

Railtalk Magazine

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Ribblehead - an excellent all year round location

Welcome

Welcome to Issue 43 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Wow, we are now into the 4th month of 2010, and what can you say but... "damn it's gone quick". It only seemed weeks ago that I was writing the editorial for issue 39 and to think that was last year, its amazing. Although on the other hand, we are approaching the summer at a rapid pace, which only means that is going to be warmer, lighter for longer, and generally better all round for photography, and the people behind the camera. As we can see in this bumper issue, the sun can make an appearance, and what a difference it makes when it does.

I was pleased to see that the imminent strike action by Network Rail staff has been called off, I hope that a suitable conclusion to this dispute is sought by all. I'm sure that everyone has their views on the matter, so I won't give my rant, but I can say is that if this countries rail network was run more like some of its European friends then maybe people would have more faith in the railways.

Finally I must congratulate the Ecclesbourne Valley Railway for holding an excellent gala last month, and I hope that they connect up to Duffield very soon.

Thanks again, as always, and if you have anything to say, or if you wish to contribute, please don't hesitate to contact us.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Liam, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Josh Watkins, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Richard Langley, Barry Beeston, Darrel Hendrie, Robert Duff and as always a big thanks to the RailUK team for assisting in proof reading.

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Front Cover: An excellent shot of Class 66 084 working a southbound gypsum train off the Ribbleshead viaduct on March 10th. [David Hollowood](#)

This Page: SE&CR P class No. 178, liveried as its 1960s Bowater's Paper Mill guise as 'Pioneer II', ascends Freshfield Bank, on the Bluebell Railway, with one of its first passenger trains following restoration on February 27th. [Craig Stretten](#)



One tour that created lots of interest in March had to be featuring D1015, working from Bristol Temple Meads to Buxton on March 20th. The Wizzo is seen here on the return leg at Derby, carrying the long departed number D1054. [Richard Hargreaves](#)



Another shot of D1015, this time earlier in the day. Running as 1Z81 Bristol Temple Meads to Buxton, the train is seen passing Oakenshaw (Wakefield) on route to Wakefield, Huddesfield and Buxton. [Danny Sladdin](#)



LMS Stanier Class 8F No. 48151 and Britannia Class No. 70013 "Oliver Cromwell" are seen approaching Manchester Victoria with the "Help for Heros" special on March 27th. Of note is that for the occasion, 70013 was renumbered 70048 "The Territorial Army 1908 -1958." [Colin Irwin](#)



LMS Stanier Class 8F No. 48151 and Britannia Class No. 70013 renumbered to 70048 "The Territorial Army 1908 - 1958" head south just passed Euxton Jct. on the West Coast mainline towards Wigan working the "HELP FOR HEROES" special on March 27th. [Stephen Beardwell](#)



A4 No. 60019 "Bittern" is seen passing Fairwater yard on the way to Kingswear with "The Dartmouth Express" on March 20th. [Steve Andrews](#)



Full dull, wet, cold and loads of clag but a triple header duffer was too much to pass up on.

WCR Class 47's 47 787, 47 826 and 47 804 plus WCR stock with the 5270 Southall - Carnforth empties at Winwick Jct. on March 29th. [Dave Harris](#)



Left: West Coast Class 47 760 heads an ECS working of maroon Mk1s bound for Leicester on March 17th.
John Coleman

Below: Two shots from Spitfire's "The Cumbrian Crusader II" 1Z57 Birmingham Int. to Carlisle railtour on March 20th. Seen at Chesterfield with Class 57 002 and 47 851 at the head, and Class 20 301 and 20 304 on the rear.
Both: John Martin





Britannia No. 70013 "Oliver Cromwell" passes Rye, East Sussex, for the very first time, working 1282 London Victoria - Hastings - London Victoria "The Sussex Belle" Circular Raitour on March 24th. [Craig Stretten](#)



LNER A4 Class 4-6-2 No. 60019 "Bittern" is pictured arriving at Manchester Piccadilly on March 27th with "The Palatine" from London Euston
Inset: Old and New as "Bittern" stands on the blocks at Manchester Piccadilly with Pendolino 39019 for company *Both: Colin Irwin*



Three shots from March 1st and "The St Davids Day Cathedrals Express" which took A1 No. 60163 "Tornado" to Swansea and Bristol.

All: Richard Langley



On March 6th, the imaginative Euston - Cleethorpes - Blackpool - Euston charter visited Lincolnshire and is seen here on the middle leg of the tour passing Keadby Canal. Class 67 002 was leading with 67 003 on the rear. [Steve Thompson](#)



Left: West Coast Class 47 760 is seen on the rear of 1Z45 passing Pudding Mill Lane, March 13th.

Derek Elston

Below: Britannia Class 7MT No. 70013 "Oliver Cromwell" leads 1Z45 Liverpool Street - Cleethorpes passing Pudding Mill Lane, on March 13th.

