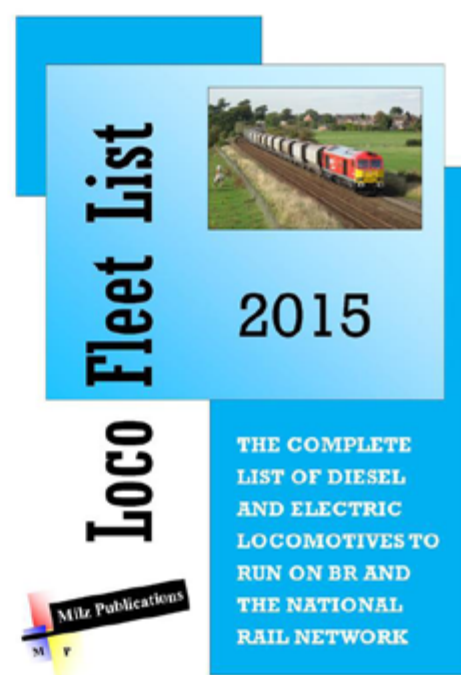
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names

Loco Fleet List 2015 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



Rail travel through Reading reaches new heights



The new 2,000 metre viaduct built by Network Rail, which cost £100m, removes a major bottleneck on the network by enabling trains to manoeuvre in and out of the Reading area without impeding each other – an operating achievement that has not been addressed since Brunel built the first layout in the 1840s.

First Great Western Managing Director Mark Hopwood said: “The Reading Viaduct is a fantastic feat of engineering that unblocks a major bottleneck on the Great Western mainline.

“It will bring immediate results to our train service performance and deliver longer-term benefits for customers between now and the summer.

“We thank our passengers for their patience while the viaduct was completed.”

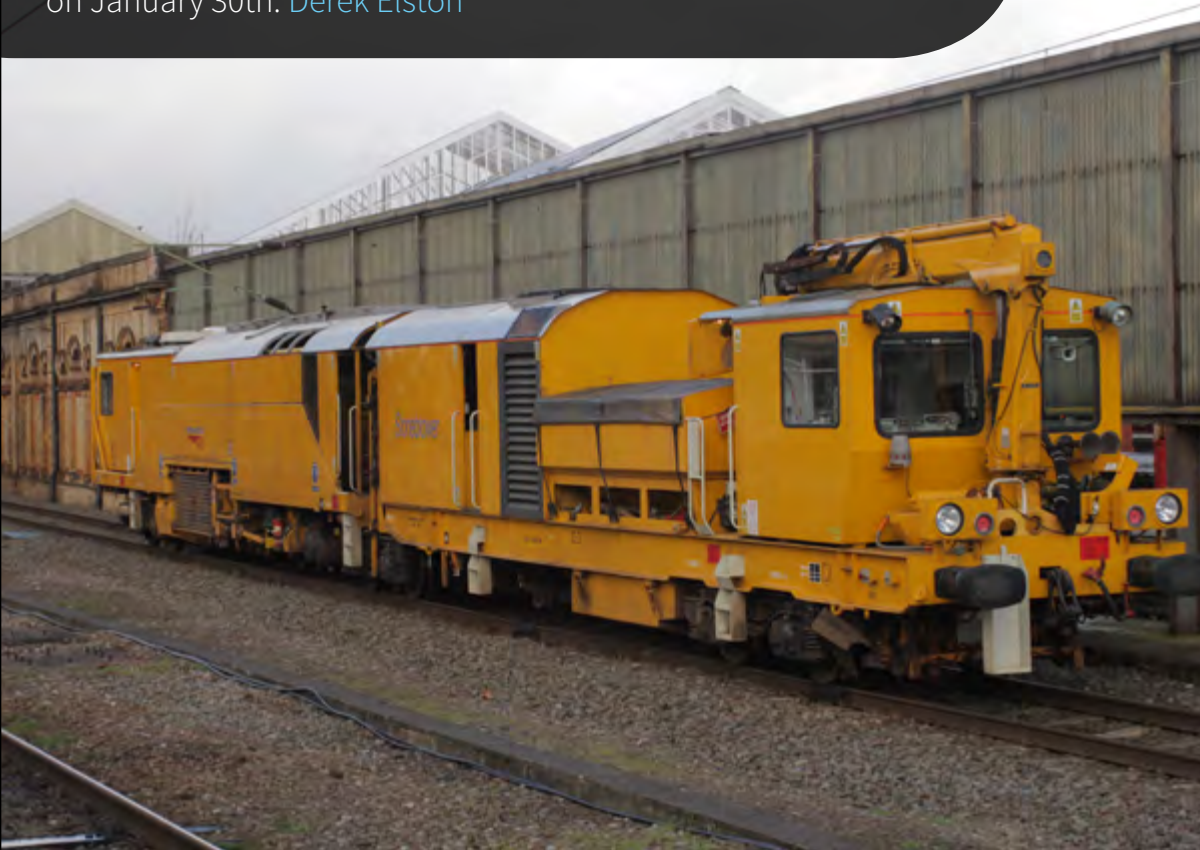
The first passenger train to use the new viaduct was the 08.00 London

Paddington to Penzance service on Sunday 04 January. The service called at Reading at 08.38 and, having traversed the viaduct, Didcot Parkway at 08.56.

Network Rail's, Managing Director for the Western Route, Patrick Hallgate, said: “The completion of the viaduct is another significant step in our redevelopment of the Reading station area and will enable passengers to benefit from reduced journey times, an increase in services and ultimately a better travelling experience.”

The structure is part of the £895m Reading Redevelopment project which started in 2008 and implemented in phases. A new-look station with five extra platforms was officially opened by HRH The Queen in July. The project is due for completion in Summer 2015.

