

Railtalk Magazine

Issue 66 | March 2012 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 66 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports. Welcome to the newish look Railtalk Magazine. Although not completely revamped, we have carried out some design changes in the magazine and we welcome your feedback. If you don't like it please tell us!

Now onto my usual dribble, this month we have finally managed to get some of the lovely (or not so lovely) snow. Although not as much as our European counterparts, its still nice to have a bit, I hope that you will enjoy the snow pictures from across the UK and in the sister magazine across Europe.

Along with the snow, the railtour season seems to have picked up with quite a few good tours now in the offing for the next few months, with a variety of traction, colour and rolling stock, and while on the subject of colour and rolling stock.... After a recent trip to Austria I can't help but say to myself... Why are they only a handful of red sheds? Why have DB not got on and re-painted them yet? Their red is a lovely colour compared to the old EWS maroon, which is beginning to look very shabby.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, 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, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Yorkie, 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, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Fred Gray-North, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Gerald Nicholl and the guys at RailUK.

Front Cover: Refurbished Class 60 091 is seen working the 6B13 Robeston - Westerleigh through a very sunny Severn Tunnel Junction on February 9th. [Daniel Stanbridge](#)
This Page: On February 15th, the 1Z73 Wigan - Derby Test Train heads through Winwick led by (B.A.R. owned) Class 73 107 "Redhill 1844-1944" with (AC Locomotive Group owned) Class 73 138 pushing. [Dave Harris](#)

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

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

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 17 - Pictures
Pg 68 - News and Features
Pg 68 - Scot-Rail
Pg 74 - Fares Advice
Pg 80 - View from the Outside
Pg 81 - The Nosh Report
Pg 82 - Different View
Pg 85 - Preserved Railways
Pg 109 - From the Archives

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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



Charter Scene

Railway Touring Company - Winter Cumbrian Mountain Express
On February 4th, Class 86 259 "Les Ross" is seen departing Crewe
heading north with the Winter Cumbrian Mountain Express from London Euston.
Richard Hargreaves



Railway Touring Company - Winter Cumbrian Mountain Express
As cloud descends on Wild Boar Fell, British Railways Standard Class 7
No. 70013 "Oliver Cromwell" storms the approach to Ais Gill Summit with the
southbound Cumbrian Mountain Express on February 25th.

Gerald Nicholl





Railway Touring Company - Winter Cumbrian Mountain Express

Top: On February 25th, Class 86 259 "Les Ross" eases into Milton Keynes Central working the Winter Cumbrian Mountain Express that it will work as far as Carnforth. [Derek Elston](#)

Bottom: With the thermometer hitting -7, Class 86 259 "Les Ross" speeds 1286 The Winter Cumbrian Mountain Express, past Gayton on February 4th. [Derek Elston](#)



UK Railtours - THE GRAND CUMBRIAN PANORAMA
Class 90 035 along with Class 67 026 tagged on the back arrives
into Milton Keynes Central with UK Railtours London Euston to Appleby
charter on February 25th. [Derek Elston](#)



TK 1490



UK Railtours - THE GRAND CUMBRIAN PANORAMA

Class 67 026 is seen working the 1272 Preston to Appleby leg, pictured at Cherry Tree Junction near Blackburn on February 25th. From Appleby it changed to 1273 for the third leg of the charter. [Chris Stanley](#)

Steam Dreams - Positioning Move

Winter had made an unexpected appearance on the Berk and Hants line as Great Western King No. 6024 "King Edward I" steams very nicely up Hungerford Common working 5Z67 Yeovill - Southall loco positioning move on February 10th. [Daniel Stanbridge](#)



Spitfire Railtours - The West Highland Way
On February 4th, Class 37 676 and 37 685 pull into Crewe with the outward leg of Spitfire's two day Scottish tour to Fort William. [Richard Hargreaves](#)

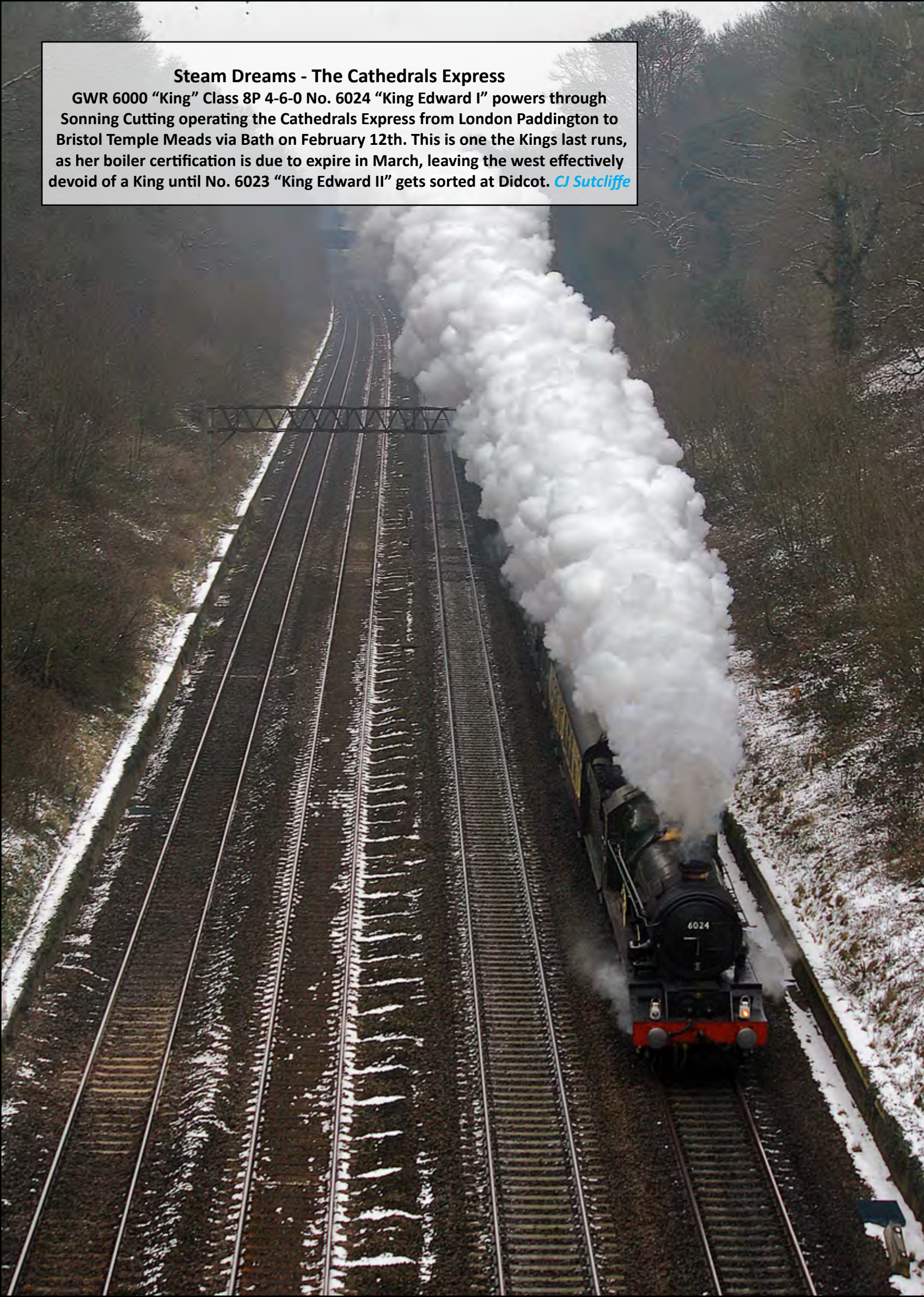


Spitfire Railtours - The West Highland Way

On February 5th, Class 37 685 and 37 676 arrive back into Stafford with the return working 1234 Fort William - Birmingham International. [Carl Grocott](#)



Steam Dreams - The Cathedrals Express
GWR 6000 "King" Class 8P 4-6-0 No. 6024 "King Edward I" powers through Sonning Cutting operating the Cathedrals Express from London Paddington to Bristol Temple Meads via Bath on February 12th. This is one the Kings last runs, as her boiler certification is due to expire in March, leaving the west effectively devoid of a King until No. 6023 "King Edward II" gets sorted at Didcot. [CJ Sutcliffe](#)



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



Private Charter - Penguin Book Sales Conference
Class 67 025 arrives into Reading on February 10th with a rake of ex-Anglia coaching stock in tow, operating a charter service to London for the "Penguin Books Sales Conference". [CJ Sutcliffe](#)



UK Railtours - The Angel of Bedlam
Class 59 204 now on a railtour? Yes, this was 1278 London Paddington -
Cranmore passing Boundary Road bridge in Newbury
on February 11th. [Daniel Stanbridge](#)



Vintage Trains - The Valentines Express

Taken in falling light and wet conditions. Great Western Hall No. 4965
"Rood Ashton Hall" is seen working 1Z47 "The Valentine Express" return leg,
from Leicester - Tyseley, seen passing Clay Mills near Burton On Trent
on February 12th. [Stuart Hillis](#)





Carling Cup Specials

Main: DRS Class 47 818 rushes the 1224 Liverpool South Parkway - Wembley Central football special past Little Haywood, Staffordshire on Sunday 26th February 2012. This train had been diverted via Middlewich owing to a derailment at Winsford. [Gary S. Smith](#)

Top Left: Class 90 045 was on the rear of the "Pretendalino" set also heading a football special for London. [Brian Battersby](#)

Top Right: The "Pretendalino" set was hauled by Class 57 316, seen on the front heading through Crewe. [Brian Battersby](#)

Northern Belle

A derailment at Winsford caused three football specials, run on Sunday February 26th for Liverpool fans, to be diverted. DRS Class 47 790 leads the 1Z26 to Wembley Central with 47 832 at the rear, all in 'Northern Belle' livery, past Bishton, Staffordshire. This train had been diverted via Chester.

Gary S. Smith



Northern Belle

Class 47 790 leads the Northern Belle into Perth on February 18th. [Richard Jones](#)



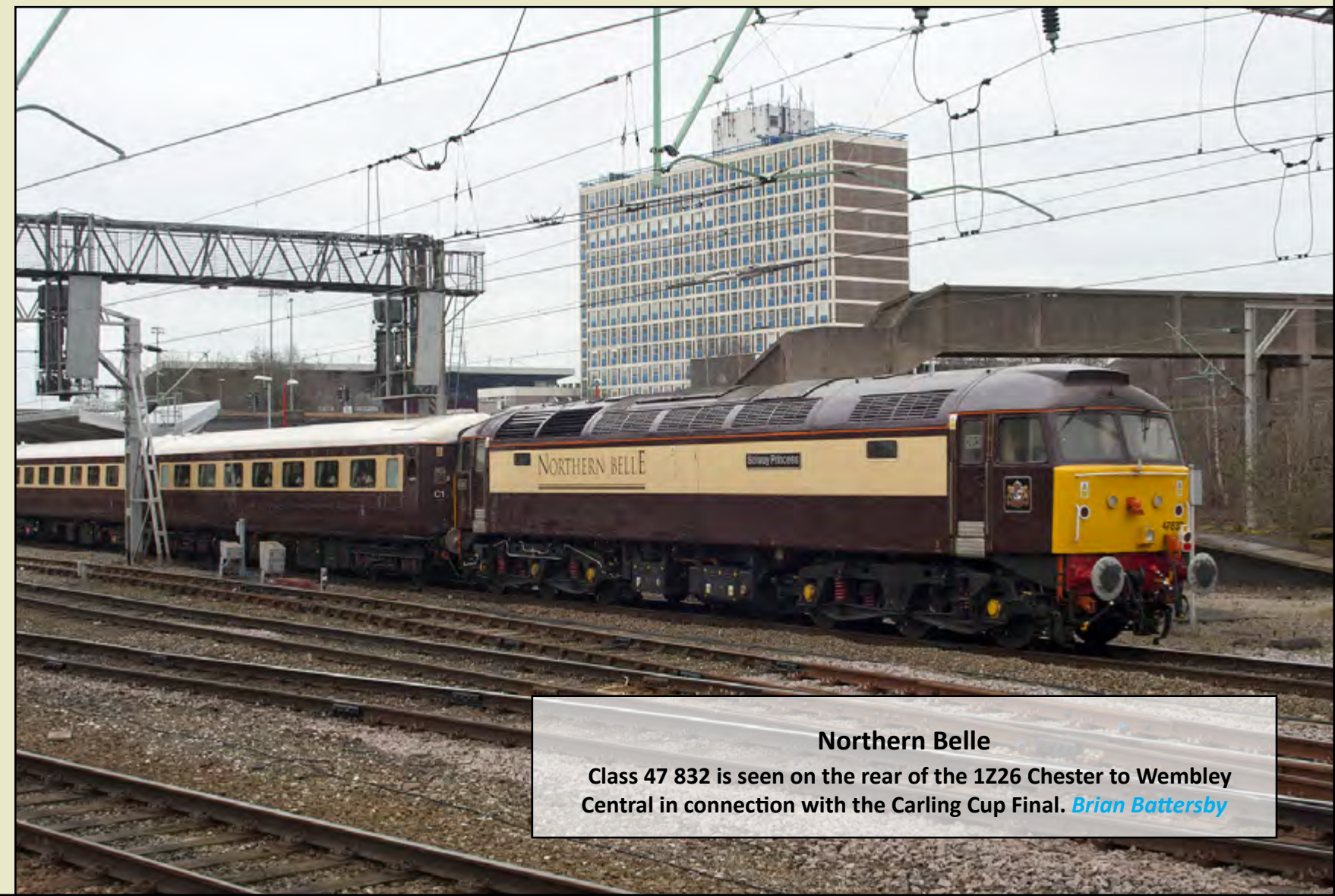
Northern Belle

Class 47 790 leads the 1226 to Wembley Central into Crewe on February 26th. [Brian Battersby](#)



Northern Belle

Class 47 832 is seen on the rear of the 1226 Chester to Wembley Central in connection with the Carling Cup Final. [Brian Battersby](#)



Northern Belle

Main: Class 47 810 leads the Northern Belle towards Edinburgh. Seen here between Perth and Ladybank on February 12th. [Richard Jones](#)

Right: Class 47 790 "Galloway Princess" is seen on the rear of the Northern Belle as it heads towards Edinburgh on February 12th.