Derek Elston





Final shot of this working sees No. 70013 working up the grade from Barnetby towards New Barnetby on the outward leg. West Coast Class 47 760 remained on the train throughout, for supplying ETH and to enable the train to be drawn back out to Ulceby later. [Steve Thompson](#)

Scot-Rail with Jonathan McGurk

Top Right: Class 31 459 is seen at Helensburgh Central with a Network Rail test train on March 9th. Class 31 285 was on the rear.

Bottom Right: Class 322 485 in First ScotRail "Barbie" livery is seen sitting inside Platform 3 at Glasgow Central High Level station waiting to work the the 15.18 2Y10 Glasgow Central High Level - North Berwick service on March 12th.

Below: Class 320 301 is seen calling at Platform 1 at Dalmuir station while working the 14.27 2E59 Airdrie - Balloch service. Class 320 314 is seen calling at Platform 2 while working the 14.53 2E62 Balloch - Airdrie service.

All: Jonathan McGurk



Scot-Rail with Jonathan McGurk



Top Right: On March 11th, Class 320 317 is seen sitting inside Platform 4 at Springburn station waiting to work the 13.31 5M21 Springburn - Bellgrove ECS service to then form the 13.38 2M21 Bellgrove - Milngavie service.

Bottom Right: Freightliner Class 86 605, 86 610 and 86614 are seen sitting stabled in Mossend Yard on March 6th.

Below: Class 31 285 with Class 31 459 at the rear are seen sitting inside the single platform at Ardrossan Harbour station while working the 07.28 1Q18 Mossend - Mossend via Ayr, Largs, Ardrossan Harbour, Exhibition Centre Sidings (rare to sight such a working here), Larkhall, Kings Park and Motherwell Network Rail Mentor Test Train.

All: Jonathan McGurk



Scot-Rail with Jonathan McGurk



Right: Newly repainted from the former SPT carmine and cream livery into the new Transport Scotland "ScotRail - Scotland's Railway" blue and white Saltire livery, Class 156 442 is seen sitting inside Platform 9 at Glasgow Central High Level station waiting to work the 14.57 2A42 Glasgow Central High Level - Barrhead service on March 12th.



Below: DB Schenker Class 92 017 in Stobart Rail livery is seen stabled next to DB Schenker Class 90 021 in First ScotRail "Barbie" livery at Mossend Yard on March 6th.

Both: Jonathan McGurk



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Deltic Retro Scot 2

The tour will run on **Monday 31st May 2010** picking up at:

Stockport, Stalybridge, Huddersfield, Mirfield and Wakefield Westgate.

We will take a circular route over the famous Settle & Carlisle railway, returning on the traditional route of Deltics, the East Coast Main Line.

Fares boarding at all stations:

Standard Adult: £55

First Adult: £85

Premier Dining: £145



We have made a request for Class 55 'Deltic' 55022 'Royal Scots Grey' which is expected to be back on both engines for this tour.

You can book online at www.retrorailtours.co.uk
alternatively postal booking can be sent to
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.
Enquiries Tel: 0161 330 9055
Email: info@retrorailtours.co.uk

Book before 1st May and deduct £5.50 from the above fares!





Advance can cost more!

National Rail (a front for the Association of Train Operating Companies - ATOC) claim that Advance tickets allow you to "save £s" and are "great value", "offering the best available price for each journey". However in some cases this is quite simply untrue. On some ticket booking sites the Advance fares are offered by default and it would be easy for someone to unwittingly purchase one without realising it costs more!

My advice is to only buy Advance fares if they are significantly cheaper than 'walk on' Off Peak or Anytime fares. I would change this advice if Advance tickets could easily be excessed into flexible tickets before travel without penalty, however that is not the case and therefore I would never advise taking the risk unless the saving is worthwhile.

Of course, on many routes, particularly East Coast and TransPennine (among many others), Advance fares can offer great value bring the cost of a single down from, say, £60 to as little as £10. Clearly, for many people, that is going to be worth the risk and loss of flexibility.

However several TOCs price their Advance Singles so highly that the cost a return trip is greater when purchasing two Advance singles, than if you were to buy a flexible walk-on Off Peak return ticket!

Off Peak tickets are often priced at only a few pence less if you are taking a single journey, for example Leicester to Sheffield is priced at £21.20 Off Peak Single or £21.70 Off Peak Return. It is not uncommon to see Advance fares that cost more than half the cost of an Off Peak return, so if doing a return it is particularly important to check the cost of a flexible ticket to avoid being conned.

But, surely, the cost of an Advance ticket one-way could never be more than the 50p-cheaper-than-a-return Off Peak single? Actually they can. But not by much, surely? Well, yes. How much? Here's one example, on selected trains between Leicester and Sheffield I discovered that the standard class Advance fare was as high as £31.00 yet the Off Peak Single or return as described earlier is only around two-thirds of that price! Yes, it really costs a tenner more to be tied to one specific train!