Network Rail Stoneblower No. DR80213 passes through Crewe on January 30th. [Derek Elston](#)



Five bridges to be rebuilt as electrification programme continues

Five bridges over the railway between Bolton and Chorley on the Manchester to Preston line are to be rebuilt as part of the electrification of the route.

Network Rail is investing more than £1bn in the north west of England to provide passengers with a better railway. To electrify the line the bridges have to be rebuilt to increase the clearance underneath to accommodate overhead lines which will power the trains.

Between now and June 2015, the five bridges that will be rebuilt and the dates the work will take place are: Stump Lane, Chorley: full closure already in place until 12 May 2015; Rawlinson Lane, Adlington: full closure already in place until 22 May 2015; Chorley Road, Heath Charnock: full closure already in place until 19 June 2015; Station Road, Blackrod: full closure from 2 February – 15 May 2015 and Grimeford Lane, Blackrod: full closure from 2 March to 12 June 2015

Each structure requires significant work to replace the bridge deck which can only be completed during 24/7 working over weekends when the railway is closed. As there are limited weekends when the railway can be closed the bridges have to be completed simultaneously so the electrified railway between Manchester and Preston via Bolton will be available for use by December 2016.

Batteries included: Prototype battery-powered train carries passengers for first time

The first battery-powered train to run on Britain's rail network in more than half a century carried its first passengers in early January. This marked an important milestone in the project to demonstrate the viability of an eco-friendly battery-powered train for the twenty-first century.

The new train contributes to Network Rail's commitment to reduce its environmental impact, improve sustainability and reduce the cost of running the railway by 20 per cent over the next five years.

It could ultimately lead to a fleet of battery-powered trains running on Britain's rail network which are quieter and more efficient than diesel-powered trains, making them better for passengers and the environment. Network Rail and its industry partners – including Bombardier, Abellio Greater Anglia, and the Rail Executive arm of the Department for Transport (which is co-funding the project through the Future Railway innovation programme) – recognise the potential for battery-powered trains to bridge gaps between electrified parts of the network and to run on branch lines where it would be too expensive to install overhead electrification."



Following its successful retrofitting and trials at test tracks in Derby and Leicestershire last year by Bombardier, the modified Class 379 Electrostar battery-powered train – also known as an Independently Powered Electric Multiple Unit (IPEMU) – will run in weekday timetable service for five weeks between Harwich International and Manningtree stations in Essex.

Network Rail Principal Engineer James Ambrose said: "We've made terrific progress with this project so far and seeing the battery-powered train in timetabled service is a huge step forward. "After months of engineering and testing, the train is running just as we would like it. We'll be using this five-week period to gather data on how it handles during passenger service – most travellers will recognise how quiet and smooth the ride is compared to a diesel-powered train."

James continued: "We are always looking for ways to reduce the cost of running the railway and make it greener too. This project has the potential to contribute significantly towards both those goals."

Rail Minister Claire Perry said: "This is a major milestone in this innovative project, and further proof of our commitment to deliver a world-class rail network fit for the 21st century. "These trains potentially offer a real alternative where diesel or electrified services aren't suitable, and I look forward to seeing the results of the trials."

Network Rail announces £16m enhancement for Edinburgh-Fife line

Network Rail and Transport Minister Derek Mackay have announced that one of Scotland's iconic rail routes will benefit from a £16m signalling enhancement.

A contract has been awarded to Siemens to upgrade signalling on the route between Edinburgh and Fife, over the Forth Bridge.

The works, part of the Edinburgh - Glasgow Improvement Programme, will improve reliability on the route and create additional capacity on the lines serving key commuter routes into Fife and beyond.

Mr Mackay said: "Scotland's railways are in the midst of a renewed golden age and these signalling upgrades will see sympathetic improvements to one of our most world-famous landmarks, which draws tourists from around the world as well as carrying daily commuters.

"The Scottish Government is currently investing £5billion in ensuring our railways and train services continue on this path of increased patronage, as this will support growth in our economy, as well as modal shift from roads use to increase our carbon efficiency."

David Dickson, Network Rail route managing director for Scotland, added: "Rail travel is more popular now than ever before and we need to continually invest in our infrastructure to meet the needs of today's businesses and commuters.

"The investment announced will help to ensure we can continue to improve

reliability on the network and also look to increase services on our railway in the future as we strive to meet the ever-rising demand for rail travel."

The contract will see the existing 3-aspect signalling on the Fife lines between Haymarket and Dalmeny replaced by continuous 4-aspect signalling – decreasing signalling headways and increasing train speeds on this section of the route.

On the Forth Bridge, six new signals are to be installed while the project will also involve a range of associated works to interlockings, power systems and telecoms along the line between Haymarket and the bridge.

Work on the project has now started and will be completed by summer of this year. Once complete, the project will improve reliability; create more options for how trains use the network and the potential for new services to be introduced in the future.

EGIP is a Scottish Government-funded investment worth £742m which is delivering a rolling programme of electrification across the central belt – reducing journey times and boosting capacity on routes including the Edinburgh-Glasgow Queen Street (via Falkirk High) line.

Did you Know - Ken Mumford

Penny extra on Sundays, Bank Holidays & nightly

From October 11th 1970, British Rail's cost of a cup of coffee increased by 1d - but only on Sundays and Bank Holidays and between 22.00 and 06.00 nightly. Why? Because Coffee and other items were surcharged at those periods, when staff are receiving overtime wage rates.

From “ALL ABOUT OUR BRITISH RAILWAYS” by G. Gibbard Jackson published around 1923.

On a branch line in the Midlands certain boys travelled each day to and from school. The coaches were of the old-fashioned type, where a lamp is let down in the roof when darkness sets in. In the daytime the orifice is closed with a circular wooden disk. One of the schoolboys thought it would be good fun to have a view of the surrounding country through the open lamp-hole, so the disk was pushed up, and with the aid of his fellows the boy got his head through, and quite enjoyed the novel experience. But when the school station was reached he was suffering from “swelled head”.apparently, for he could not withdraw it. He was only extricated with much difficulty by the railway people sawing a circular collar out of the carriage roof. The train was delayed, and the carriage shunted into a siding for the operation to be performed.