[Richard Jones](#)



Northern Belle

Class 47 790 "Galloway Princess" T&T with 47 832 "Solway Princess" leading the Northern Belle at Church Brampton with a Liverpool to Wembley Footex for the Carling Cup Final on February 26th. [Derek Elston](#)



Just when we all thought that winter had passed by and spring was almost upon us the snow arrived! This was the scene at York on February 4th as DRS Class 37 667 is seen stabled in the newly relaid Parcels Siding, whilst on snow clearing duties. [Class47](#)



Class 67s out and about

Top Right: On hire to East Coast on February 4th in connection with the bad weather, Class 67 005 and 67 028 head south through York. [Class47](#)

Bottom Right: Caught in the shadows is Class 67 008 leading the 6X48 Wolverton Works to Slade Green, returning Class 465 184 from overhaul on February 11th. [Derek Elston](#)

Below: Class 67 018 "Keith Heller" is seen at Birmingham Moor Street ready to work a Chiltern service to London Marylebone on February 14th. [Richard Hargreaves](#)



Class 67 029 "Royal Diamond" hauls euro shed Class 66 045 running as 6Z44 07:52 Toton Yard to Dollands Moor through a snowy Bedford on February 6th. [Steve Madden](#)



Merseyrail Electrics

Top Right: A rare outing for Class 73s in February as a pair were sent to operate on the Merseyrail network along with a Network Rail test train. Class 73 107 "Redhill" is seen at Hooton on February 15th. [Brian Battersby](#)

Bottom Right: At the other end of the train in Network Rail yellow, was Class 73 138, again seen here at Hooton. [Brian Battersby](#)

Below: Merseyrail Class 507 017 is seen at Ellesmere Port on February 15th working a service to Liverpool Central. [Brian Battersby](#)



East Coast Snow

Top Right: With DVT No. 82211 leading, a southbound East Coast service stirs up the snow as it heads through Colton Jct. heading for London Kings Cross on February 5th. [Andy](#)

Bottom Right: East Midlands Trains Class 222 003 heads past Bolton Percy with a London St. Pancras - York service on February 5th. [Andy](#)

Below: Trans Pennine Express Class 185 142 heads through Copmanthorpe with a Manchester Airport - York service on February 5th. [Andy](#)



Network Rail wanderings

Top Right: Network Rail's Class 31 285 is seen being prepared at Didcot on February 9th, ready for working the 1Q06 Didcot - Landore TMD. [Daniel Stanbridge](#)

Bottom Right: Class 37 688 with 31 602 on the rear pass through Cowley Bridge on March 1st working a Bristol to Exeter Riverside test train. [Steve Andrews](#)

Below: On February 27th, DRS Class 37 259, along with 37 611 on the rear, clags away from a signal check past Norton Fitzwarren with 1Q13 Derby RTC to Exeter working consisting of the Network Rail Radio Survey Train which was due to spend most of the week covering various lines in the South-West. [Jonathan Gill](#)



Network Rail DBSO No. 9714 heads the 3Z15 Derby - Carlisle with Class 31 602 propelling through Golbourne Dale on the West Coast main line on February 18th. *Dave Harris*



Network Rail's Class 97 302 is seen working the 5297 Machynlleth to Crewe empty stock move at Shrewsbury on February 2nd. The train was returning from an ERTMS test run carried out on the previous Sunday. [Carl Grocott](#)





DRS Class 37 604 is seen working the 1Q13 Par to Bristol through Plymouth on February 8th. [Steve Andrews](#)

Class 37 059 leads a 1Q57 Hither Green - Hither Green Network Rail Test Train with 37 601 on the rear, past Bulverhythe, St. Leonards on February 14th. [Craig Stretten](#)



Top Right: Class 47 828 and 97 301 (the former 37 100) are seen stabled at Colchester on February 2nd. The Class 47 was on Thunderbird duties whilst 97 301 was waiting to work 3Z66 Colchester - Norwich Crown Point for fuel. [Robert Barton](#)

Bottom Right: Class 66 108 heads past Lower Farm Road, Bromham on February 23rd with Network Rail wagons for the "Snow Clearing Train" running as 6Z11, 10.16 Derby - Tonbridge. [Lorenzo D'aniello](#)

Below: On February 27th, Class 73 201 and 73 138 operating in top and tail mode pass through Sharnbrook with the 1Z12 Hither Green - Derby RTC. [Lorenzo D'aniello](#)



From the Cutting

Right: Sonning Cutting is somewhat a Mecca for railway enthusiasts up and down the country. Excavated in 1838 - 1840, the cutting was constructed to broad gauge width of 7ft 3ins, however upon the ending of broad gauge in 1892 the space created was reused to provide a four track width permanent way, which remains to this day. On February 12th, seen in a view looking west, an FGW Class 43 powered HST heads eastbound towards London Paddington, with the main London Road bridge looming behind it, and the Bath Road bridge just hidden behind it. [CJ Sutcliffe](#)

Below: First Great Western Class 165 103 heads eastbound underneath "Suicide Bridge", where Warren Road crosses the Great Western Main Line in Sonning, operating a service to London Paddington through Sonning Cutting on February 12th. [CJ Sutcliffe](#)



Peterborough Snow

Top Right: DVT 82205 (along with Class 91 121 on the front) is seen working the 11:06 1A20 Leeds to Kings Cross arriving at Peterborough on February 10th. [John Martin](#)

Bottom Right: Class 66 533 is seen at Peterborough on February 10th working the 4E22 Felixstowe to Leeds. [John Martin](#)

Below: On February 10th, Class 317 337 arrives into Peterborough with a working from London Kings Cross. [John Martin](#)



Doncaster Coal Variety

Top Left: Colas liveried Class 66 744 works the 6C44 Immingham to Eggborough power station down through Doncaster with loaded HYAs and IIAs. [John Martin](#)

Bottom Left: DRS Class 66 419 works an Immingham to Ferrybridge power station MGR service down through Doncaster on February 7th with loaded HHAs. [John Martin](#)

Below: GBRf Class 66 709 works coal empties up through Doncaster on February 7th with a mixture of IIA and HYA wagons. [John Martin](#)



Pendo' 56 arrives

Pendolino Class 390 056 was delivered to Longsight on February 13th, seen here as 6X56 being dragged by Class 66 847 through Heaton Chapel in 11 car formation. [Daniel Stanbridge](#)



Capital Units

Top Right: Class 465 047 in the latest version of South Eastern Trains livery is seen at London Bridge on February 11th. [Derek Elston](#)

Bottom Right: London Overground's Class 378 206 approaches Kensington Olympia working a Willesden Junction to Clapham Junction service on February 11th. [Derek Elston](#)

Below: Now part of the Greater Anglia franchise, Class 379 028 is seen carrying the new Greater Anglia branding as it passes through Bethnal Green with a service to Stansted Airport. [Derek Elston](#)

Inset: The Greater Anglia branding as carried on coach 65400 of Class 315 820. [Derek Elston](#)



Greater **Anglia**

64500

Freightliner's GE locos

Top Right: Freightliner's Class 70 014 is seen along with three Class 66s in snowy Crewe on February 4th. [Class47](#)

Bottom Right: Class 70 011 arrives into Preston on February 18th with a Fiddlers Ferry - Carlisle MGR working. [Class47](#)

Below: Freightliner's Class 70 015 heads out of Warrington on February 14th, with a loaded coal working for Fiddlers Ferry power station. [Richard Hargreaves](#)



Freightliner's Class 70 014 is seen passing through Bolton-le-Sands with the 4S42 Fiddlers Ferry - Hunterston empty coal hoppers on February 24th. [Chris Stanley](#)





Top Left: Freightliner's Class 70 001 "Powerhaul" makes light work of 4014 Birch Coppice - Southampton as it passes Chosley Manor Farm on February 16th. [Daniel Stanbridge](#)

Bottom Left: On February 3rd, Class 70 015 is seen pictured on the climb of Stormy Bank, passing through Pyle with 4297 Margam Grange - Stoke Gifford. [Lewis Mitchell](#)

Below: Class 70 004 is seen working the 6M61 Portbury to Rugeley coal at Lamledge Lane nr Shifnal on February 1st. [Phil Martin](#)



Class 60s on freight

Top Left: One of DB's latest successes from the overhaul program, Class 60 079 makes a rare appearance through Tilehurst working 6O26 Hinksey - Eastleigh engineers on February 8th. [Daniel Stanbridge](#)

Bottom Left: Class 60 011 passes Burton on Trent station working 6E54 Kinsbury - Humber empty tanks on February 24th. [Stuart Hillis](#)

Below: On February 14th, Class 60 065 arrives into Warrington with a loaded MGR working from Liverpool Bulk Terminal. [Richard Hargreaves](#)





The first use of a refurbished Class 60 on the Fiddler's Ferry MGR's, on February 1st as DB's Class 60 007 "The Spirit of Tom Kendell" comes off Earlestown's platform 3 with a VSTP 6F78 to Liverpool Bulk Terminal. This working, the 6F78 usually returns via Widnes. [Dave Harris](#)



Top Left: Class 60 045 is seen working the 6E54 Kingsbury - Humber empty fuel tanks, crossing North Staffs Junction, heading northbound on February 20th. [Stuart Hillis](#)

Bottom Left: Class 60 091 is seen passing Brynna on February 11th with 6B67 Margam - Llanwern steel coils working. [Lewis Mitchell](#)

Below: Tata liveried Class 60 099 works the 6E41 Westerleigh - Lindsey empty bogie tanks past Catholme northbound on February 16th. [Stuart Hillis](#)





Top Left: On February 10th, Class 60 074 had turned blue with cold in the freezing temperatures, as it works iron ore empties towards Santon. [Steve Thompson](#)

Bottom Left: Class 60 071 is seen working the 6H27 Margam - Llanwern, which was diverted via Tondy, seen here passing Pen-y-Cae on February 5th. [Lewis Mitchell](#)

Below: Another shot of Class 60 071 again working the 6H27 Margam - Llanwern, diverted via Tondy, this is the train passing Aberkenfig, on February 5th. [Lewis Mitchell](#)



Direct action

Top Right: On February 11th, Class 37 510 works the 6Z30 Derby RTC - Carlisle brand new snow train, seen passing over Stenson Junction with 37 087 K&WVR on the rear. [Stuart Hillis](#)

Bottom Right: Class 20 308 and 37 059 working 6M69 Sizewell - Willesden Brent is seen pausing at Ipswich on January 17th. [Robert Barton](#)

Below: On February 17th, Class 20 309 is pictured with 20 308 passing Duffryn with 0Z31 Cardiff - Crewe Route Learner for the forthcoming Tesco Container contract between Wentloog & Daventry, which will run up the Marches and down the Lickey between the two terminals. [Lewis Mitchell](#)



On February 7th, the 7X23 Derby Litchurch Lane - Old Dalby heads through Burton on Trent with Class 20 301 and 20 305 leading the barrier wagons and new S class tube stock for trials, with 20 302 and 20 304 on the rear. [Stuart Hillis](#)



Top Left: Class 20 304 and 20 302 leads 20 305 and 20 301 at Thurmaston working 7X09 13.50 Old Dalby - Amersham on February 1st. [Steve Madden](#)

Bottom Left: Five DRS locos are seen working an 0Z27 Crewe Gresty Lane - Barrow Hill loco move, with Class 37 606, 57 002, 37 609, 37 218 and 57 008 passing Findern Lane, nearing North Staffs Junction on February 24th. [Stuart Hillis](#)

Below: Heading past Moira West signal box on February 22nd with the 7X09 Old Dalby - Amersham, are Class 20 305 and 20 301 along with barriers and new S class tube stock. 20 304 and 20 302 were on the rear. [Stuart Hillis](#)