And before you claim "but that's just one flow", it has been seen on many flows, such as Market Harborough to Retford (£24.00 Advance single versus £19.00 Anytime single). No, it's not just East Midlands Trains (EMT) either! Two readers have pointed to similar examples with Virgin West Coast, for example from Warrington to Euston, the Off Peak Single fare is £65.20 (£1 less than an Off Peak Return), yet standard class Advance Single fares were showing as high as £102.50. Yes, you could buy a return, change your travel plans at the last moment, use the return portion up to a month later, buy a 3-course meal and still have some loose change, compared to the price of an Advance single ticket which ties you to a specific train.

Some people have defended the train operating companies (TOCs) by claiming that it is "not deliberate". I disagree. When they decide what level to set the Advance fares, they are fully aware, or fully capable of checking, what the walk-on price is. The price is deliberately designed to be artificially high in case someone accidentally purchases it. As these tickets are non-refundable and cannot be changed without paying a £10 'admin fee' and there are currently no laws against it, they can use this as a method of maximising revenue. If just 10% of people make this mistake, that's many thousands of pounds of extra revenue for the TOCs. The sort of people who make the mistake are not knowledgeable enough to spot their mistake and the TOCs clearly

hope to 'get away with it'. Hopefully we can spread the word and ensure that the general public are not fooled, and always check the price of flexible walk-on tickets before purchasing Advance tickets.

Excesses explained

There is often confusion about the charges made for excess tickets, and I won't attempt to go into great detail here, but there are some principle rules that may help. In some cases the full difference is charged, while for others only the relevant portion (outward or return) is excessed (ie the charge is half the full difference).

If you are changing ticket type (for example Off Peak to Anytime) then the entire ticket has to be excessed so the full difference is charged. Some people are disappointed when they travel off-peak one way and peak the other way to be charged the full difference. If you find yourself in this situation it can be cheaper to find an alternative to excessing, particularly on routes where the Anytime fare is much more expensive than the Off Peak fare. You may wish to consider buying a brand new ticket for your journey, and then use the ticket you had intended to use on a different occasion.

If you are changing from standard to first class then this also requires the entire ticket to be excessed and the full difference to be paid. And don't forget that the full difference is between the price payable and what you paid! So no, those of you with 16-25 railcards thinking that you can somehow get a cheap Primo meal on a

Virgin peak time service from Euston to Manchester in First Class, you will be looking at a rather hefty excess that is considerably more expensive than buying a brand new ticket! In which case the guard would advise you of that and ask you for a £199.50 new ticket, in that example.

Change of route excesses are charged on a per portion basis, for just the return portion that is half the difference in fares. However many ticket machines are incorrectly set up to charge the full difference. My advice is to check before making payment and if you are asked for the full difference you can quote from the National Routeing Guide: "...Where two or more permitted routes are available for a specific journey, customers may wish to travel out by one route and return by another. If a higher fare applies for the return leg of the journey the customer should be issued with a ticket for the more direct route and an excess fare issued to cover the difference in fare for the return routeing..."

Over distance excesses are also charged on a per portion basis, so for the return portion only this would be half the full difference in fares. Note that in some cases it may be cheaper to buy a new ticket, for example if I held a Derby to Mexborough CDR ticket (£8.50), and wished to return to the next stop, Conisbrough (an extra distance of two and a half miles), the Derby to Mexborough SVR fare is £19.10 (no CDR is available), the difference is £10.60, half of that (for just the return portion) is £5.30. Yet a Mexborough to Conisbrough SDS is only £1.90. So in that case it is not cheaper to excess. Again, you should be advised of this when you purchase the excess, but I advise checking yourself to be sure!

Off Peak Single	£21.20	Advance	£31.00
Origin: Leicester, 15:35 Destination: Sheffield, 16:52 Date: Thu 8 Apr 2010 Changes: 0 Duration: 1:17hrs <i>Valid on off-peak services by the route and Train Operator shown. Valid for 1 day only.</i>		Origin: Leicester, 15:35 Destination: Sheffield, 16:52 Date: Thu 8 Apr 2010 Changes: 0 Duration: 1:17hrs <i>Valid only on your chosen service. Not refundable. Changeable prior to date of travel for a fee.</i>	



The Cambrian ballast workings still produce Class 37's on a regular basis. On March 9th DRS Class 37 069 passes Battlefield working 6W51 Barmouth - Crewe Basford Hall. [Carl Gracott](#)



Class 66 404 leads 73 141, 73 213, 73 208 and 73 206 through Wandsworth Road on March 15th, working 0Y66 Eastleigh - St. Leonards. *Charlie Robbins*



Above: Arriva Class 57 313 is seen passing Battlefield on March 9th working 1V31 Holyhead - Cardiff "WAG" express.

Carl Grocott



Left: Colas Rail Class 66 843 is seen heading the Carlisle - Chirk logs on March 1st heading south through Euxton.