Great Western quickies

No. 8718 was the last 57xx 0-6-0PT in service with an old original style cab. It was withdrawn from Shrewsbury (84K) in July 1966.

Pannier Tanks had the nickname COFFEE POTS.

No. 9706 was the last condensed pannier tank to be withdrawn
It was scrapped in South Wales.

Sir Felix pole asked Swindon to ensure that the Tractive Effort of the ‘King’ class 4-6-0s should be above 40,000 The late Kenneth Leech stated this as the reason why the cylinder diameter of 16 inches (as originally planned) was increased to 16 and a quarter inches.

The Nosh Report

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

Service was very quick and provides Quality Hot and Cold Sandwiches made freshly whilst you wait. Including an all day Breakfast - Jacket Potatoes - Salads - Pies - Chips and Hot and Cold Drinks.



This month’s recommendation comes from Colin Irwin who suggests a visit to :

Chancellors Sandwich Bar
2 Chancellor Lane Manchester M12 6JY,

Tel: +44 7876 396376

Sandwich Shop, Breakfast Restaurant

Open 7:00 am – 2:30 pm

Chancellors Sandwich Bar is located beneath the very under used Ardwick station, built into one of the viaduct arches, the bar has a friendly atmosphere and a very wide selection of menu.

Thanks Colin for that suggestion and although I don’t get to Manchester as much as I used to, I will certainly try it out next time I’m in the area.

If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

Send your emails to:

nosh.report@railtalkmagazine.co.uk

Manchester Victoria station’s Metrolink stop to reopen in February

Network Rail will restore services to Manchester Victoria’s Metrolink stop in February after completing work to build new platforms and tracks.

The tram stop upgrade is part of the redevelopment of Manchester Victoria station which is being delivered as part of a £1bn+ investment in the railway in the north west of England.

The redesigned and expanded Metrolink stop will ultimately allow more frequent tram services to run through the iconic city centre station as well as providing better links with the national rail network.

Network Rail will complete the work between Saturday 14 February and Saturday 21 February which involve changes to tram services through the station.

Details of the specific changes will be provided by Metrolink and TfGM at stops and online at www.tfgm.com and www.metrolink.co.uk.

Ian Joslin, area director for Network Rail, said: “The completion of and reopening of the tram stop at Manchester Victoria is a milestone in the redevelopment of the station. To allow us to complete the work, there will be changes to tram services between 14 and 21 February and we apologise for that.

“However the result will ultimately be a better tram service with better connections to the railway as part of the stunning new Manchester Victoria

station.”

Peter Cushing, TfGM’s Metrolink director, said: “We’re looking forward to welcoming our customers back on-board at Victoria as the station’s wider redevelopment enters its final stages.

“We’ve been working closely with Network Rail to ensure this important stop reopens as soon as possible because, although there will still be a lot of construction activity in the station when that happens, it will restore key services and connections for passengers.

“There will be changes to services in the run up to the re-opening – during the traditionally quieter half-term period – and we’ll be publicising these as widely as possible.

“With such a major programme of improvements across the Metrolink system at the moment, we’re grateful for people’s patience and this is reflected in the decision to freeze Metrolink fares this year.”

The Metrolink network as a whole is benefiting from a £1.5 billion investment in new lines, new trams and stop improvements, and Manchester Victoria is a key part of the network-wide upgrade.

The Manchester Victoria Metrolink stop works and associated enhancements are being funded by the Greater Manchester Transport Fund and European Regional Development Fund Programme 2007 to 2013.

A Different View

An evening view of Wellington station on the Wolverhampton - Shrewsbury line,
January 10th. Richard Hargreaves



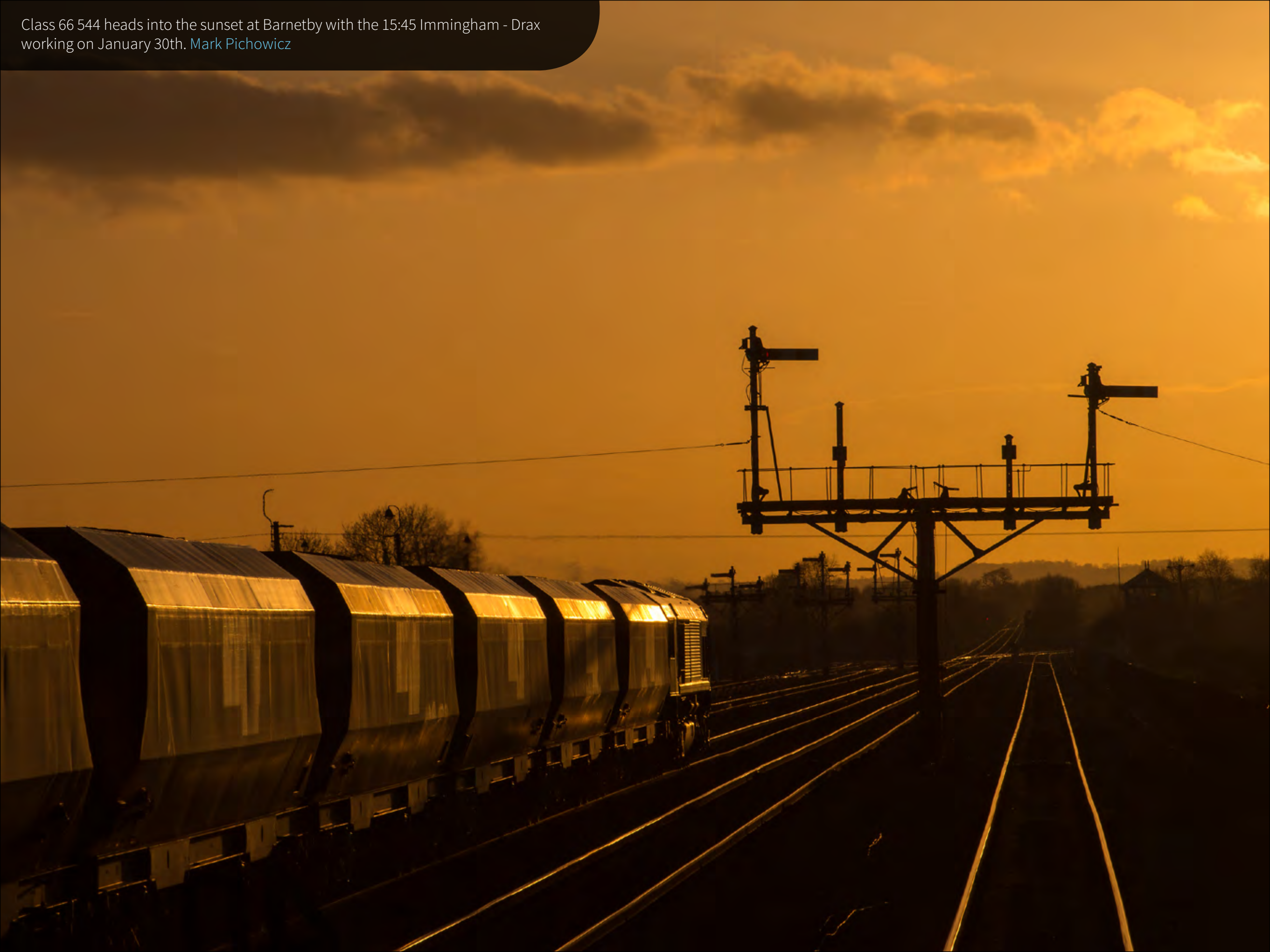
Sunset on Colchester Carriage shed and sidings. [Tim Ward](#)