Top Right: On February 24th, the 7X23 Derby Litchurch Lane - Old Dalby comprised of Class 20 302 and 20 304, barriers and new S class tube stock with 20 301 and 20 305 on rear, seen here passing Stenson Junction. [Stuart Hillis](#)

Bottom Right: Class 37 409 "Lord Hinton" with overhead line testing coach 'Mentor' is seen working 1Z18 Derby RTC - Mossend, crossing Stenson junction on February 20th. [Stuart Hillis](#)

Below: Class 47 818 is seen passing Coedkernew, working a Cardiff Central - Crewe via the Marches Route Learner for the forthcoming Tesco Container contract from Daventry - Wentloog. [Lewis Mitchell](#)



Class 66s everywhere

Top Left: DBS Class 66 008 and 66 129 are seen working 6X05 up Hoghton Bank with a consist containing points carriers. [David Hollowood](#)

Bottom Left: Class 66 043 eases slowly up to the signal at Kensington Olympia heading for Wembley yard on February 11th. [Derek Elston](#)

Bottom Right: Class 66 041 powers the 6K05 Carlisle to Basford Hall through Pleasington on February 21st. [David Hollowood](#)



Top Right: On February 1st, Colas Rail's Class 66 850 & its train of loaded timber are bathed in the orange glow of late afternoon sun shortly before sunset whilst enroute from Teigngrace to Chirk as it passes through Norton Fitzwarren. [Jonathan Gill](#)

Bottom Right: On February 21st, GBRf Class 66745, formally Colas Rail 66 844, currently on sub hire back to its previous operator & still in Colas livery (not very confusing is it?), passes Norton Fitzwarren with the 6Z50 Gloucester to Teigngrace crossing empty log carriers. [Jonathan Gill](#)

Below: Class 66 730 "Whitemoor" approaches Bedford with 4Z66 Peterborough to Ripple Lane on February 3rd. [Steve Madden](#)





Left: On February 16th, Class 66 721 sporting the ill-fated "Metronet" style livery, heads through Scunthorpe with the 4R15 Ferrybridge - HIT working. [Steve Thompson](#)

Bottom Left: The multi-coloured, but dirty, Class 66 720 wends it's way to Eggborough power station with a loaded coal working on February 10th. [Steve Thompson](#)

Bottom Right: DB Schenker liveried Class 66 152 is seen working on the Scunthorpe Iron Ore circuit on February 2nd. [Steve Thompson](#)



Top Right: Triple headed Class 66s on the 6D44 Bescot - Toton working on February 24th as Class 66 175, 66 158 and 66 198 pass Branston Junction. [Stuart Hillis](#)

Bottom Right: On February 2nd, Class 66 079 eases 6K05, Carlisle to Crewe, through the points at Lostock Hall Junction to gain access to the WCML. This move was unusual as the consist had points carriers in it and when this occurs, the train usually runs as 6X05. [David Hollowood](#)

Below: Heading towards Immingham on February 6th through the freezing fog is the OD66 loco convoy, comprising of Class 66 121, 66 116, 66 238, 66 027 and 66 144. [Steve Thompson](#)





Top Left: On February 28th, the 7X23 Derby Litchurch Lane - Old Dalby comprised of Class 66 736 "Wolverhampton Wanderers" plus barriers wagons and new S class tube stock and Class 66 719 "Metro-land" on the rear, seen here passing Moira on the Burton - Coalville freight branch. [Stuart Hillis](#)

Bottom Left: On February 10th, Class 66 138 descends Appleby Bank with the Preston Tanks, returning to Lindsey, showing what a morning's sunshine can do to a snow-covered embankment. [Steve Thompson](#)

Below: Amazing a freight train on a Sunday through Burton! ... GBRf's Class 66 715 "Valour" and 66 709 "Joseph Arnold Davies" in Medite livery with a brand new working 4V94 Doncaster Roberts Road - Portbury, with bio-mass empties, passes Branston junction on a sunny Sunday February 19th. [Stuart Hillis](#)



Colourful Colas Rail

On February 1st, Colas Class 47 727 "Rebecca" is seen working the loaded steel train from Boston Docks to Washwood Heath through Wilsford. [Steve Madden](#)



On February 26th, Colas liveried Class 66 846 is seen working the 6078 Margam - Dollands Moor at Mawdlam, with the view of the Port Talbot Steel works in the background. [Lewis Mitchell](#)



Freightliner's workings

Top Left: Class 66 606 approaches Loughborough working 6L87 Earles - West Thurrock on January 25th.
[Robert Barton](#)

Bottom Left: Freightliner's Class 90 048 drags a dead in tow Class 70 007 through Northampton station with 4L97 04.59 Trafford Park - Felixstowe on February 11th. [Steve Madden](#)

Below: On February 21st, Class 66 544 is seen working the Roxby - Northenden bin train, coming off the King George V Bridge over the River Trent at Althorpe station. [Steve Thompson](#)



Top Right: On February 27th Class 66 617 heads through Scunthorpe, dragging 66 417 from Midland Road to Immingham Mineral Quay for it's impending transfer to Poland. [Steve Thompson](#)

Bottom Right: On February 17th, Class 66 713 had been in Platform 1 at Barnatby for the best part of two hours before it finally got the road with 4R42 Doncaster Down Decoy - HIT, just as 66 957 was negotiating the crossover on 6F72 HIT - Cottam. [Steve Thompson](#)

Below: Class 66 622 heads for Immingham with empties from Barrow Hill on February 10th. [Steve Thompson](#)





Top Left: Freightliner's Class 66 595 works 6Z31 a diverted Bardon Hill - Sandiacre service passing Burton On Trent on February 24th. [Stuart Hillis](#)

Bottom Left: Freightliner's Class 66 622 is seen climbing Appleby Bank on February 11th with a loaded coal working for Ferrybridge power station. [Steve Thompson](#)

Below: On February 21st, Class 66 525 heads an empty MGR working to Immingham through Althorpe. [Steve Thompson](#)



Class 66 502 passes Church Brampton on a very cold and foggy
February 11th working the 4L90 09:11 Lawley St. – Felixstowe.

Steve Madden



Class 92 highlights

Top Right: Class 92 041 “Vaughan Williams” is seen stabled in Crewe station on February 4th.
[Richard Hargreaves](#)

Bottom Right: Class 92 019 “Wagner” is seen working the 6067 14:05 Daventry to Dollands Moor at Rectory Farm, Roade on February 11th. [Steve Madden](#)

Below: DB Schenker liveried Class 92 031 leads the 4E32 Dollands Moor to Scunthorpe empty steel wagons through Kensington Olympia on February 11th. [Derek Elston](#)



HSTs

Top Right: Two First Great Western HSTs pass each other within Reading station February 10th. The train on platform 8 to the left was heading to London Paddington calling at Slough, and the service in platform 7 was heading to Bristol Temple Meads from London Paddington. [CJ Sutcliffe](#)

Bottom Right: On February 9th, for the second time in barely a fortnight, CrossCountry were short of HST power cars & needed to hire in one from East Midlands Trains. On this occasion it was No. 43055, which is seen leading XC's 1223 Plymouth to Glasgow Central through Norton Fitzwarren virtually on time, having been an hour late on its earlier southbound journey from Leeds. [Jonathan Gill](#)

Below: Another shot of East Midlands Trains HST power car No. 43055 which was standing in for CrossCountry's No. 43357 which had failed. The 1S51 Plymouth - Glasgow Central is seen here departing Plymouth on February 9th. [Steve Andrews](#)



Units, Units, Units

Top Left: Early morning sunlight illuminates the tracks at Manchester Piccadilly as Northern's Class 150 150 departs the station, with Class 323 239 waiting to enter the station and Arriva Trains Wales Class 175 107 recessed ready to work the next service to Llandudno. [Class47](#)

Bottom Left: After having repairs carried out at Doncaster, Class 321 446 heads for Doncaster West Yard undergoing a test run on February 7th. [John Martin](#)

Below: On February 25th, Arriva Trains Wales Class 158 834 (in the new Arriva livery) and 158 841 (in the old silver) are seen at Shifnal. [Phil Martin](#)



Top Right: Ex-London Midland now First Great Western, Class 150 001 arrives at Reading with a service from Taunton on February 10th. Also evident in this shot is the ongoing rebuilding work being carried out at the station for the provision of extra platforms and better passenger facilities, apparently following plans originally brought up by BR which were shelved initially. [CJ Sutcliffe](#)

Bottom Right: Class 172 345 is seen stabled between duties at Worcester Shrub Hill on February 18th. [Derek Elston](#)

Below: On February 27th, Class 150 214, stands at Scunthorpe still sporting the remains of it's Central Trains livery, seen here waiting to work the 1319 to Lincoln. [Steve Thompson](#)



Now rid of there Silverlink livery, the Class 313 units look quite smart in their new Southern Livery. This is Class 313 219 approaching Worthing on a service from Littlehampton to Brighton on February 24th.

Charlie Robbins



Northern's Class 158 815 is seen departing Garsdale with a Carlisle - Leeds service. [Colin Irwin](#)



The low morning sun reflects off the sides of a London bound Pendolino at Gayton on February 4th. [Derek Elston](#)



Top Right: First Great Western's hybrid Class 153 399 (comprised of 153 369 and 52202 from 150 202) is seen working a Bristol Parkway to Penzance service departing Plymouth on February 24th. [Steve Andrews](#)

Bottom Right: An Arriva Trains Wales Class 175, crosses the viaduct at Frodsham. [Colin Irwin](#)

Below: On February 6th, Class 185 137 emerges from the freezing fog at Appleby with a Cleethorpes - Manchester Airport Trans Pennine Express working. [Steve Thompson](#)



Top Right: Trans Pennine Express Class 185 147 arrives at Scunthorpe on February 16th with a Cleethorpes bound working as Northern's Class 144 013 awaits departure for it's grand tour of four counties before arrival at Lincoln, only 30 miles away as the crow flies, three hours later. [Steve Thompson](#)

Bottom Right: On February 2nd, Chiltern Class 168 217 is seen at Birmingham Moor Street station. [Paul Godding](#)

Below: On February 12th, the Marlow Donkey was operated by Class 165 121, a two car unit as opposed to a 3 car unit also sometimes seen on the line. The Marlow Donkey is a nickname for the former Maidenhead - High Wycombe/High Wycombe - Marlow line, which was opened in 1854 and was closed between Bourne End and High Wycombe in 1970 after many years of decline. Class 165 121 is seen here approaching Cookham after a reversal at Bourne End from the Marlow section of the route, operating a service back to Maidenhead. [CJ Sutcliffe](#)



On February 24th, Southern EMU Class 313 209 is seen departing Littlehampton with a Brighton bound service passing under semaphore signals and with the ex L.B.S.C. signal box, still in operation on the right.
Charlie Robbins



Scot-Rail - life north of the border

A foggy River Forth as East Coast's 43317 heads across the Forth rail bridge at Dalmeny on February 6th. [Richard Jones](#)

News and Features





Scot-Rail continued...

Below: East Coast's 43367 along with 43318 on the rear pass Scotrail's Class 158 720 at Dalmeny on February 6th. *Richard Jones*

Left: CrossCountry Class 221 140 emerges out of the fog at Dalmeny on February 6th. *Richard Jones*



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

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

Scot-Rail continued...

DRS's Class 66 423 is seen crossing the River Tay at Perth on February 18th working the 4A13 to Aberdeen. [Richard Jones](#)



Going Underground

Metropolitan A60 stock unit No. 5018 passes the ornate station at Willesden Green with a Baker St. service on February 25th. [Chris Morrison](#)



Going Underground continued...

Metropolitan A60 stock unit No. 5044 crosses A62 No. 5151 at Harrow with a new S stock unit in the background, February 25th. *Chris Morrison*



Going Underground continued...

Waterloo and City units No. 65505 and 65507 are seen at London Waterloo on February 18th. [Brian Battersby](#)



Fares Advice with RailUK

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

East Coast Print@ Home

Q: Just booked a trip to York in May. I couldn't decide whether to go for P@H or ToD. I plumped for P@H, but a thought just occurred to me: I used my credit card as ID. What happens if I don't have it any more, eg if I lose it or it's stolen?

A: *You must carry the card, this is notified as a part of the T&C's accepted when the confirmation is made and it prints out on the booking confirmation.*

This is a part of the safeguards to prevent Mr A booking and paying for one ticket, printing off two copies and giving one to Mr B in order to avoid a fare. The terms make clear that if you cannot produce the card that the ticket was booked with, a full single fare will be charged as if no ticket were held. I think East Coast policy is the same as the others, but may be mistaken.

XC and others have taken on board the fact that Mr X might want to pay for a ticket for someone else, maybe a son or daughter etc, and now allow for a named passenger to be the holder of the ticket on some online bookings, but that traveller will need to carry proof of identity to avoid further inconvenience and application of the same rule. If there is clear evidence that the traveller is genuine, good staff will exercise discretion, but it's always best to comply with the rule and then the problem doesn't arise. If a traveller has lost the card that a ticket was booked with and the ticket is still in date, get on to the agency that it was booked with straight away and see what can be done to help you.