Robert Beardwell



Class 66 039 working 6V36 Bow Olympic - Appleford comes to a stand as First Great Western Class 166 216 passes on the main prior to crossing onto the same line at Didcot East Junction, March 16th. [Derek Elston](#)



Above: On March 13th, a First Great Western HST arrives into Cheltenham Spa with a service from London Paddington.

Richard Hargreaves



Top Right: National Express East Coast HSTs at York, with 43296 seen passing 43306. *Barry Beeston*



Bottom Right: A Cross Country HST service with power car 43304 on the rear, is seen departing Exeter St. Davids heading for Edinburgh. *Barry Beeston*



Above: Class 47 739 "Robin of Templecombe" speeds through Northampton hauling Cargo-D coach 11084 as 5Z47 Willesden - Crewe on March 23rd.

Derek Elston

Right: Class 60 071 hauls the 6341 Westerleigh - Lindsey tanks through Tamworth on a dull, rainy March 18th.

Dave Harris





**Above: National Express East Anglia
Class 321 325 passes New Zealand Bridge,
Sandy en route from
Doncaster to Ilford on March 5th.**

Steve Madden



**Left: Class 67 012 is seen working a
WSMR service through
Marston Green on March 8th.**

Richard Hargreaves



Top Left: DRS Class 66 422 is seen passing through Perth on February 22nd working 4A13 Grangemouth to Aberdeen. [Richard Jones](#)

Top Right: It is rare to see a loco stabled on Bedford Holding Sidings these days, however Class 66 514 was stabled there on March 4th because it suffered power problems whilst running light engine from Bardon Hill to West Thurrock. [Steve Madden](#)

Left: Former Hull Train Meridian Class 222 104 and HST 43043 still in Midland Mainline blue are seen stabled at Cricklewood Depot on March 1st. [Steve Madden](#)



On March 13th GBRf Class 66 722 passes the canal near Crowle on the Doncaster - Scunthorpe line with a coal train for Immingham. [Andy](#)



A 45 minute late running Class 66 102 coasts down through Long Preston on March 10th with 4M00. The Class 66 will have a crew change at Hellifield and the Skipton driver will then take the train to Clitheroe cement works for loading in readiness for the train's return to Scotland. [David Hollowood](#)



Class 66 031 heads 6026 Hinksey Yard - Eastliegh Yard past Didcot East Junction loaded with rail & sleepers on March 16th. *Derek Elston*



Above: Former DRS Class 66 404 was used to work 5D77 Willesden to Derby Litchurch Lane barrier vehicles on March 4th. It is seen here waiting for the road on the Bletchley Branch at Bedford.

Steve Madden

Top Right: ED Class 73 207 is seen at Peterborough on March 6th in the company of Ex DRS Class 66 410.

Richard Hargreaves

Bottom Right: Still in old Great Western livery, Class 57 604 passes Headlands Bridge on its way to Brush Works, Loughbrough on March 9th.

John Coleman





Carrying the DB Schenker livery Class 59 206 ambles along the Ironbridge branch on March 4th, passing Halesfield with the 6G61 Liverpool Bulk Terminal - Ironbridge Power Station. Network Rail had recently had trees felled here opening-up this vista. [Gary S. Smith](#)



Above: Class 70 005 returns from Fiddlers Ferry Power Station with a Warrington Arpley bound empty coal working on March 9th.

Colin Irwin

Top Left: On the evening of March 2nd, EWS Class 66 078 leads a rake of JJA autoballasters through Warrington Bank Quay northbound from Crewe. *Christopher Sutcliffe*

Bottom Left: On March 12th the Ferrybridge - Lindsey tanks were diverted via Doncaster, Gainsborough and the Brigg line due to signalling problems at Castleford. Hauled by Class 60 096, it is seen here approaching Gainsborough Central. *Steve Thompson*



On March 3rd, DRS Class 66 426, hired by Fastline, passing Halesfield near Telford with the 4D30 Ironbridge Power Station to Chaddesden sidings, Derby empty hoppers train. [Gary S. Smith](#)



GBRF Class 73 213 and 73 206 lead 66 723, 66 732 and 66 403 through Crowhurst, East Sussex, forming OY22 09:38 Hoo Junction - St Leonards Depot light engine movement on February 1st. [Craig Stretten](#)



Freightliner Class 70 004 is seen with classmate 70 005 and Class 66 567 at Crewe Basford Hall on February 9th. [Colin Irwin](#)



On March 1st at Cricklewood Depot, Class 57 301 "Scott Tracy" worked the Transpacer vehicles from Polmadie because there was a problem with the Class 66 compatible vehicles. The Class 57 dragged 319 428 to Hornsey Depot for a C4 exam later that evening. [Steve Madden](#)

Top Right: On March 1st, EWS Liveried Class 66 184 and DB Schenker Livery 66 152 are seen working an engineers train south through Euxton on the West Coast Main Line.