There's never a train around to photograph when you need one!
[Keith Davies](#)



Class 66 544 heads into the sunset at Barnetby with the 15:45 Immingham - Drax working on January 30th. [Mark Pichowicz](#)



Preserved and Industrial Railways: Keighley and Worth Valley

LMS 4F No. 43924 arrives into Keighley on January 17th, just as the snow starts to fall. [Class47](#)



Waggon & Maschinenbau Diesel Railbus No. M79964 waits to depart Keighley on January 17th with a service to Oxenhope.
Brian Battersby



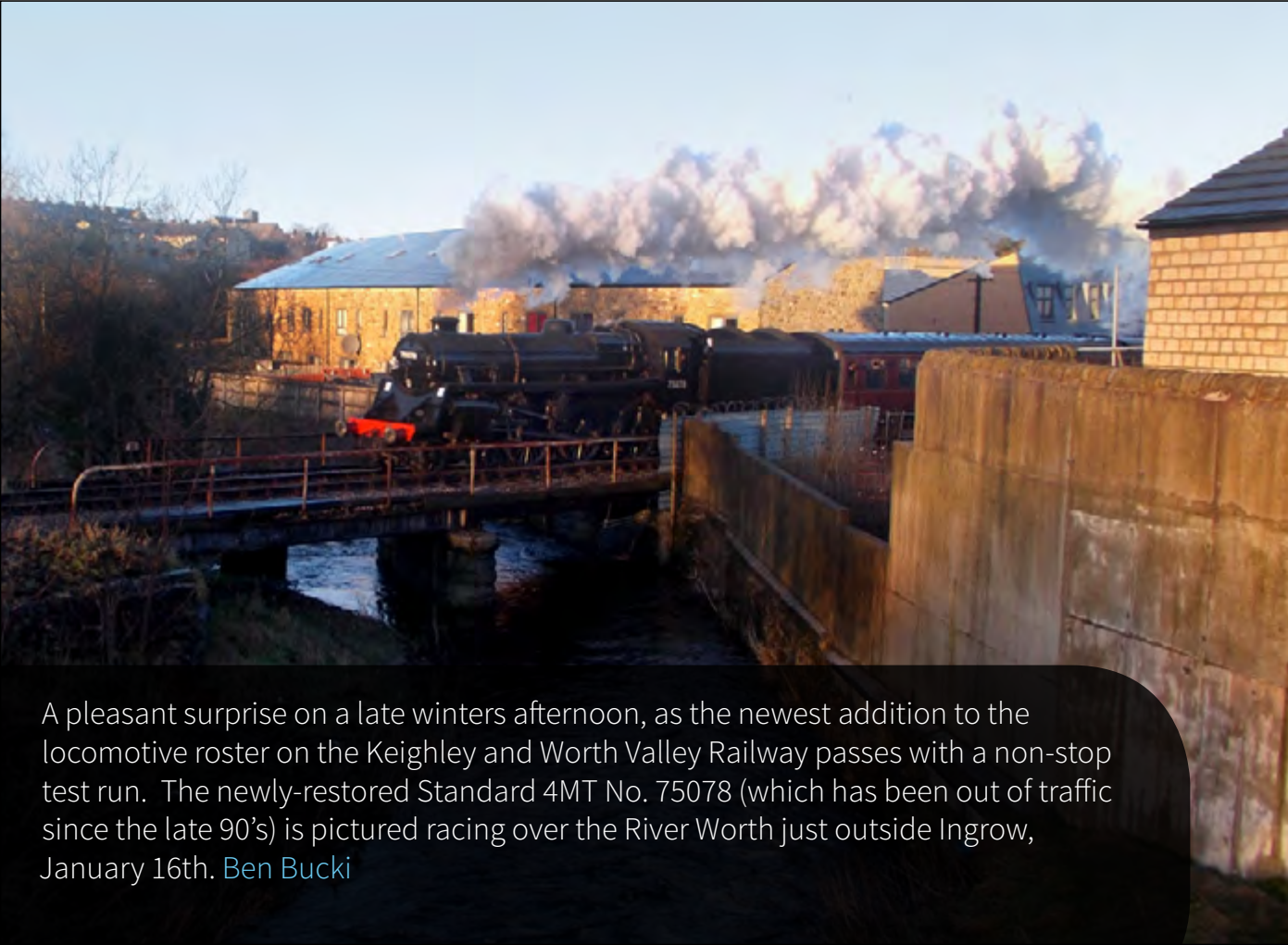
There is a light scattering of snow on the ground, as the Waggon & Maschinenbau Railbus climbs away from Ingrow Tunnel with a service to Oxenhope, January 18th. [Ben Bucki](#)