Using Two-Together Railcard on London Underground

Q: Recently, a helpful member of LU staff showed me their internal magazine that stated that a Two-Together Railcard cannot be added to an Oyster card, but can be used to purchase a Travelcard at 34% off. However, when I went to a machine to buy a One-Day Travelcard with Railcard, the Two-Together card is not offered as an option. Clearly, LU have not updated their self-service ticketing systems to cope with the new card.

I nearly always arrive into London via Euston, and the ticket window queues there are usually lengthy, so I'd really like to be able to get my Travelcard from the machines. My first question is, can I just select any railcard - does the railcard type actually print on the ticket or get encoded in the magnetic strip. (Needless to say, there are the two of us travelling, so I would be buying two tickets.)

Secondly, if there is a way to get this Travelcard at a machine, can I use the Oyster only machine (that has shorter queues) and have it added to my Oyster card (and thus charged to my auto-top-up credit card)?

A: *Try one of the national rail ticket machines in the Main Station, rather than in the Underground station. These should offer you the discount. Another option is to ask the train manager / guard on your inbound train into Euston, they are usually very obliging to sell you one!*

Astonishingly cheap long distance train travel

Every 3 to 4 weeks I do a (fairly) long trip with one of my children, taking advantage of buying Advance tickets and our Friends and Family Railcard. Usually I just look at the price of the trip for both of us, but whilst I was bored last night, I looked at how much my son or daughter pays. It truly is staggeringly great value for money.

These are from Grange Over Sands:

Fort William £4.45
Dover £3.70
London £2.75
Paignton £5.70
Portsmouth £3.80
Weymouth £4.10

and from Oxenholme
Edinburgh £1.95
Glasgow £1.95
Inverness £3.40
Aberdeen £3.40

I know that some folk will spit feathers at how reasonable these F&F Child fares are, but for the likes of me, you can enjoy hundreds of miles of fun with your little'un, for less than the cost of a frothy coffee, sandwich or beer. So, with a bit of effort and preplanning, train travel can work out as astonishingly good value for a family day out.

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.

Crossrail contractor awards major contract to GBRf

Crossrail tunnelling contractor BFK have awarded GB Railfreight (GBRf) a major contract to move over one million tonnes of excavated material from a tunnel portal at Westbourne Park in west London to Northfleet in Kent. The two-year contract, starting in spring 2012, will see GBRf run more than 860 class 66 hauled trains of JNA bogie ballast box wagons between west London and Kent. GBRf MD John Smith expressed his delight at the contract win. He said: "I'm delighted that GBRf has secured this major contract with the Crossrail project. This is an important win for GBRf as it shows yet again that we have the capability and resources to work on major projects and deliver a quality service."

The deal is also great news for the environment with rail removing at least 50,000 lorry movements from central London. GBRf plans to use up to two rakes of 27 JNAs, which it will hire from VTG. Two class 66 locomotives will be dedicated to the Crossrail project contract.

The freight haulier expects to run its first trial train in February from London to Northfleet and will involve using a recently reinstated freight link from the North Kent Line to test the track for the first time.

The new freight link has been re-instated specifically to assist with the removal of excavated material from Crossrail's western tunnels. The project to reinstate the freight line was overseen by Lafarge who own the Northfleet site. Excavated material from the Crossrail western running tunnels will be stockpiled at Northfleet pending transfer by ship to regeneration sites including a new 1,500 acre RSPB nature reserve at Wallasea Island in Essex.

When the contract begins, excavated material from the tunnels will be loaded into wagons by conveyor belt at Westbourne Park and taken to Northfleet.

London Midland's new trains brings extra capacity and faster journeys

London Midland has ordered 10 new trains to be delivered in the Summer of 2014. These new units will go towards addressing continuing passenger growth into and out of London and Birmingham. Through the Department for Transport's HLOS funding, seven of the new trains are earmarked for London commuter services providing 4,474 extra seats each weekday. There will be an extra 3 services arriving in London during the morning peak and an extra 5 departing from London in the evening peak.

More trains in peak hours will be made possible by increasing the maximum speed from 100 mph to 110 mph. This will generate additional paths on the West Coast Main Line without any significant impact on other operators or performance.

The West Coast Main Line between Rugby and London Euston is one of the most intensively used lines in Europe and this innovative approach from London Midland makes the best use of scarce network capacity at an affordable price.

Journey times between London and Northampton will reduce by up to 10 minutes and between Milton Keynes and London by up to 7 minutes. This speed increase will see the Crewe to London Euston service journey times improve by up to 25 minutes as well as additional services on Sundays.

The remaining three new trains will be used to provide extra capacity on the Cross-City line in Birmingham. They will be used to increase the weekday frequency of peak and off-peak services between Birmingham and Redditch from 2 to 3 trains per hour from December 2014.

Network Rail has a plan to extend the electrification of the CrossCity line from Barnt Green to a relocated and improved Bromsgrove station which will enable an extended service to commence from late spring 2015.

Patrick Verwer, Managing Director of LondonMidland said: 'We are very excited at the prospect of introducing higher speed services for our customers. These new trains will create significant extra capacity for our customers travelling into London Euston and the West Midlands. Their acquisition demonstrates our commitment to continue improving capacity, performance and customer satisfaction.'

BLACKFRIARS UNDERGROUND STATION REOPENS TO CATER FOR INFLUX OF PASSENGERS

A larger and more accessible Blackfriars Underground station reopened for public service on February 20th to accommodate more than 40,000 passengers every day. The dramatic 60% increase in footfall follows the redevelopment of Blackfriars Underground station which has been completely rebuilt over three years.

The Mayor of London, Boris Johnson toured the station on February 20th to see the improvements made to provide better connections between Tube and rail services, as well as to cater for growing passenger numbers.

New lifts and escalators make the station easier to access and a curved glass façade floods the spacious new entrance hall with natural light. The upgrade is the latest in a series of improvements being delivered by Network Rail that are tripling the number of trains that run through Blackfriars, and central London, on the Thameslink route each hour.

The Mayor of London, Boris Johnson, said: "With its magnificent ticket hall, brand new lifts and escalators, and more than double the previous capacity, the rebirth of this central London station will improve the journeys of thousands of passengers every single day. An incredible amount of hard work and expertise has been invested in these improvements, and Blackfriars is now set to become a truly world class station."

The new Underground station is part of a complete redevelopment of both the Tube and national rail parts of Blackfriars stations by Network Rail. Mainline platforms for national rail services now span the River Thames on a reconstructed

Victorian rail bridge, making way for longer trains on the Thameslink route through central London. The station can also now be accessed from the south bank of the river and a new entrance hall on the north bank provides convenient access to both Thameslink and London Underground services.

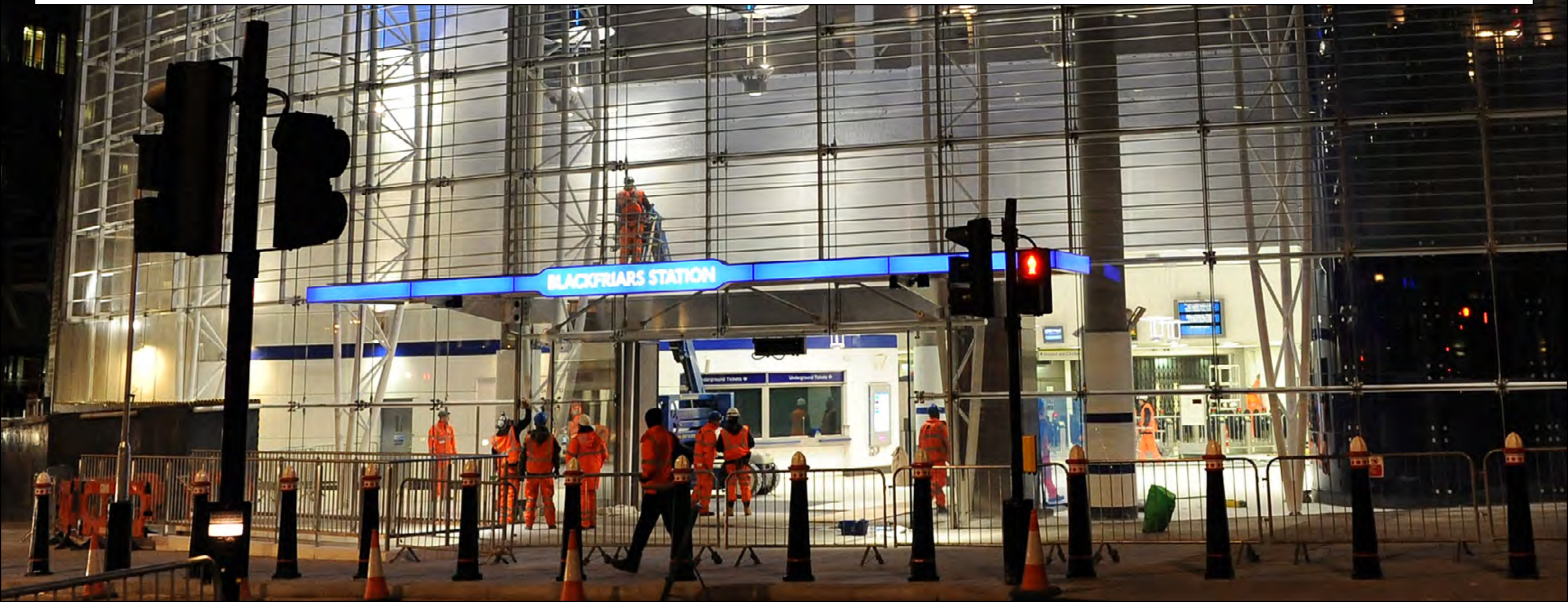
The mammoth project has also provided jobs for 13,000 people over the last three years, with 2,000 people working on the site each day at the busiest times.

Howard Collins, chief operating officer at London Underground said: "The re-opening of the newly renovated Tube station is fantastic news for our customers, who can now reap the benefits of the huge improvements that have taken place at Blackfriars. The 40,000 people who use the station every day is set to grow significantly and I'm sure that all who pass through will find that the improvements have been well worth the wait."

Laurence Whitbourn, Network Rail's senior programme manager for Blackfriars said: "Rebuilding Blackfriars Underground station was a hugely complex engineering challenge; we excavated, demolished and rebuilt the whole station while Underground trains continued to run beneath our feet, and Thameslink services ran overhead."

"The new Underground station brings our plan for the whole of Blackfriars one step closer to completion. Both Tube and rail passengers at Blackfriars stand to benefit from a modern, accessible station; longer, more frequent Thameslink trains; and convenient connections between services."

Blackfriars is being rebuilt as part of the Thameslink Programme, which will see longer trains and more frequent services on the route from Bedford to Brighton through central London. The rebuild of Blackfriars station will dovetail with improvements at Farringdon and other stations along the route, including the planned reconstruction of London Bridge, to provide a metro-style Thameslink service through central London, with trains running every 2 ½ minutes.



SPRING START FOR ROMSEY BRIDGE RECONSTRUCTION



A three-month project to replace the bridge in Romsey which carries the A27 (Southampton Road) over the railway to enable larger freight containers to be transported by rail is scheduled to start on Saturday 31 March 2012.

The work, which will require the road to be closed, was originally scheduled to start in December 2011, but after concerns were raised by the council, MPs and businesses about the impact this would have on the busy Christmas trading period, Network Rail agreed to defer the work until the Spring.

Richard O'Brien, Network Rail's route managing director for Wessex, said: "Ashfield bridge in Romsey is

one a number of structures we're upgrading to provide an alternative route for freight containers out of Southampton docks for those occasions when we carry out improvement works to the main line. With thousands of businesses around the country relying on the railway to receive deliveries of food, clothing, electronics and other consumer products to stock their shelves, it is vital we provide the infrastructure to allow the quick, reliable, green and cost efficient movement of these goods. "There is never a good time to carry out such a significant piece of work on a bridge which carries one of the main roads between Romsey and Southampton. We have worked with the councils, police, emergency services and community representatives to put in place a plan which will keep disruption to a minimum and thank people in advance for their patience while we carry out this work which will ultimately benefit the local economy."

Councillor Mel Kendal, executive member for environment and transport at Hampshire County Council, said; "Any road closure will, unfortunately, cause a certain amount of disruption, but I would like to reassure Romsey's residents that we've been working closely with Network Rail, Test Valley Borough Council, Southampton City Council and the Highways Agency to find the most suitable diversion route while Network Rail carry out their works to Ashfield Bridge to accommodate larger freight vehicles. We have also managed to arrange for other works being carried out by Test Valley Borough Council and the Broadlands Estate to take place at the same time, saving a number of weeks' disruption which would have been the case had these been done separately."

Network Rail has worked with Hampshire County Council to devise a diversionary route. Temporary road signs will be installed from 22 February to provide as much notice of the work as possible for members of the public. Diversion routes will be put in place using the M27 between junctions 2 and 3, and for vehicles not permitted to use the motorway, the diversion will be on the A3090 from Romsey to Ower, the A36 to Totton and the A3057 back to Ashfield. For full details about the diversionary route, please visit <http://www3.hants.gov.uk/roads/hampshire-roadworks/network-rail-roadworks.htm> .