Robert Beardwell

Bottom Right: Class 60 040 is seen on one of the Redcar - Santon Iron Ore runs. This was the second train on the first day of the workings, February 27th, which appear to consist of more lime than ore. Quite rare for an iron ore train to pass through Scunthorpe Station. *Steve Thompson*

Below: Class 66 414 passes through Perth on March 6th, with the 4Z50 Inverness - Coatbridge.

Richard Jones





A weekend of engineering works at Wool in Dorset produced 6G12 Wareham - Eastleigh yard with Class 73 206 and 73 208 leading and with 66 702 on the rear seen crossing Holes Bay in Poole on March 21st. [Julian Churchill](#)



Top Left: DRS operated intermodal services on the WCML are to be scaled back shortly, as their main customer after the loss of Stobart Rail to DBS, Malcolm Logistics, has announced it is switching to road transportation. DRS have been reported to be sending the Class 66s made redundant by this undertaking back to the main leasing company, as the 66 is widely used on their intermodal services, and has been considered overpowered for use on nuclear flask workings. DRS Class 66 422 is seen working a Daventry - Coatbridge intermodal service northbound through Warrington Bank Quay on March 2nd.

Christopher Sutcliffe



Bottom Left: Class 37 423 and saloon Caroline have been travelling around the North East in March. Seen here at Middlesbrough on March 18th heading for Saltburn on 2Z01 before returning to York later that night.

Stephen Marsh

Right: With more modern HHA hopper wagons being widely used across the UK, MGR workings are becoming rarer and rarer across the national network. However some coal runs are still operated with older MGR wagons, Class 66 051 leads a rake of merry-go-round wagons northbound through Warrington Bank Quay on March 2nd.

Christopher Sutcliffe

Below: East Midlands Trains Class 222 016 is seen working 1B56 1502 Nottingham - St Pancras through Harrowden Junction on March 2nd. This unit received the all yellow cab after being involved in a fatality at Elstree in January.

Steve Madden





DRS Class 37 608 is seen crossing Barmouth Bridge heading down the Cambrian to Abererch nr Pwllheli on March 28th. [Phil Martin](#)



Class 66 414 "James the Engine" is seen leaving Perth under the shadows of the station on March 11th. [Richard Jones](#)

Right: After the end of Virgin Thunderbird haulage, possession of 6J37 Carlisle - Chirk timber haulage contract passed to Direct Rail Services, who ran the service with their own fleet of Class 57s. However even more recently, with the winding up of Advenza Rail, the service operator Colas Rail acquired 2 of Advenza Rails Class 66/8s, and began running the service with their own motive power. Here in the second week of the operation, Colas Rail liveried Class 66 843 leads 6J37 into Warrington Bank Quay on March 2nd. *Christopher Sutcliffe*

Below: GBRf Class 66 710 "Forest City" leads 66 410, 73 207 and 66 702 "Blue Lightning" through Bedford Station with 6M09 Ferme Park - Wellingborough Up Sidings on March 4th. *Steve Madden*



The Nosh Report with Steve Roberts



Welcome to another “Nosh Report”, remember that this is your chance to let everyone know where to go for something to eat or drink, (ie 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.

This month I have been travelling around Merseyside and I have come across another gem. Now quite often when at a station you will find highly inflated prices for sandwiches and snacks, however not at the MtoGo outlets.

Here is their blurb: “Merseyrail Electrics has also introduced the innovative “MtoGo” concept at some of its stations. MtoGo combines the sale of the full range of Merseyrail and national rail tickets with the sale of foods and other items specifically aimed at busy commuters in a rush. In other words it is an integrated booking office and convenience store. Unlike other shops at UK rail stations, MtoGo is not a franchise but is an integral part of Merseyrail’s station organisation staffed with its own staff. It is based on a tried and tested model of station retailing at rail stations in the



Netherlands with an emphasis on chilled areas including an extensive sandwich range, various snacks and drinks, newspapers, magazines and high quality tea and coffee. The MtoGo concept enhances the station environment and makes the train journey and waiting for the train more enjoyable. It enables passengers to have something to eat, drink or read whilst travelling.”

However with the meal deal at just £3.00 for a drink, sandwich and crisps, then this is really good value. Not every station has one of these outlets, but they are opening more of them every year. The quality is really good and the sandwich was really tasty.

A range of hot and cold drinks are available plus cakes chocolate and a wider variety of soft drinks than I have seen in a good while.

So if you are visting this part of the rail network then please call in and have a look for yourself, I don’t think that you will be disappointed.

Until next month,

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

View from the Outside by Megan Thomason



A month in which it was my mum’s birthday, a month in which I got my AS exam results back, a month in which I couldn’t wait for summer to arrive (then I remembered we are in England...it’s never coming). Finally, a month in which I went out two Saturdays with Andy to take train photos. I skipped work especially...