Winter on the Keighley and Worth Valley Railway, and on the last day of the Mince Pie Special trains, BR Class 4F No. 43924 storms away from Ebor Lane with a service towards Oxenhope, January 4th. [Ben Bucki](#)



A pleasant surprise on a late winters afternoon, as the newest addition to the locomotive roster on the Keighley and Worth Valley Railway passes with a non-stop test run. The newly-restored Standard 4MT No. 75078 (which has been out of traffic since the late 90's) is pictured racing over the River Worth just outside Ingrow, January 16th. [Ben Bucki](#)



January 10th marked an important anniversary for the Vintage Carriages Trust on the Keighley and Worth Valley Railway, as they celebrated the founding of the Trust in 1965. To commemorate this event, the railway bought back the VCT loco "Sir Berkeley" which has been on long term loan to the Middleton Railway in Leeds, and paired it with the beautifully restored carriages pictured, which were the first two passenger vehicles to arrive on the railway in the 60's. The ensemble is seen on its second train of the day, the 13:30 departure from Ingrow West to Keighley, in the woods surrounding the former junction with the Great Northern Railway route to Queensbury. [Ben Bucki](#)



Great Central Railway

LMS Ivatt Class 2 2-6-0 No. 46521 passes Woodborough on January 30th, heading for Leicester North. [Ken Livermore](#)



GWR 7800 Class No. 7820 'Dinmore Manor' is seen departing a frosty Rothley on January 30th, heading for Leicester North. [Ken Livermore](#)



Right: Great Western Railway (GWR) 1500 Class 0-6-0 pannier tank No. 1501 is seen departing Loughborough. [Ken Livermore](#)

Main: LMS Stanier Class 8F 2-8-0 No. 48624, passes Swithland on January 30th with a Leicester North to Loughborough working. [Ken Livermore](#)

Below: BR Standard Class 7 4-6-2 No. 70013 'Oliver Cromwell' heads past Rothley Brook leading a rake of mineral wagons. [Ken Livermore](#)



Right: Great Western Railway 'Manor' Class 4-6-0 No 7820 'Dinmore Manor' departs Loughborough on a train bound for Leicester North. [Robert Bates](#)

Main: BR Stanier Class 8F 2-8-0 No. 48624 is seen at the head of a Loughborough to Rothley demonstration freight. [Robert Bates](#)

Below: Ivatt 2-6-0 No. 46521 passes Kinchley Lane with a Loughborough to Leicester North passenger service. [Robert Bates](#)



BR Class 1500 0-6-0PT No. 1501 is pictured departing Loughborough with a service to Leicester North. [Robert Bates](#)



Appleby Frodingham Railway Preservation Society

On January 3rd, Peckett 0-4-0ST No. 1438/1916 is seen at the head of a Brake Van tour. [Class47](#)



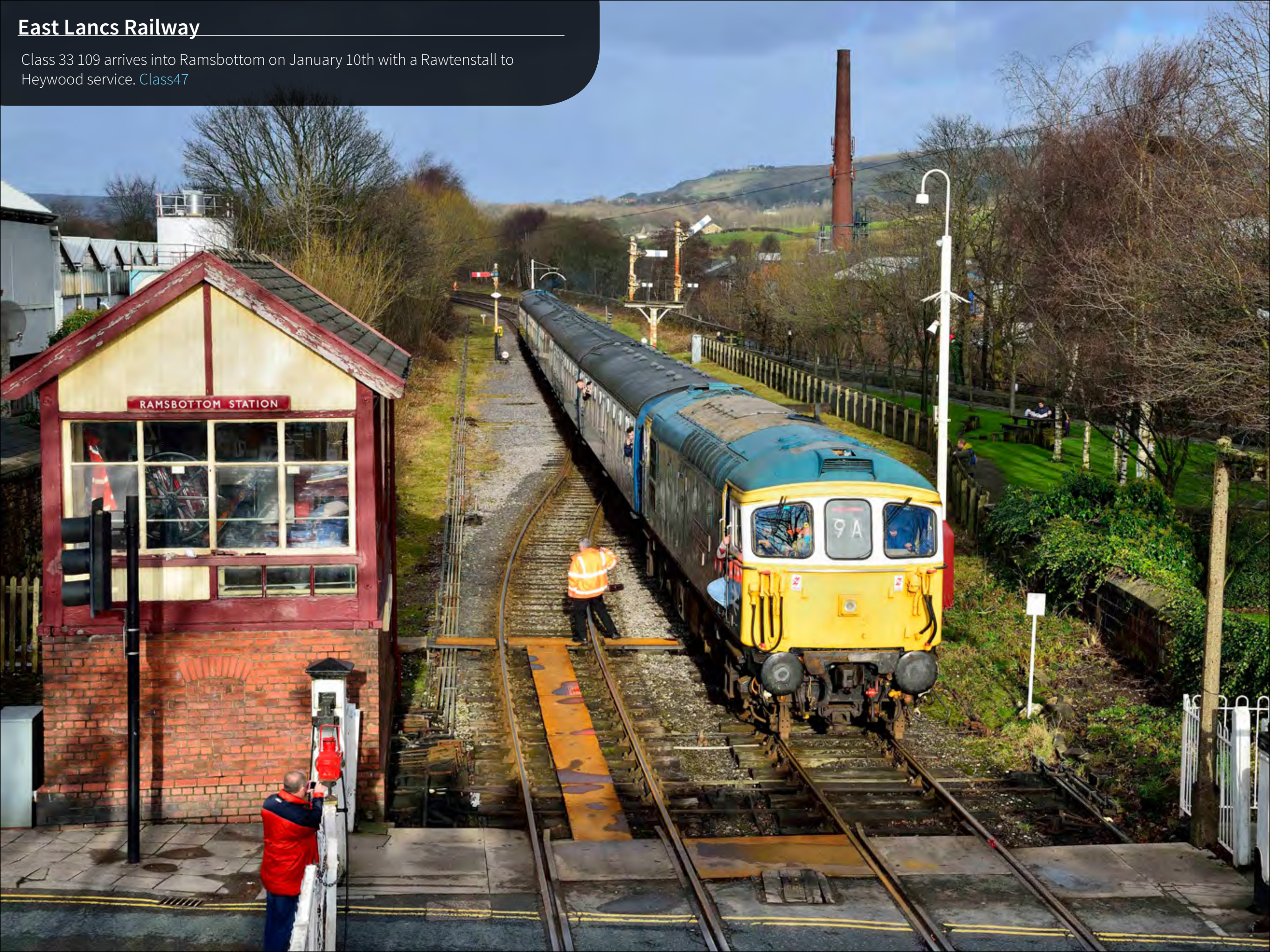
Sentinel No. 10180 is seen with Class 02 No. D2853 and AFSC No. 1 at the Scunthorpe depot on January 3rd.