Test Valley Borough Council is carrying out a separate scheme at the Lee Lane junction to provide a central pedestrian refuge and widen footpaths which will improve the safety of pedestrians crossing the A27. The Broadlands Estate is also undertaking essential maintenance works to its boundary wall. These projects would have required separate road closures of the A27 and by taking advantage of the closure for the bridge replacement will minimise disruption for motorists.

The bridge replacement at Romsey is part of a project to upgrade the route from Southampton to Basingstoke via Romsey and Andover, in addition to the Eastleigh to Romsey line, to transport larger, 9'6" high-cube freight containers by train more efficiently. The works require 17 bridges to be knocked down and rebuilt; the track to be altered at 11 locations and station canopies at Andover, Romsey and Whitchurch to be adjusted. Two redundant bridges will be demolished without being replaced and three further bridges will be modified without having to rebuild them.

INCHYRA CROSSING CLOSURE MARKS FIRST FOR NETWORK RAIL

On February 10th, Network Rail officially marked the closure of Inchyra level crossing in Perthshire – the first Scottish public crossing to close this century.

The automatic half-barrier crossing has been removed from the network after Perth and Kinross Council and Network Rail worked together to create a new link road to divert traffic away from the railway.

The new link road, between Inchyra and St Madoes in the Carse of Gowrie, was officially opened today by John Swinney, MSP for Perthshire North and the Scottish Government's cabinet secretary for finance and sustainable growth.

The closure is part of a wider Network Rail initiative to reduce the number of level crossings on Scottish roads. The company, which cannot close public crossings without local authority support, is currently in negotiations with other councils over the future of several public crossings.

David Simpson, Network Rail route managing director for Scotland, said: "Level crossing misuse represents the biggest outside risk to rail safety. We are committed to closing crossings where possible and we also avoid building new crossings into our lines.

"The closure of Inchyra shows what can be done to remove crossings from the network and is a great example of a local authority and Network Rail working together to improve public safety. We are in discussions with other councils regarding more level crossings and hope that today's closure is just the first of many in Scotland."

Perth and Kinross enterprise and infrastructure convener, councillor John Kellas commented: "We are pleased to have worked with Network Rail to make a dual improvement to transport safety in the Carse through this project. The new link road provides better access for residents and visitors to Inchyra, in combination with the closure of the level crossing, removing a hazard point for motorists and train travellers alike."

KING'S CROSS OPENING DATE AND RETAILERS UNVEILED

Network Rail has announced that the doors to the striking new concourse at King's Cross station will open to passengers on 19 March, providing more space, better facilities and an improved range of shopping and food and drink outlets.

The opening will mark a major milestone in the redevelopment of the station, which started in 2007. It will be fully completed by the end of 2013 following the removal of the 1970s extension and canopy at the front of the station and the creation of a new 7,000m² public square.

Ian Fry, Network Rail's King's Cross programme director, said: "On the outside passengers have seen King's Cross station transforming before their eyes for the last five years. We have been working hard behind the scenes to create a blend of old and new architecture with a strong mix of facilities worthy of the new-look station."

"Research tells us that passengers consistently rate high-quality facilities alongside convenient retail and catering as important station priorities. The new concourse at King's Cross is designed to provide those facilities which will make journeys easier for passengers as well as appealing to those who like to combine their travel with a bit of shopping, eating or drinking."

FACEBOOK TO ATTRACT MORE APPRENTICES TO NETWORK RAIL

Network Rail is exclusively using a new Facebook campaign to recruit 200 people for its three year advanced apprenticeship scheme. The campaign has current apprentices at its heart - would-be applicants can ask questions and receive a direct answer from someone who is already on the scheme. It is also using Facebook to attract more than a million women to the site with targeted advertising. Last year nearly 8,000 people registered interest in the scheme - but only 3.2% were women.

The advertising - which draws on research to understand what's important to young women, including valuable qualifications and good career prospects as well as earning whilst learning - will appear on more than a million female Facebook users' pages aged 16-25, who have shown an interest in engineering, apprenticeships, rail, careers, or are studying for their GCSE and A-levels.

At the start of national apprenticeship week, people can apply via a new Facebook page www.facebook.com/ontrack with videos, profiles and useful information about the scheme.

Commenting on the new campaign, Network Rail's head of digital marketing Greg Taylor said: "Our apprentice scheme grows in popularity each year but we want to make sure we are attracting the very best talent. By exclusively using Facebook we're able to target specific groups which we have previously struggled to attract, including young women interested in engineering.

"Facebook is the biggest social network for young people, so it makes sense for us to use it. The ability to connect with people by age, sex, geographic location and interests, mixed with the truly interactive and open dialogue offered by the platform means we can really get across the benefits and challenges of the scheme."

"The page has been running for a week or so ahead of us accepting applications and the number of people interested is really positive. We hope it will boost the number of quality applications we get from both men and women. In the long run getting the best people will make our business stronger, more successful and better value for the British public."

James Elfer, client partner at Work Communications said: "We've been working closely with Network Rail to encourage more women to join the apprenticeship scheme, so it was great to hear how positive the current apprentices felt about

their future. By using Facebook we've been able to provide them with a familiar platform to tell their stories to a huge audience, and answer any questions in real time. The response has been fantastic."

A focus group with women on the Network Rail scheme revealed that recognised qualifications and the opportunity for further training and development were one of the main reasons they were attracted to joining the company.

Official figures from the Higher Education Statistics Agency show that women get better grades at university than men with 66% achieving a first or 2:1 compared to 60% of men. However only 15% of people taking engineering or technology undergraduate degrees are women.



Network Rail apprentices Natalie Burton (left) and Vicky Fox

THEY'RE OFF! WORK STARTS ON RACECOURSE VIADUCT

After months of jockeying for position with train operators and the council, runners and riders from Network Rail and Taziker Industrial Coatings are under starter's orders, and the race is on to complete a viaduct refurbishment by the summer.

The off started on February 6th and they'll be cantering towards a finish in July.

Roodee Viaduct crosses the River Dee west of Chester station, between the racecourse and golf club, and carries the main railway line between England and North Wales

Chris Chatfield, Network Rail's scheme project manager, said: "We are confining the work to times when the railway is going to be closed for other work so we don't disrupt train services. This means we will mainly be working at weekends and occasionally overnight. Although the work is straightforward, this means it is going to take six months to complete."

Contractors will be working from scaffolding suspended beneath the decks of the viaduct, which was built wide enough for four tracks but now only carries two.

They will grit blast the structure to take it back to bare metal and carry out repairs and strengthening where necessary. It will then have a protective coating applied to it before being repainted in its original grey colour.

The £1.5m project has been carefully planned to meet standards set by Cheshire West & Chester Council and the Environment Agency.

One of these is to encapsulate the work area in an environmental wrap to prevent the grit blasting process contaminating the land or river below the viaduct.

As a consequence of the encapsulation, a footbridge which belongs to the council but is attached to the side of the railway viaduct is also closing because it has to be included in the wrap.

Negotiations are underway between the council and Network Rail over the possible refurbishment of the footbridge, which could be completed while the viaduct work is being carried out.

SAFETY DRIVE TARGETS LYDNEY LEVEL CROSSING

An awareness day to mark the launch of a safety drive to reduce misuse at Lydney level crossing was held on February 24th by Network Rail and the British Transport Police.

Lydney level crossing is one of the targeted hotspots for misuse and where there has been 22 cases of reported incidents caused by users not following safety rules in the last 12 months. At the event, the public will be urged to stay observant of the rules and will be reminded of the dangers of trespassing.

As part of the safety drive, Network Rail also has plans to upgrade the crossing to enhance safety at the crossing. The improvements include:

- New audible alarms to alert users
- Replace life-expired barriers with new ones to improve infrastructure reliability
- Install new tactile paving

- Brighter environment with improved lighting

Liz Heading, community safety manager, Network Rail said: "The biggest risk associated with level crossings is drivers ignoring the warning signals and trying to race across or swerve around barriers before they close. Through this concerted campaign of educating the public and upgrading the level crossing, we aim to discourage risk taking and introduce a further level of safety."

Sgt Julian Ribchester, officer in charge at BTP Gloucester, said: "Education is one of the key things we do around level crossings. We are working closely with Network Rail in the area to improve knowledge and, where necessary, to take action against those who continue to misuse crossings. Those who flout the law and ignore the crossing signs can expect action to be taken against them which could be in the form of a fine or points on their driving license. They could even end up in court."

There are also plans to install an interlocking system, which adds another level of safety measure that will alert trains to stop if the barriers become faulty. The crossing will also be monitored by a signaller at a centralised control through a CCTV link.

This planned upgrade has the approval from the Office of Rail Regulation and is also recommended by the Rail Accident Investigation Branch.

FIRST CLASS SUCCESS STORY AS THOUSANDS UPGRADE ON EAST COAST TRAINS

- Highest number of First Class journeys for five years on the East Coast route
- Sustained rise in First Class travel – up 21% in ten months following new service launch
- New timetable and complimentary food and drinks behind success

Train operator East Coast's complimentary food and drinks service and new timetable has helped to achieve the highest number of First Class journeys for five years.

East Coast's figures also show that between the end of May and 4 February 2012, passenger journeys made in First Class rose by 21% compared with the same period in 2010-11 – representing an additional 253,000 passenger journeys in First Class.

Journey numbers in First Class on East Coast's busiest route between Leeds and London have been rising even faster. Between the end of May and 4 February 2012, the number of First Class journeys made on this route was up by 31% compared with the same months in 2010-11.

The train operator's flagship capital-to-capital route linking London and Edinburgh, saw an even larger 36% rise in First Class journeys, again between the end of May and 4 February 2012, compared with the same months in 2010-11.

Business travellers on the key battleground route with the airlines, ditched the 'plane for the train thanks to East Coast's key advantages – city centre to centre travel, complimentary Wi-Fi and the new complimentary food and drinks service, plus more services including a 'Flying Scotsman' prestige express linking the Scottish and English capitals in just four hours.

In contrast, East Coast First Class journeys grew by 3% in the entire year from April 2010 to March 2011, before the new First Class service was introduced.

East Coast Managing Director Karen Boswell said: "These new figures confirm that the increase in passenger journeys we saw within weeks of the launch of the new First Class customer service was only the beginning.

"Since then we've seen impressive passenger numbers in First Class – now at the highest for five years – showing that not only are many people voting with their feet and trying us out, but that they are coming back for more.

"A significant proportion of the First Class journey growth is coming from the sale of our best-value First Advance tickets, which demonstrates that our competitive fares and good customer service make a winning combination.

"Following this good start, we'll continue to work hard to improve the consistency of our customer service – and welcome more people on-board in First Class."

East Coast launched substantial improvements to its First Class customer service from Sunday 22 May 2011, including a new complimentary food and drinks service, featuring hot meals on weekday morning and evening trains, and a new Quiet Coach.

From the same date, East Coast also introduced its new timetable, adding 117 extra services every week and more than three million additional seats to the timetable.

The timetable also reintroduced return services from London to Harrogate for the first time in 20 years, and a new daily service between Lincoln and London.

RAILWAY ARCHIVES BROUGHT TO LIFE ONLINE

Historic images of the original architectural drawings of the Forth Bridge, Paddington station and even Isambard Kingdom Brunel's signature have been captured and published for the first time on a new Network Rail virtual archive, bringing together 19th century engineering and 21st century technology.

The website www.networkrail.co.uk/virtualarchive celebrates the heritage of today's railway infrastructure and provides public access to view a special selection of the Network Rail archive, which holds over five million records.



Network Rail Virtual Archive - Box Tunnel



Network Rail Virtual Archive - Bristol Temple Meads station

Visitors to the site can chart the history of the railway's most significant structures and stations including the Forth Bridge, the Tay Bridge, Box Tunnel, and many main line stations. The archive holds records by the most famous railway engineers including Isambard Kingdom Brunel, Robert Stephenson, Joseph Locke and William Henry Barlow.

Network Rail's archivist Vicky Stretch explains why the online archive is so important: "The history of the railway is so fascinating with some of the oldest records dating back to the 1680s and Charing Cross station with Sir Christopher Wren's signature. The drawings and documents we hold are an absorbing window to understanding the incredibly detailed and beautiful architectural work carried out by some of the world's greatest engineers, and are still important for engineers working today.

"We can't yet showcase anywhere near the five million records we hold but we'll publish new images and documents all the time and through the 'ask the archivist' and blog sections we can share more. We hope this will be a great resource for enthusiasts, historians, architects and students alike. Now everyone can enjoy these amazing drawings and historical documents and learn more about how the railways made Britain what it is today."

While the drawings date from the earliest days of the railway they are still useful operational records today, as many show information such as foundations and original construction details. The drawings signed by Brunel of Box Tunnel tell us exactly how that tunnel was constructed and this is still important to the running of the railway today.