One Saturday it was “East Lancs railway night rider gala”.... Andy couldn’t find Irwell Vale (he got lost).....so we went to Summerseat...and then Burrs country park. At Burrs country park we had a pub lunch and it was lovely, recommended to you all. Even though they didn’t put my order through so we just sat there like numpties waiting for my meal to come while Andy’s was getting cold...but it came eventually when we

told the bar lady that we only had one meal...it just meant Andy missed taking some train photos and that my stomach rumbled for longer than necessary. Oh, and might I add.... that day...freezing.

Typical English weather. I’m glad I’m half-American at least they have some warm weather.

Secondly, we went to Godnow Bridge and Barneby on the other Saturday. Cold again....Andy seemed happy enough though, he’s not a whimp like me when it comes to being cold...the highlight of that day train wise was a steam train that we didn’t know was coming, and the steam across the bridge would have made an excellent photo in itself if I

hadn’t been too cold to remove my hands from underneath the blanket.

Anyway, have a great April month, hopefully it will warm up. We are going to Barcelona soon, so that will warm me up a bit. I will be eighteen next time I write an article so be warned I may be drunk whilst writing.

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



VIEW OF BRUNEL'S MASTERPIECE RESTORED

For the first time in decades, Box Tunnel's famous western portal can be seen displayed in its full splendour, owing to a major clean-up by Network Rail engineers. The western portal of Box Tunnel is the grand entrance to the 2,964-metre long structure, and until today, the view of its decorated façade from the public viewing platform on London Road (A4, Bath) had been blocked by overgrown plants along the railway embankment. These invasive plants have now been carefully removed to make room for non-invasive plants to flourish and new trees to be planted without blocking the newly restored view of the Grade II* listed structure.

The viewing platform is the only vantage point of the western portal that is most accessible to the public and it is a popular destination for Brunel enthusiasts. Network Rail's initiative is welcomed and backed by the Railway Heritage Trust, Box and Colerne Parish Council and Wiltshire Council. It also pays tribute to the engineer's 204th birthday on 9 April and the upcoming 175th anniversary of Great Western Railway. Jack Hitchcock, western maintenance director for Network Rail said: "Box Tunnel is one of Brunel's masterpieces on Great Western and despite its age, still plays an important part in today's modern railway. While moving ahead with the 21st century, we also respect our heritage and today's effort will help make this piece of history on Great Western accessible to the public."

The Box Tunnel was the longest railway tunnel at the time of its completion in 1841 and was the final and largest engineering work on the Great Western. It is said that Brunel had deliberately aligned the structure so that the rising sun is visible through it on his birthday every year. Construction of the tunnel started in 1836 and the lives of about 100 'navvies' (railway construction workers) were lost during construction. Unlike the dramatic western portal, the eastern portal at Corsham has a plain brick face. The western portal of Box Tunnel is designed in classical style, influenced by the architectural design of nearby Bath.

TIME TO RESTORE HISTORIC WATERLOO CLOCK

Passengers who normally make arrangements to 'meet under the clock' at Waterloo will have to change their plans during March and April while the historic four-sided time-piece is restored.

From 9 March 2010, specialist clock maker Smith of Derby will remove the hands and many of the internal workings of the clock so they can be re-engineered to work with the latest technology. The upgraded equipment will sit behind the clock's historic exterior, which will also be cleaned and decorated as part of the project.

Richard O'Brien, Network Rail's route director for Wessex, said: "The main concourse clock has been a central feature of Waterloo station since the early part of the 20th century. It has been more than 20 years since the last major overhaul and many of the internal workings are now obsolete. We now have the opportunity to install the most efficient power and latest timekeeping technology so the clock can remain an important characteristic of the station for many years to come.

"There are lots of other clocks within the station, including on all the departure boards, so people will still be able to find out the time. However, if passengers are planning to meet family, friends or business associates we suggest arranging an alternative meeting place while the work is carried out."

The refurbishment is scheduled for completion by 20 April 2010. The majority of work will be carried out off-site and during this time the main clock fitting will remain covered up.

At the same time, the Victory Arch clock will be serviced and some of the internal workings replaced.



c2c SETS A NEW RAIL INDUSTRY PUNCTUALITY RECORD OF 96.6%

Rail industry official figures have confirmed that National Express train operator c2c has set a new punctuality record for Britain's franchised railways of 96.6% for their Public Performance Measure (PPM) train service performance over the last 12 months, as measured to the period ended 6 March 2010. This achievement is another record-breaking effort by the c2c team who continue to set the highest standards of train service punctuality, which was recognised by the recent award by Modern Railways magazine of their inaugural 'Golden Whistle' for the best punctuality amongst all train operators in 2009, with c2c averaging 96.3%.

Achieving a new high of 96.6% punctuality completes a notable hat-trick for c2c following on from last summer when the train operator equalled the Swiss Federal Railways punctuality record of 95.8% for 2008, and recent award of the 'Golden Whistle' for 2009.