Brian Battersby



East Lancs Railway

Class 33 109 arrives into Ramsbottom on January 10th with a Rawtenstall to Heywood service. [Class47](#)



Class 14s Nos. D9531 and D9537 approach Great Eaves Road Crossing with the 2J64 to Rawtenstall and Class 50 015 on the rear, January 10th. [Michael Lynam](#)



Right: Looking great in its blue livery, Class 35 'Hymek' No. D7076 is pictured at Rawtenstall on January 10th. [Andy](#)

Main: Class 50 015 arrives into Irwell Vale working the 2J58 service from Rawtenstall - Heywood, January 10th. [Michael Lynam](#)



Right: EWS liveried Class 31 466 approaches Ramsbottom with the 2J62 from Rawtenstall, January 10th. [Michael Lynam](#)

Main: Class 37 109 leaves Ramsbottom working the 2J59 Heywood - Rawtenstall service on January 10th. [Michael Lynam](#)

Below: On January 4th, Bubble Car L101 No. W55001 prepares to depart for Heywood on a frosty Sunday afternoon. [Michael Lynam](#)



LMS A Class 0-6-0 No. 12322 leads Hughes Crab 2-6-0 No. 13065 near Townsend Fold during the Winter Steam Gala on January 18th. [Gerald Nicholl](#)



Stanier Class 5 4-6-0s Nos. 44871 & 45407 head away from Rawtenstall in a snow flurry at New Hall Hey during the Winter Steam Gala on January 18th. [Gerald Nicholl](#)



Right: LMS Stanier Class 5 4-6-0 Nos. 44871 and 45407 depart Heywood heading for Hopwood on January 19th. [Michael Lynam](#)

Main: BR Standard Class 4 2-6-4T No. 80080 departs Ramsbottom on the 1J59 to Rawtenstall in the fog on January 19th. [Michael Lynam](#)

Below: LMS Crab No. 13065 approaches Ramsbottom, bringing up the rear of the 1J58 to Hopwood from Rawtenstall on a foggy January 19th. [Michael Lynam](#)



Severn Valley Railway

On January 2nd, BR Class 9F No. 92214 descends Eardington Bank with a working to Kidderminster. [Jon Jebb](#)



The SVR's BR Class 108 DMU Nos, 51941, 59250 and 52064 is seen running one of the diagrams for the Mince Pie Specials on December 30th. Photographed from the cycle path departing from Hampton Loade station, heading for Kidderminster.

Ben Bucki



Southern Pacific "Sir Keith Park" sits in light steam at Bridgnorth shed as standby locomotive on New Years Eve. Ben Bucki



RECORD-BREAKING SWANAGE RAILWAY PASSENGER NUMBERS

Dedicated Swanage Railway volunteers and staff are celebrating after their heritage line carried a record-breaking 216,267 passengers during 2014 – that's more than the combined populations of Bournemouth, Wimborne and Bridport.

And there is further cause for celebration because the year's festive 'Santa Special' steam trains carried a record-breaking 9,205 passengers, more than the combined populations of Wareham town and Corfe Castle village.

By the end of 2014, more than 2,400 Swanage Railway steam and diesel-hauled passenger trains had run a total of more than 28,000 miles which is further than travelling around the entire circumference of the Earth.

Between the last weekend of November and the end of Christmas Eve, 9,205 passengers boarded 44 atmospheric 'Santa Special' steam trains to meet Father Christmas and travelled a total of more than 530 miles, the equivalent distance from Purbeck to Bordeaux in southern France. That was an increase of 574 'Santa Special' passengers – up 6.6 per cent – compared with the festive trains in 2013 which carried a total of 8,631 people.

Swanage Railway General Manager Richard Jones said: "The carrying of a record-breaking 216,267 passengers on our steam and diesel trains during 2014 is a fantastic achievement. It's a tribute to our dedicated teams of staff – both volunteer and paid. "Everyone has worked incredibly hard through the year to deliver the success of passenger numbers increasing by 2.5 per cent on the 2013 figure of 210,984 people by promoting the Swanage Railway, welcoming our visitors and helping to give our passengers a really enjoyable day out. "The Swanage Railway's passenger-carrying success throughout 2014 represents a lot of very hard work by the people who run the train services, staff the stations and

maintain the line and infrastructure required to keep it running – day in and day out – for the pleasure of the public," explained Mr Jones.