The oldest records Network Rail holds are from the deeds collection. This collection charts the history of all the land the railway is built on. A set of deeds from 1684 relating to the land Charing Cross is now built on, bears the signature of Sir Christopher Wren (land he once owned was in the 19th century sold to the railway).

With only a small section of the five million articles available for the first phase of the virtual archive, visitors are invited to 'ask the archivist' questions about the collection. Enthusiasts can also for the first time purchase a print of their favourite railway image. Network Rail is working with Mediastorehouse to enable people to buy or licence high quality digital images for instant download as well as prints (including framed prints and canvases), key rings, magnets, mugs, mouse mats, jigsaws and greetings cards. All profits from this commercial activity will go back into helping Network Rail manage, maintain and improve Britain's railways.

The website also has social media sharing functionality, which encourages people to share images with their friends and families.

ALTERNATIVE SOLUTIONS CONSIDERED TO DELIVER A BETTER RAILWAY

Network Rail is to look at three alternative rail solutions as part of its continued efforts to deliver a better value-for-money railway.

Tram and train, community rail initiatives and more innovative ways of replacing diesel traction with electrically-powered trains will all be studied in more detail as part of the company's alternative solutions route utilisation strategy (RUS).

To further develop the strategy an invitation is being made to all of Network Rail's partners, customers and other interested industry parties to submit their ideas.

This approach differs from previous RUSs and the submissions will help shape a second draft which will go out to formal consultation in the summer.

The three alternatives being looked at by Network Rail to see if different ways of working can help the industry become more effective and better value for money are:

- Can the application of tram or tram train technologies (such as the tram train concept) deliver savings in capital, operating and maintenance costs, whilst simultaneously delivering improvements for passengers?

- Are there cheaper and more innovative ways of replacing diesel traction with electrically-powered trains?

- To what extent can the further development of community rail initiatives provide locally applicable opportunities for adding value to railway operations?

Paul Plummer, Network Rail's group strategy director, said: "The railway industry faces a constant challenge to deliver value-for-money. It is only by rising to that challenge that the industry can continue to play a significant role in transporting people and goods in an efficient, sustainable and environmentally friendly way.

"This draft RUS is an opportunity to further explore three key areas which could help us achieve these objectives. All responses received will be considered and will help influence a second draft which will be published for consultation later in the year."

View from the Outside

As I write my article for this month I am sitting on the train from York to Scarborough to go back to university.

I had a lovely weekend with Andy I stayed at his house, we watched Leverage (highly recommended), we played monopoly (not recommended with Andy - he is rather competitive), we went to see my mum, step dad and my cats, and we had a lunch out. The only thing that spoils it all is the fact at this moment in time I am sat backwards on the train to Scarborough, trying very hard not to be sick. I can almost feel it worming its way up.

Why do train people do this to me? It is inevitable really. Someone has to sit backwards, considering half of the seats are facing one way, and the other half the other way. It's bound to happen.... But why does it always seem to happen to me? It feels as though I have more than my fair share.... Perhaps 3/4 of my journeys are booked backwards. But the annoying part is that when I preference my seats forward sometimes they say 'sorry we are unable to allocate forwards facing for this part of your journey' and I get onto the train dreading the sickness and I see my seat is actually forwards facing, and the other times I do not get a message saying it is unavailable yet I turn up to find I am sitting backwards, the latter is what

has happened to me today,

Andy saw me onto the train and I walked on unsuspecting of the sickly journey I was about to embark upon! So here I am typing to try and take my mind off the sickness, can you tell? Perhaps I won't stop typing until I reach Scarborough. I am meeting my friends for drinks at Weatherspoons near the station when I get in, I don't have my ID but I only want a soft drink I don't like hangovers... They just bring more sickness than these trains!

I booked this ticket on a website that Andy showed me called tpxpress.co.uk and it gave me not only young persons rail card discount but also a student discount giving me major savings.... Now I know why! Barf. The train conductor is coming so I will say goodbye until next month, make sure you try out that website there's lots of deals for all on there!

Until next month, happy training.

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

megan.thomason@railtalkmagazine.co.uk

ScotRail van to boost West Highland stations

ScotRail has recently unveiled a specially-equipped van to help its roving maintenance teams carry out their work at West Highland Line stations. The all-wheel-drive van has been delivered to ScotRail staff at Oban.

The customised Ford Transit has been kitted out with snow and leaf blowers, trailers, large robust shovels and hand-held de-icing material spreaders to help enhance access, mainly at unstaffed and part-time staffed West Highland stations. It also features a mini-kitchen, with a hot water supply, microwave and sink, to sustain staff working during bad weather, in remote locations and at night.

Ewan Macdonald, ScotRail's facilities manager for Highland & North, said the upgraded van would directly benefit customers – particularly during times of severe wind, rain or prolonged freezing temperatures. Mr Macdonald said: "The all-wheel-drive van will help our roving station maintenance teams resolve any access issues at platforms, walkways and car parks at unstaffed West Highland stations.

"It forms part of our ongoing efforts to be better prepared whenever extreme weather hits the region."

The van will serve unmanned stations including Connel Ferry, Taynuilt, Falls of Cruachan, Loch Awe, Upper Tyndrum, Dalmally and others. A total of 27 vans are being phased in across the country to replace ScotRail's previous fleet of 19 vans - representing a 42% increase in capacity.

Michael Russell, MSP for Argyll and Bute, said: "ScotRail have recognised that local action and local resilience is going to give their customers the best service when the weather is bad.

"So I commend their initiative in introducing these new locally focussed services which will help travellers at some of the remotest and most exposed stations anywhere on the network."

Dedicated teams of two to four staff will alternate shifts to provide cover for 15 hours a day – or longer.

The cost of leasing the vans is in addition to the £2million ScotRail recently invested to better prepare for severe weather.

DB Schenker Rail to establish stronger rail freight services between Poland and the UK

DB Schenker Rail is to strengthen rail freight services between Poland and the UK with the planned introduction this September of a second weekly service between the two countries. The announcement was made during a reception at the Embassy of the Republic of Poland in London, on Thursday 09 February, held to promote enhanced rail freight trading links between Poland and the UK.

The doubling of train capacity demonstrates that DB Schenker Rail has been successful in developing a new rail freight corridor across Europe between Poland and the UK. Further services are forecast to be introduced with the objective of operating five freight trains per week between the two countries being achieved during 2013.

Speaking to an audience of potential users of rail freight services from Poland to the UK, Alexander Hedderich, Chief Executive of DB Schenker Rail, said: "DB Schenker Rail is a pan-European rail freight operator and the strengthening of our services between Poland and the UK clearly illustrates the success our strategy for European rail freight growth is having. Through effective trading corridors such as this one we are able to provide customers with the economic and environmental solutions that enable their use of rail freight to increase."

The additional train service, which operates from Wroclaw in Poland to Barking near London in the UK, will remove 3,700 lorry movements and over 135,000 lorry kms per annum from Europe's road network. The first service, which was introduced during November 2011, has operated on-time since its introduction.

This train will also become the second regular rail freight service to use the High Speed 1 rail route, the only European sized railway in the UK. As such, the train can be loaded with European sized curtain sided swap bodies, enabling greater volumes to be moved by rail and encouraging modal shift from road to railway.

Minister Counselor Boleslaw Gryzel, Head of the Trade & Investment Promotion Section of the Embassy of the Republic of Poland, said: "The Polish economy depends upon good trading routes with countries across Europe. The introduction of regular and reliable rail freight services from Poland to the UK has enhanced the trading route between both countries. The additional rail freight service will help support the development of Polish businesses as they secure additional trading opportunities with UK markets."

Alain Thauvette, Chief Executive of DB Schenker Rail UK, said: "The introduction of this second service from Poland to the UK will utilise DB Schenker Rail's pan-European rail freight network, offering customers integrated logistics solutions across the whole of Europe, while removing 3,700 lorry movements from the road network. By continuing to develop our service offering across Europe in areas where there is firm customer demand, we expect to increase further our use of the Channel Tunnel and High Speed 1.

The European rail map for our customers in both Poland and the UK has got a little bit smaller. We are confident that we can continue attracting further customers to this trading corridor to deliver our objective of five rail freight services per week departing Wroclaw for the UK."

The Nosh Report

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

Well once again I have been outdone. Just as I was thinking about this months Nosh Report, in drops an email of outstanding quality (again!) from CJ Sutcliffe.

I'm sure that he's after an award or something - take note Mr Editor. :-) So this month its over to CJ who has been to Reading and found a rather tasty place to eat and drink.

The Monks Retreat.

160-163 Friar Street, Reading, RG1 1HE 0118 950 7592

During my recent stay in the western region, my friend re-introduced me to the Reading area, and in the process I visited a local branch of Wetherspoons in the area, which is the subject of my review this time. This particular branch is named "The Monks Retreat", and is situated just a stones throw away from Reading General station, with an approximate 5 minute walk between the two. It is situated not too far from the main shopping and leisure area of Reading town centre too, so is ideally suited for not only visitors to the station, but also visitors to the local area too.



The establishment itself has indoor and outdoor seating, the latter of course only really useful in the summer months. There are two bar areas, one towards the front mainly for those calling in for a quick drink and bite to eat, then another towards the rear of the premises, which has more comfortable seating including privacy booths for added comfort. There is even an open live fireplace, which is a rare thing nowadays in the world

of central heating and air conditioning in such establishments elsewhere. Being a generalised pub in the centre of town, drinks served on the premises are only permitted on the terrace seating area outside if tables are available, and the establishment also welcomes Reading FC fans on match days, which is either an advantage or disadvantage depending on your views of football.

My visit was on a Saturday lunchtime, and service was relatively quick at the time. Though this was on a weekend, and during the week service times may change, especially during the lunch period when pubs and restaurants are traditionally busy. We arrived in time for the start of the brunch menu at midday, however breakfast is served until 12 noon, and if you are seen by staff to have arrived before midday but are only served after the cut off point, they will still take an order for breakfast out of the goodness of their hearts. A standard brunch plate consists of eggs, bacon, sausages, beans and chips, and all items are of good quality, the sausages are nice and succulent and the bacon isn't too chewy or full of rind either, and the chips also have a nice crispy coating like a good chip should have.

Tea and coffee are served with brunch, with the option of an extra pint of beer or ale, with a wide variety of other wines spirits and soft drinks available too. The coffee tasted very fresh, and the tea is made from a Tetley drawstring teabag which is easy to handle and unlikely to spill, and both are served with plenty of milk. Along with the usual lineup of beers and lagers for such an establishment, there is also a plentiful menu of real ales and ciders on offer. The ale I sampled was the guest ale, exclusive to the Monks Retreat, and named "The Screaming Monk". It is a delightfully hoppy ale, with a smooth texture but a lovely crisp kick to it. And if you do get bamboozled by the lineup of ales on offer, the staff will help you to understand it all and to tell you what's available at the time of your visit, no matter how busy they may be at the time. You can certainly tell from the manner and helpful attitude that I experienced that the customer always comes first.

To review in brief, a great location, a nice atmosphere, helpful and friendly staff and above all, a great menu also. It's a definite recommendation from me to visitors to the Reading area.

Once again thanks to CJ Sutcliffe for that excellent report. If you know of anywhere that is worth a mention or know of an special offers then please do let me know. Until next month,

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

Rail Passengers in the North of England and Scotland to benefit from new trains

First TransPennine Express (FTPE) has announced that a multi-million pound order for a new fleet of trains has been agreed.

FTPE will take delivery of 10 new build electric trains from manufacturer Siemens and is expecting the first train to arrive at the end of 2013.

The new 100mph, Class 350/4 trains will each have four carriages and a total of 210 seats, 19 of which will be first class. Design work is progressing to deliver a capability of 110mph operation.

Based upon the highly successful Class 350's that are currently in operation on the London Midland network, the FTPE vehicles will have additional luggage space, a catering trolley area and bike storage facilities. Seating in both first and standard class will be similar to the design and layout of FTPE's current fleet of well regarded Class 185 trains.

The new Class 350/4's will be used on services between Manchester and Scotland and customers will benefit from an increase in capacity of more than 80 per cent on this route. This new fleet also allows the redeployment of FTPE's existing trains to increase capacity across FTPE's other routes, including the busy Manchester to Leeds route where capacity is planned to increase by over a third.

Nick Donovan, FTPE's Managing Director said;

"This is really good news for customers across our network. We know that many of our services are busy and the procurement of an additional 40 carriages will help to provide a much needed increase in seating capacity in response to growing customer demand.

"I am also really pleased that this project will create about 200 new jobs across the North of England, including drivers, conductors and train maintenance staff."

FTPE will retain its 51 class 185 and 9 class 170 trains, which will be deployed to offer more seats across the North.

Electric trains, such as the new Class 350s have a reduced carbon footprint of around 20-35 per cent compared to their diesel trains counterparts.

The trains will have wheelchair access, three on board toilets and state of the art CCTV and customer information systems.