Julian Drury, Managing Director of c2c said: "I am very proud of everyone at c2c who continue to raise the bar in delivering yet further improvements in train service punctuality and achieving another record for Britain's railways. As well as paying tribute to my team for their totally professional and dedicated efforts, I am also grateful to our colleagues at Network Rail. This is truly a partnership which is focused on delivering success and in serving our customers in London and throughout South Essex with the best train services in the country."



Photo: Left to right, Dave King, Richard Page, Andy Williams and Michelle Pryle of c2c.

£30M INVESTMENT FOR VICTORIA STATION

Network Rail has announced a £30m package of work to make Manchester's Victoria station fit for the 21st century. The work is being jointly funded by Network Rail, Manchester City Council/NWDA and GMITA, working alongside Northern Rail who manage the station. It will include a new roof, a better, brighter and more open concourse and improved facilities for passengers.

Network Rail route director Jo Kaye said: "This is another good example of how we are giving passengers in the north the facilities they want. With more and more people choosing to travel in and out of Manchester by train every day, and the Northern Hub set to bring more trains through Victoria, it is vital that we give the people of Manchester and its many visitors a 21st century station they can be proud of."

Councillor Keith Whitmore, Chair of GMITA, said: "We are delighted to contribute to the refurbishment of Victoria, which will transform it into a brighter, smarter, more passenger-friendly station and make journeys to and from it more enjoyable."

"Victoria is an important part of Manchester's railway heritage and an impressive building that deserves investment. This project will help ensure that it can continue to serve the city well into the 21st century, and pave the way for it taking a bigger role as part of the Northern Hub proposals. The plans are also consistent with the electrification of some lines into Victoria, making train services cleaner and greener."

Sir Richard Leese, leader of Manchester City Council said: "The restoration of Victoria Station will contribute greatly to the continued regeneration of this area of the city, delivering both economic and environmental benefits. The much needed transformation will bring the faded glory of the station into the 21st century and ensure that passengers have the modern facilities expected of one of the city's key transport hubs."

Network Rail will liaise closely with the city council to progress all the necessary building consents and get permissions in place for the work to go ahead as soon as possible.

The renovation could be completed as early as the end of 2014.

Steve Butcher, deputy managing director, Northern Rail said: "This major investment will transform Manchester Victoria into a bright, welcoming station fit for the city and the increasing number of passengers using the station every day. Working closely with Network Rail, Manchester City Council and GMITA is a perfect example of how we can work in partnership to deliver much improved facilities for our passengers and employees."

In addition to the roof work, there will be a new ticket office, information booth, waiting room and toilets. There will also be improvements to the concourse as well as the restoration and enhancement of some of the station's key period features.



East Midlands Trains confirms improvements for passengers using Liverpool to Norwich route

A package of funding has been secured by East Midlands Trains which will bring significant improvements to its busy Liverpool-Norwich route from May 2011.

The funding, which has been agreed with the Department for Transport, will enable East Midlands Trains to lease four additional Class 156 trains from May 2011. These additional trains will be used on services between Nottingham and Skegness, and from Lincoln to Leicester. This will then allow a number of refurbished Class 158 trains to be cascaded to strengthen services on the busiest section of East Midlands Trains' Liverpool to Norwich route.

Therefore, from May 2011 an additional 10 services every weekday will be strengthened between Nottingham and Liverpool from 2-car to 4-car trains, providing an additional 1,500 seats a day.

In addition, and following passenger and stakeholder feedback, the 13.52 Liverpool to Nottingham service will be extended through to Norwich, and the 05.50 Norwich to Liverpool service will operate as a 4-car train throughout, providing much needed additional capacity for this busy commuter service.

David Horne, Commercial Director for East Midlands Trains: "This is fantastic news for our passengers and brings a successful conclusion to almost two years of partnership working with stakeholder groups along the route to secure these improvements.

"We have been determined to increase capacity on our busy Liverpool to Norwich route, a route which covers some 250 miles and serves cities with a combined population of more than 7 million people. The additional funding secured will allow us to provide over 1,500 extra seats on the route every day from 2011 and will go a long way to alleviating the current overcrowding on many services. The extra capacity will also enable us to increase the number of discounted tickets we offer on off-peak trains on the route.

"We would like to thank our passengers and stakeholders for their steadfast support in helping us to bring about these improvements."

The four additional Class 156 trains are currently in use on Northern services and are due to be transferred to East Midlands Trains in May 2011. The funding includes a cosmetic refresh and investment to improve the performance of the trains. Passengers will see further benefits from December 2012, with East Midlands Trains

£10,000 REWARD OFFERED AFTER RAIL VANDALS STRIKE AGAIN AT WILNECOTE

A £10,000 reward has been offered to identify people responsible for putting lives in danger on a railway line in Staffordshire.

On two consecutive nights (18-19 March and 19-20 March) vandals placed objects on the tracks near to Wilnecote station, on the outskirts of Tamworth, risking the lives and safety of people on board trains.

Now, in a bid to trace those responsible, Network Rail and CrossCountry have pledged £10,000 to anyone who provides information which leads to an arrest and conviction.