Enjoyed by children and adults alike, profits from the steam and diesel trains on the Swanage Railway go towards extending and developing the award-winning six mile relaid heritage line which runs from Norden Park & Ride to Corfe Castle, Harman's Cross, Herston and Swanage.

Many Swanage Railway passengers left their vehicles in Purbeck District Council's attended car park next to Norden station – off the main A351 road from Wareham just north of Corfe Castle – and rode on heritage steam and diesel trains to Corfe Castle, Harman's Cross and Swanage. Richard Jones explained: "Having been rebuilt from nothing since 1976, after being controversially closed and demolished by British Rail in 1972, the Swanage Railway contributes some £14 million to the Purbeck economy. "The Swanage Railway is far more than just a trip on a heritage train behind an historic steam locomotive – it's the best car-free way of visiting Corfe Castle, Harman's Cross and Swanage and having a really good day out.

"We are always looking for more volunteers to join in our continued success and have a great time while also helping to run a unique and friendly heritage railway set in beautiful Purbeck countryside. Full training is given," he added.

For an informal chat – and to find out more – potential volunteers should contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'volunteer@swanagerailwaytrust.org.uk'.

The Swanage Railway is currently closed for its annual six week maintenance programme, including the renewal of track at Herston on the outskirts of Swanage. Steam trains resume on Saturday, 14 February, 2015.

Winter on the Severn Valley Railway; visiting from the Great Central Railway and providing an impressive sight on a cold day, the lined-green liveried 9F No. 92214 storms away from Hampton Loade towards Country Park Halt on, December 30th.
Ben Bucki



‘FLYING PIG’ SET TO STAR AT - Great Central’s - ‘MODEL EVENT’

LMS Ivatt Class 4 loco, No. 43106, fondly known as the Flying Pig, will headline the giant model rail expo which is set to have over 120 exhibits this year! on Friday 19th, Saturday 20th & Sunday 21st June

and buy merchandise for their hobby. The main event arena, at Quorn & Woodhouse station, is a 35,000sqft exhibition hall where suppliers such as Bachmann, BRM, Cheltenham, Kernow, Hornby Magazine, Book Law and Cromwell Tools will



The event, first staged last year, already promises to be of exceptional quality with over 60 of the country’s best layouts confirmed alongside over 40 of the industry’s leading suppliers. A major coup for the event is the announcement of a special, first time, visiting loco to the railway, No.43106, care of the Ivatt Class 4 Group & Severn Valley Railway, a model of which is manufactured by Bachmann Europe Plc.

Over 60 layouts have been secured as well as 15 demonstration layouts. These include: Dore Hill St Stevens, North of England Mainline, 82G, Templecombe Road, Great Train Robbery, Waterloo Street, Newcastle by the Water and Woodhead.

Visitors are invited to examine the very best models, ride behind their giant counterparts

be in attendance alongside many others. Other stations will specialise in different areas of the hobby. At Loughborough expect to see 16mm live steam, G gauge and Railwayana traders, at Rothley there will be model engineering, gauge 1, gauge 3 and GCR’s resident garden railway.

Kate Tilley, GCR’s Marketing Manager said ‘Normal fares apply for this event, with tickets costing just £15, including all day travel and entrance to all venues. This is genuinely an event people can spend all day at indulging in every aspect of their hobby. Travel between our stations, change trains to inspect layouts and their giant counterparts and visit traders – we’ve pulled out all the stops’

To find out more and to book your ticket visit www.gcrailway.co.uk/modelevent

Photo: 43106 © Bob Sweet



The A1 Steam Locomotive Trust
New Steam for the Main Line

NEW BALLS PLEASE !

Plea for rubber dog balls to help complete overhaul of new build steam locomotive No. 60163 Tornado

The intermediate overhaul of famous new steam locomotive No 60163 Tornado is well underway but has hit a snag in the shape of 57mm (2¼") rubber balls – six of them to be precise! Having completed 80,000 miles over the past six years, the superheater header of the locomotive requires servicing and these rubber balls play an essential part completing in the overhaul.

The initial dismantling of Tornado took place at Barrow Hill Roundhouse near Chesterfield, Derbyshire following her last appearance in steam and in her blue livery on Saturday 4th October 2014. Her boiler, having been lifted from the frames, currently resides at DB Meiningen Locomotive Works, Germany, where it was built, for overhaul. The rest of Tornado, now back at Darlington Locomotive Works, has been stripped back to her frames, with all parts being duly checked, serviced and, where required, replaced.

The superheater header contains 86 holes for the superheater elements of the locomotive's boiler, the balls used to block the holes to create a seal during testing. Six of the balls have perished and the Trust is seeking replacements to fill the gaps. This task is proving more challenging than first anticipated with the original supplier, Pets at Home, no longer stocking the item.

Instead, a larger replacement adorns the retailers shelves and is regrettably unsuitable for the job in hand. All efforts to obtain the appropriate 57mm (2¼") balls have so far been in vain. A plea for assistance in supply has therefore been issued to the railway enthusiast – and dog owning - communities.