The purchase of the new trains will generate around 200 additional jobs, many directly with FTPE with the opening of new train crew depots in Liverpool and Preston. The delivery of the new trains and related infrastructure improvements will also provide a wider economic benefit of £10m per year in the North and better connections between northern cities.

The procurement process for FTPE's new trains has been led by train operator London Midland as part of a larger order for train build and maintenance valued at over £140m. FTPE will lease the trains from rolling stock leasing company Angel Trains.

A Different View

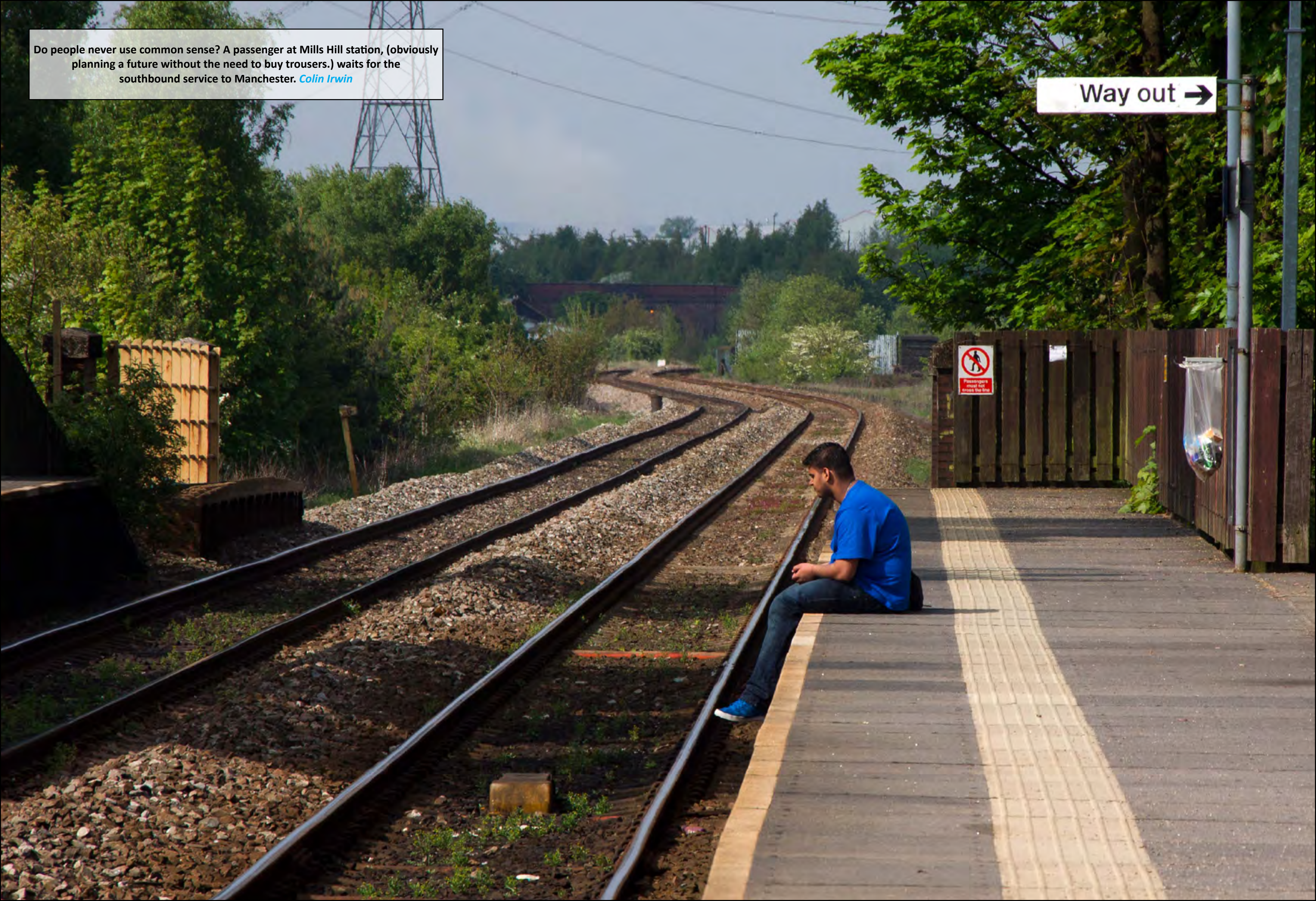
The driver of LMS Stanier Class 5 4-6-0 No. 45379 checks the train as it moves off from Cheddleton station on the Churnet Valley Railway. *Richard Hargreaves*



Do people never use common sense? A passenger at Mills Hill station, (obviously planning a future without the need to buy trousers.) waits for the southbound service to Manchester. [Colin Irwin](#)

Way out →


Passengers must not cross the line



Top Right: A deserted Wolverhampton hosts a Cross Country Class 220 unit as the snow continues to fall on February 4th. [Richard Hargreaves](#)

Bottom Right: A fine array of GWR lower quadrant signals are seen at Worcester Shrub Hill. [Derek Elston](#)

Below: On February 11th, as Class 92 031 slows for a signal check at Kensington Olympia and is observed by the local urban fox. [Derek Elston](#)



Churnet Valley Railway

Class 37 424 and 37 407 are seen along with Class 25 322 "Tamworth Castle" at Cheddleton on February 26th. [Jon Jebb](#)

Preserved Railways



Churnet Valley

continued...

Right: Res Liveried Class 47 524 is seen in the yard at Cheddleton on February 25th. [Class47](#)

Bottom Left: Class 33 021 is pictured stabled in the station at Cheddleton. [Richard Hargreaves](#)

Bottom Right: Looking lovely in the February sunshine, Class 37 075 was another loco seen in the yard at Cheddleton. [Jon Jebb](#)



Churnet Valley *continued...*

Visiting LMS Stanier Class 5 4-6-0 No. 45379 heads through the North Staffordshire countryside whilst heading for Caudon Low. *Richard Hargreaves*



Churnet Valley continued...

Left: GWR Large Prairie 2-6-2T No. 5199 is seen with the last train of the day at Kingsley and Froghall station on February 25th. [Class47](#)

Below: LMS Stanier Class 5 4-6-0 No. 44767 which was to have worked at the February gala, has been stopped for urgent repairs owing to a defect in a weld repair having been discovered.

[Richard Hargreaves](#)



Keighley and Worth Valley Railway

Class 2MT No. 41241 and Class 4F No. 43924 approach Damens loop during the KWVR's winter gala on February 12th. [Alan Naylor](#)



KWVR continued...

Top Right: Crane Tank 0-4-OCT No. 7069 "Southwick" is seen stored in the yard at Ingrow West. [Class47](#)

Bottom Right: Recently returned to steam is Super D No. 49393 running as No. 49442, seen here at Ingrow West heading for Haworth. [Class47](#)

Below: Fowler 0-6-0 2F No. 58926 heads out of Keighley with the local service to Ingrow West on February 11th. [Richard Hargreaves](#)



KWVR continued...

Class 4F No. 43924 approaches Oakworth during the KWVR's winter gala on February 12th. [Alan Naylor](#)



KWVR continued...

Top Left: Making for a very wintry picture, Fowler 4F No. 43924 runs round its train at Oxenhope on February 11th. [Class47](#)

Bottom Left: Lancashire & Yorkshire "Ironclad" No. 957 brews up steam at Keighley on February 11th. [Richard Hargreaves](#)

Below: Haworth Engine Shed on the night of 10th Feb, during a special night photoshoot to raise funds for the restoration of the locomotive "Bahamas". The lines resident 4F, No. 43924 is posed in light steam in front of the sheds, with fellow KWVR locos seen behind. [Amy Bucki](#)



KWVR continued...

The driver of British Railways Ivatt Tank No. 41241, looks through the dense steam for the signal to depart at Keighley on February 11th. [Richard Hargreaves](#)



KWVR continued...

Top Right: Super 'D' No. 49395 is seen approaching Oakworth during the lines winter steam gala on February 12th. [Alan Naylor](#)

Bottom Right: Crossing the snowy fields between Haworth engine shed and Oxenhope, Keighley and Worth Valley Railway resident 4F No. 43924 leads the visiting "Super D" with a light engine move, February 10th. [Ben Bucki](#)

Below: The Lancashire and Yorkshire Railways No. 957 is posed in light steam in front of the sheds, with evidence of the recent snowfall still on the ground. [Amy Bucki](#)



KWVR continued...

Right: Ivatt tank No. 41241 leads the demonstration freight train heads towards Ebor Lane bridge, having just left Mytholmes tunnel during the Keighley and Worth Valley Railway's winter steam gala on February 10th.

[Ben Bucki](#)

Bottom Left: The Keighley and Worth Valley Railway's night photoshoot on February 10th was to raise money for the restoration of "Bahamas". Seen here with a line up that includes the Coal Tank on the right, and the visiting "Super D" on the left. [Ben Bucki](#)

Bottom Right: Class 2MT No. 41241 and Class 4F No. 43924 depart Damens during the KWVR's winter steam gala on February 12th. [Alan Naylor](#)





TORNADO PREPARES FOR 2012 OPERATING SEASON

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, will start her 2012 season of trains running-in on the Mid Hants Railway at Alton, Hants after the completion of her scheduled winter maintenance. The locomotive will start this season wearing her livery of BR Brunswick green, carried by the original Peppercorn class A1s for most of their working lives, but with the later British Railways crest replacing the earlier emblem on the tender sides. Over the duration of her first boiler certificate Tornado will carry all of the A1's historic liveries of LNER apple green with 'British Railways' on the tender, BR blue and BR Brunswick green, with both emblem and crest.

Planned Winter Maintenance

Following the short notice substitution of Tornado for King Edward I on 'The William Shakespeare' tour from London Paddington to Stratford-on-Avon on 30th December 2011, the locomotive made her way to Ropley on the Mid Hants Railway on New Year's Eve. The Trust's staff, led by David Elliott, carried out inspection work and a few tasks including removing both injectors for cleaning and repair. The MHR staff, led by Frank Boait, have done the routine dismantling and reassembly including piston and valve exam, removing the motion to enable all the rod bushes and crank pins to be inspected and measured. They have also removed all the engine and tender brake gear to enable inspection of pins and bushes and to ensure full lubrication of all the joints.

The insurance and VAB boiler inspectors have completed the cold examination of the boiler and have not found any problems. A further completed periodic item is ultrasonic and magnetic particle inspection of the axles and crank pins which is scheduled every four years. As the start point for Tornado was August 2008, it was done now to avoid having to take the locomotive out of traffic part way through the year.

Other work includes paint work repairs, the tender sides needing rather more than would be normally expected as there is evidence of something metallic having scraped along the upper side in addition to the usual chips due to flying coal and scratches from line side vegetation. The opportunity has been taken to replace the early style British Railways emblem with the later style crest on the tender sides.

Three modifications are planned for this winter:
Improved engine-tender drawbar spring arrangement
Larger capacity auxiliary batteries
Preparation for GSMR Radio

Whilst the majority of the winter maintenance work has gone extremely well, a problem was found with a component in the engine brake gear - a 3½in diameter pin had seized in the wishbone bearing. Despite several attempts to press it out in situ, it eventually proved necessary to remove the cast steel bracket in which the pin was mounted and to machine out the seized pin. In the mean time the MHR team have manufactured a replacement and minor design change is being made to enable grease lubrication of the pin as opposed to external oiling. The net result of this is that work is running about one week late.

New Support Coach

Work on the new support coach (Mark 1 BCK E21249) has continued at Darlington over the past three months. Paul Depledge has spent some time working on the electrical system, fitting the locomotive battery charger connections at the ends of the coach and pulling wires through the conduits to the connectors. Mick Robinson has completed the corridor connection overhaul and the refitting of the doors. The fitting of the luggage van doors was difficult as we were only using one out of the four originals - the remainder being beyond economic repair. The coach was purchased with four

spare doors from a former Southern region Mark 1 EMU. However, as these were made at York as opposed to our coach which started life at Swindon, they required a fair amount of fitting and adjustment. A joiner is now completing the door linings and interior trim and M Machine's Ian Matthews and Peter Horden have installed the ceilings in the luggage van and guard's areas.

Mick has also finished making and fitting the pieces of galvanised steel sheet to cover all the exposed woodwork underneath - a new requirement for overhauled Mark 1 coaches, and has refitted the vacuum brake cylinders. He has also made progress on the Panda diesel generator frame including making the radiator air ducting and installing in the same frame the warm air convactor which heats the workshop area.

The Trust's two electrical volunteers Gordon Little and Gordon Wells have completed the reassembly of the 200A alternator and will test it shortly by mounting it in the lathe to turn the rotor. Gordon Little has re-manufactured the brush gear which was seized and short of brush springs.

Thanks to a kind offer from the MHR, the Trust has been able to acquire a replacement wheelset (the original had cracks which condemned it) and this has been subjected to ultrasonic and magnetic particle inspection by Serco which has confirmed that the wheelset is in good condition. It will shortly be moved to Rampart Carriage & Wagon in Derby where it will be painted and united with the second bogie which has been overhauled by Rampart.