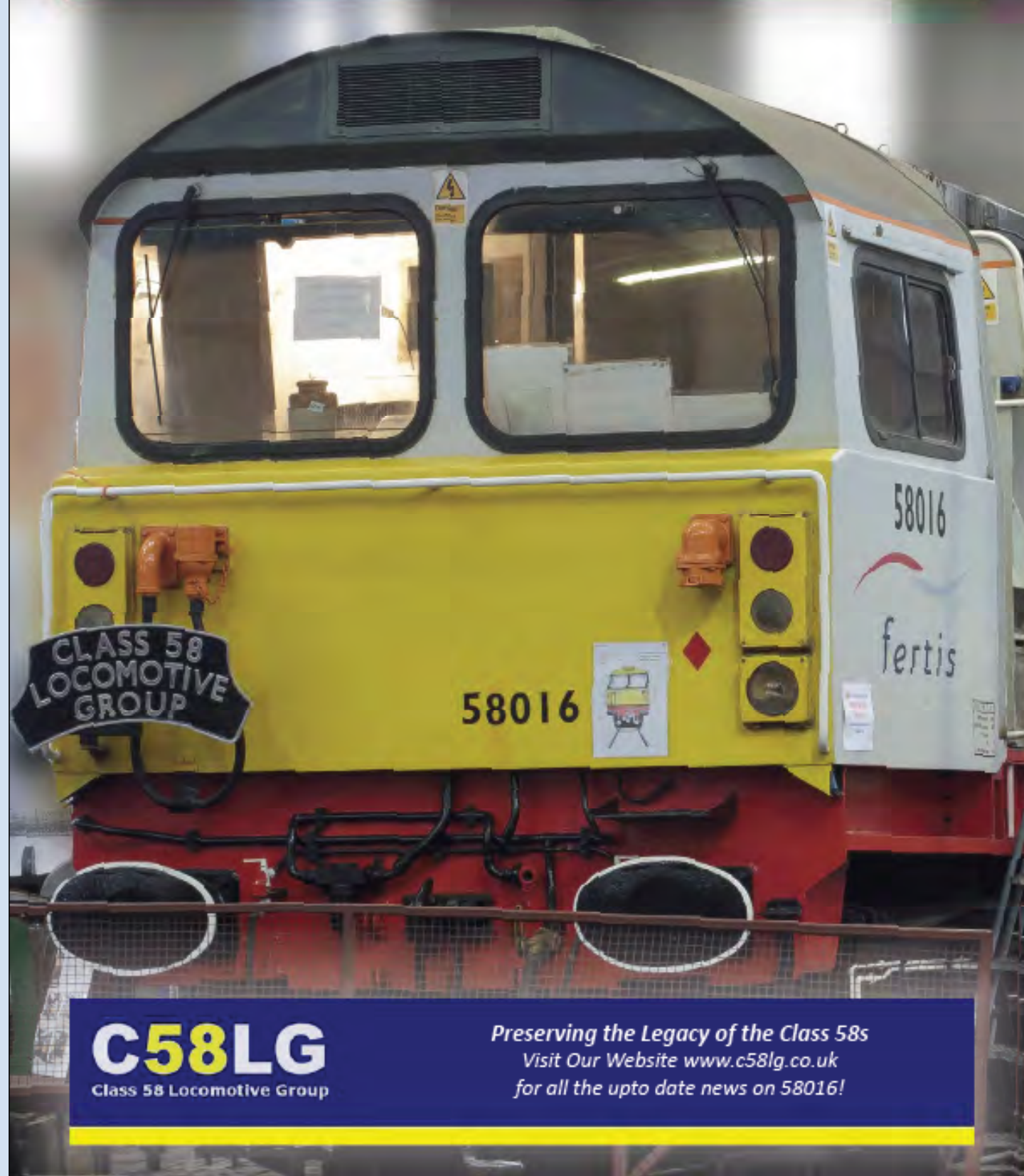
Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "This has to be one of most peculiar requests for assistance the Railway Heritage Movement has received. We specifically require six of these rubber balls, preferably without too many teeth marks, to allow us to complete the superheater header testing."

Mark added, "Donations of balls would be gratefully received, although the Trust accepts no responsibility for any aggrieved and disgruntled Hounds as a consequence of such generosity".

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!

From the Archives

Class 50 034 'Furious' in later NSE livery, passes Radley with a London Paddington - Oxford express on May 7th 1990. [Chris Morrison](#)



Right: Class 47079, with brass number plate and nameplate removed, stands at Stratford on August 1st 1987. [Derek Hopkins](#)

Main: Class 37 116 'Sister Dora' passes through Warrington on October 3rd 1997. [Paul Godding](#)

Below: Class 86 226 calls at Crewe on November 7th 1997 with a CrossCountry service from Edinburgh to Birmingham New St. [Phil Martin](#)



Right: Virgin CrossCountry's HST power car No. 43161 is seen on the rear of an Aberdeen service at Stafford on January 2nd 1999. [Paul Godding](#)

Main: BR Class 113 Diesel Multiple Unit No. 51754 passes Lea Road, on the outskirts of Preston, with a Blackpool South to Colne service, June 3rd 1966. [Dave Felton](#)



Right: Infrastructure liveried Class 47 803 is seen on shed at Bristol Bath Road, October 16th 1993. [Brian Hewertson](#)

Main: Class 47 787 leads the 1Z40 Manchester Victoria - Bath through Micklewood on October 11th 2003. [Carl Grocott](#)

Below: Class 37 416 approaches Bolton with the evening Manchester Victoria - Blackpool (Club Train) on August 12th 1991. [Michael Lynam](#)



SPT liveried Class 303 045 stands at Motherwell on August 15th 1997. [Paul Godding](#)



Right: Freightliner's Class 47 258 passes through Stafford on February 12th 2000 with a Southampton bound liner. [Paul Godding](#)

Main: Class 76 009 and 76 026 approach Woodhead Tunnel with empty coal
hoppers on March 3rd 1982. [Dave Felton](#)

Below: Class 20 077 is pictured on permanent way duties at Hellifield,
October 18th 1975. [Dave Felton](#)



Right: Class 31 108 stands in Old Oak Common depot on August 5th 2000, during an open day. [Brian Battersby](#)

Main: BR Class 40 (English Electric type 4) No. 40 175 passes Springs Branch motive power depot on a light engine movement, October 12th 1978. [Dave Felton](#)