Locomotive Manager Appointed

The Trust is pleased to announce the appointment of John Wilkinson to the newly created position as Locomotive Manager. John will be responsible for day to day planning and delivery, and also the ongoing development of the Trust's support crew volunteers as they improve their skills and competence. The Trust is delighted that John has come on board as he brings a wealth of experience and knowledge to a new role which will be pivotal to the organisation in the future. John joins the Trust from the North Yorkshire Moors Railway where he was Footplate Superintendent and has been involved in the running of steam locomotives, including Tornado, on the main line and heritage railways for over 30 years. John is passionate about former LNER traction and remains involved with the NYMR in a voluntary capacity.

Commenting on his appointment, John Wilkinson said, "I have enjoyed working as a volunteer with Tornado and look forward to further involvement going forward, particularly working with our volunteer support crew."

Volunteers Required

It takes a lot of people to keep Tornado on the rails, not just those who travel with the locomotive as support crew or merchandise team but also those in the engineering team in Darlington and elsewhere. At the moment the Trust is seeking people to help with on-train sales, events, merchandise logistics, marketing, giving presentations, archives, works guides, engine cleaning, engineering (especially on the support coach), support crew and works housekeeping. There is always so much more that we could achieve with the right volunteer with the right skills and a can-do attitude. We are especially short of team leaders who will take some form of managerial responsibility within their discipline. Please email volunteer@a1steam.com if you think you can help. Especially urgent is a volunteer with expertise in procurement (particularly in the field of engineering) due to the overhaul and conversion work on the new support coach and the on-going requirement to purchase spares and consumables for the operation of the locomotive. If anybody with this experience is prepared to volunteer they should email chris.walker@a1steam.com with the subject "Purchasing Volunteer".



East Lancashire Railway

Southern Class LN No. 850 "Lord Nelson" is seen on Bury shed during an organised "Night Shoot",
February 24th. [Alan Naylor](#)





ELR continued...

Top Left: BR Class 8P, No. 71000 "Duke of Gloucester" is seen on Bury shed during an evening photo shoot on February 24th. [Alan Naylor](#)

Bottom Left: Also at the night shoot on February 24th was NCB No. 65 "Sapper". [Alan Naylor](#)

Below: LMS Stanier Class 5 4-6-0 No. 45231 is seen at the East Lancashire Railway winter steam gala on January 22nd. [Colin Irwin](#)



ELR continued...

Top Right: Southern Class LN No. 850 and Class 5MT No. 45231 approach Irwell Vale on February 26th, heading for Rawtenstall. [Alan Naylor](#)

Bottom Right: "Super D" No. 49395 is seen working on demonstration freight through Burrs on January 22nd. [Colin Irwin](#)

Below: LMS Stanier Class 5 4-6-0 No. 44871 is seen approaching Irwell Vale on February 26th with a Rawtenstall - Heywood working. [Alan Naylor](#)





ELR continued...

Black 5 No. 44871 heads towards Ramsbottom at the East Lancashire Railway's winter steam gala on January 22nd. [Colin Irwin](#)

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

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- 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!

ELR continued...

Top Right: BR Class 8 Pacific locomotive No. 71000 "Duke of Gloucester" heads towards Summerseat at the East Lancashire Railway's winter steam gala on January 22nd. [Colin Irwin](#)

Bottom Right: Class 7F No. 49395 blows off as it approaches Irwell Vale on February 26th, heading for Rawtenstall. [Alan Naylor](#)

Below: LMS Stanier Class 5 4-6-0 No. 45407 "The Lancashire Fusilier" approaches Ramsbottom during the East Lancashire Railway's winter steam gala on January 22nd. [Colin Irwin](#)



GWR Didcot

On February 12th, GWR Pannier Tank No. 3738 heads one of the GWR's shuttles at the Didcot Railway Centre. [Wayne Radford](#)





GCR revitalises Loughborough Station Canopy appeal seeking to raise £100k - to finish the job!

Project two thirds complete by Spring 2012

The Great Central Railway has revitalised its fundraising appeal to restore Loughborough Central Station Canopy. It's seeking one hundred thousand pounds to finish the job.

The thousands of visitors to the line for the blockbuster Winter Gala can't have failed to notice huge progress in the repairs to the grade two listed structure, locally known as 'Loughborough's Crystal Palace'.

In late Spring/early Summer this year, the work will reach a remarkable milestone. The renovations will be two thirds complete, including the station entrance roof on Great Central Road!

Kate Tilley, the marketing manager for the Great Central Railway said, "We launched the half a million pound canopy appeal two years ago to restore the hugely complex glass, metal and wood structure, making it fit for another century of service. The response has been inspirational. Thanks to the commitment of supporters and well wishers the work is storming ahead."

The railway has successfully attracted more than one hundred thousand pounds of grant aid towards the project. However with available funds fully committed, the GCR has now launched the 'One Last Push!' campaign to raise the remainder of the money needed.

Kate continued, "Essentially, all that remains is the part of the roof above platform one. To fully complete the job, we need to raise somewhere between one hundred and one hundred and fifty thousand pounds, depending on what we find when we start to dismantle the structure."

The railway plans to renovate the last part of the roof in two phases. Providing the first fifty thousand pounds of the new appeal can be raised, repairs will begin in September this year and finish in December. Again, providing the funds continue to flow, the very last section would begin in January 2013.

Kate concluded "We're on track to have finally 'raised the roof' by Spring 2013, a little over a year from now. We appreciate every donation which has been given to the appeal so far, the money has been well spent and we hope that inspires supporters to help us with 'One Last Push!' Every pound we raise, is a pound less we have to chase. Certainly our visitors at the gala were very generous and pushed us in the right direction!"

Donations to the canopy appeal can be made on line at www.gcrailway.co.uk or by cheque made payable to The David Clarke Railway Trust, c/o Lovatt House, 3 Wharnccliffe Road, Loughborough, LE11 1SL.



Photo: The sun illuminates the restored canopy on platform 2 in Jan 2012, awaiting the contractors to install the glass.
© Tom Ingall

Modelworld, Brighton

A1 'Terrier' class No. 672 'Fenchurch' (carrying 'Loco Dept Brighton Works' on the side tanks) is seen sitting on the back of a low loader outside the Brighton Centre, in connection with the annual Modelworld Event on February 25th. [Craig Stretten](#)



Severn Valley Railway

Top Left: On February 19th, Great Western Large Prairie Tank No. 5164 is seen taking on water at Kidderminster. [Phil Martin](#)

Bottom Right: Class 20 No. D8059 is seen at Kidderminster on shunting duties, February 19th. [Phil Martin](#)

Below: Class 20 188, still carrying its LNWR black livery is seen at the head of a P-way train at Kidderminster on February 19th. [Phil Martin](#)





A SIXTIES STEAM WEEKEND SWINGS INTO THE GREAT CENTRAL!

Friday 30th March, Saturday 31st March and Sunday 1st April 2012

Featuring up to 7 steam locomotives in action Including Austerity No. 22 on its first ever visit to GCR!

Don't miss one of the last chances to see a centenarian steam star in action before retirement!

Great Central Railway's special 1960s event, which takes place over three days at the end of March and start of April 2012 is set to be bigger and better than ever with up to seven steam locomotives in action – this is the first time the gala has been an 'all steam weekend'! All locos will appear in authentic 60s livery and there will be an incredible 71 movements from Loughborough on Saturday, featuring a mix of freight, parcels, mail and passenger trains. Unique to GCR, the ever popular 'Pick up Goods' can be experienced on both Saturday and Sunday, recreating the way goods were delivered around Britain's railways in the 1960s. GCR's famous twilight show is set to be the highlight of Saturday evening; witness an intense show at Quorn as dusk falls with freight trains, passenger trains, double headers and turntable demonstrations. Besides the action there will be live music in the GCR's real ale tent – an evening not to be missed. For fans of rubber wheels, there will also be an impressive display of Moto Guzzi motorbikes!

Austerity No. 22 tops the list of must see 'motive power' for the three day event. The loco is visiting the GCR from the Nene Valley Railway and it's the engine's first visit to Leicestershire metals.

Newly restored Ivatt 2 No. 46521 is also at the top of the 'must see' list; perhaps better known as 'Blossom' having starred in the BBC series 'Oh Doctor Beeching', this is the loco's second gala outing after undergoing a major overhaul.

It's also one of the last chances to see GCR O4 No 63601 in action. The O4, owned by the National Railway Museum has recently celebrated its 100th birthday but will retire from active duty in the summer of this year pending an overhaul. This will be its last appearance at a major GCR gala where it will haul freight and passenger trains just as it used to do.

Among the other motive power expected to feature at the event are LMS 3F No. 47406, BR Standard 2 No. 78019 and SR No 30777 'Sir Lamiel'.

This will also be the last major gala for GWR Hall No. 4953 'Pitchford Hall' which will soon be moving on from the GCR.

"This will be quite an event," said Kate Tilley, the GCR Marketing Manager. "We're bringing together a wonderful line up of engines, all of which saw use in the 1960s.

We also expect to have a heritage diesel railcar in action, which has a terrific driver's eye view of the line for passengers. We hope visitors will join us for a flavour of railway history."



Meanwhile, for anyone who really wants to get into the swing of this event, the GCR is making available a strictly limited number of footplate passes. This is your chance to ride with the driver feeling the engine rock and roll under your feet, as he takes his train from Loughborough to Leicester (or vice versa). Experience the gala from a unique perspective for just £45 (excluding gala ticket). Would be footplate riders are asked to register their interest by calling 01509 632315.

Timetable and ticket prices for the event will appear at www.gcrailway.co.uk

Passengers arriving in style via vintage car or bike can enjoy discounted travel tickets.

Please call 01509 632315 to book a place in the car park. All attractions appear subject to availability.

Romney Hythe and Dymchurch

No. 8 "Hurricane" sits at a snowy Hythe, on the Romney, Hythe & Dymchurch Railway in Kent, whilst waiting to depart with a Dungeness service on February 11th. [Craig Stretten](#)



Great Central Railway (North)

Class 37 009 is seen undergoing renovation inside the shed at Ruddington on January 15th. [Steve Madden](#)



Class 50 033 "Glorious" passes Radley with a Paddington - Oxford service in August 1988. [Chris Morrison](#)



From the Archives

continued...

Right: Virgin West Coast's Class 86 248 pauses at Birmingham International station working a London Euston - Wolverhampton service on April 21st 2001.

[Paul Godding](#)

Bottom Left: Tinsley's "pet" loco Class 47 306 "The Sapper" is seen on display at Old Oak Common open day on August 8th 2000.

[Paul Godding](#)

Bottom Right: Another Railfreight Distribution loco that was kept clean for events and open days was Class 47 555 "The Commonwealth Spirit" seen here at Crewe Basford Hall on August 28th 1995. [Paul Godding](#)



From the Archives

continued...

Left: On 28th December 1991, EPB No. 5001 worked a special train around South-East England celebrating the last official week when EPBs were in active service and included The Folkestone Harbour Branch. The original class were built in 1951 – they were known as EPBs because they were fitted with electro pneumatic brakes. The units were built to SR Bulleid design and 5001 was the first to be constructed at Eastleigh. By the end of 1991, they were all withdrawn from service. 5001 was painted green in 1990 and was used on timetabled services as well as charters. Here 5001 is seen descending the 1 in 30 mid-way between Folkestone Junction and Folkestone Harbour. Sadly, although this unit was successfully used for rail tours until 1995, it was then withdrawn from running on BR mainly due to asbestos and slam-door trains becoming non-standard. In spite of some attempts to save it, it was reported to have been broken up at Shoeburyness in 2004. [David Mead](#)

Below: Class 58 019 trundles through Crewe station with an MGR working, date unknown. [Derek Elston](#)



From the Archives

continued...

Right: Class 50 025 stops at Exeter St. Davids on August 3rd 1987 whilst working a service through to Plymouth. *Richard Hargreaves*

Bottom Left: The driver of Class 50 041 waits for the guards whistle at Dawlish Warren on August 5th 1987, heading for Exeter St. Davids. *Richard Hargreaves*

Bottom Right: Showing signs of a recent fuel leak Class 50 039 passes 50 038 at Dawlish Warren on August 14th 1987. *Richard Hargreaves*



From the Archives continued...

Left: Class 40 118 is seen stabled outside a snow covered Tyseley depot on February 16th 1985. [Derek Hopkins](#)

Bottom Left: Class 40 104 is seen stabled outside Allerton Depot, Liverpool on January 20th 1985. [Derek Hopkins](#)

Bottom Right: Class 44 008 "Penyghent" leaves Chester for with the Class 44 Farewell (it wasn't!) railtour on January 21st 1978. [Chris Morrison](#)





A grubby Class 55 006 "The Fife and Forfar Yeomanry" heads a northbound express out of York in May 1978. [Chris Morrison](#)



Just time for another look at probably the highlight of the month, the appearance of Class 73s on the Merseyrail network. This is Class 73 107 "Redhill" at Ellesmere Port on February 15th. *Brian Battersby*