Detective Chief Inspector John Sidebottom, of British Transport Police, said: "It is imperative that we trace those responsible for causing these incidents.

"Thankfully no-one was seriously injured in either incident, but the reality is that we could have been left dealing with mass casualties or even, in a worst case scenario, fatalities."

The first incident, which occurred at around 11.30pm on 18 March, saw the 11.09pm Birmingham New Street to Nottingham service strike concrete blocks and other debris that had been piled up on the line. The driver managed to bring the train to a halt after hitting the objects, which included concrete, wooden pallets and sand bags. No one was injured but the driver was left extremely shaken by the incident – and the train suffered serious damage.

The second incident occurred shortly before 6am on 20 March when two trains collided with a number of tyres which had been placed in the line, between the platforms, at Wilnecote Station. One of the trains was travelling at more than 100mph when the collision occurred, causing substantial damage to the unit. There were no passengers on board the trains, but one of the drivers was treated for shock.

Chris Rowley, Network Rail's area general manager, said: "This sort of senseless vandalism puts the lives and safety of innocent people at risk. It also causes a huge amount of disruption for passengers as well as thousands of pounds of damage. We are committed to tackling trespass and

vandalism on the railway and hope by offering this reward we will not only catch those involved, but enable passengers and train crews to continue using the railway safely."

Andy Cooper, CrossCountry's managing director, said: "These senseless acts risk injuring our customers and those responsible, and the disruption they cause can affect thousands of other rail users. We would urge anyone with information to contact British Transport Police to help put an end to these dangerous crimes."

In a bid to prevent further acts of vandalism, BTP officers have stepped up patrols in the area and are asking members of the public who live or work nearby to report anything suspicious.

DCI Sidebottom added: "BTP is working with our partner agencies to make the railway as safe as possible and we take an extremely dim view of anyone whose behaviour threatens this safety.

"I cannot over emphasise the danger posed by this type of crime and urge anyone with information to come forward. "Thankfully, so far, no-one has been seriously injured – but we may not be so fortunate if this happens again."

If members of the public have information about the incidents at Wilnecote please ring BTP on 0800 40 50 40 or call Crimestoppers on 0800 555 111. In all calls please quote incident 728 Of 18/3/10 or 71 of 20/3/10.

Incident one

- At 23.35hrs on 18 March, the 23.09hrs CrossCountry service from Birmingham New Street to Nottingham struck debris, including concrete blocks, wooden pallets and sand bags, which had been piled up on the tracks in the area of Cadogan Road, south of Wilnecote station.

The train, which had approximately 50 passengers on board, suffered significant damage and had to be taken out of service. Trains were unable to run between Birmingham and Tamworth between the time of the incident and the start of services on Friday 19 March. As a result 24 trains were delayed and one was subject to a part cancellation.
20 March

Incident two

- At 05.55am on 20 March, two CrossCountry trains struck a mound of tyres which had been placed on the tracks. The train, which was travelling from a depot in Burton-on-Trent to Birmingham New Street, suffered substantial damage, including a smashed windscreen and a damaged engine and suspension. Trains were unable to run between Birmingham and Tamworth from start of service until 11.56am. As a result 22 trains were cancelled (including all services between Birmingham and Nottingham) – 33 were subject to part cancellation. A further 176 trains were delayed and 12 were diverted.



PLANNING PERMISSION SOUGHT FOR NEW STATION AT KIRKSTALL FORGE

Plans for a new railway station at Kirkstall Forge have been submitted to Leeds City Council by Network Rail and Metro.

It follows the recent approval of plans for Apperley Bridge Rail Station in Bradford, also in the Aire valley. The stations are planned to improve rail links into both Leeds and Bradford as part of a programme of investment by Metro.

The plans include two new platforms, lifts, staircases, space for buses and a 127-space car park.

Kirkstall Forge Rail Station is being developed as part of a wider scheme by Commercial Estates Group (CEG) to transform the former industrial site into a 56-acre mixed-use development that will include family homes and 300,000 sq ft of commercial office space. The

company has provided £4m towards the station which will not only serve the new Forge development but also the wider area including Kirkstall, south Horsforth and Bramley Falls areas of the city.

Metro's plans for the two stations along with car park extensions elsewhere in West Yorkshire have been identified as a priority by the Joint Regional Board with an estimated total scheme cost of £23.24m.

"New stations and more park-and-ride spaces will make the rail network more accessible and encourage more people to make business trips and commuter journeys by rail", said Metro chairman Cllr Ryk Downes.

"Kirkstall Forge, and its proposed sister station at Apperley Bridge, will help reduce congestion on local roads by reducing commuter car journeys between Leeds, Shipley and Bradford. Electric trains can use the station so there will be reduced CO2 emissions too, which is good for everyone."

Warrick Dent, area general manager for Network Rail, added: "Network Rail has been working closely with Metro to identify ways to increase capacity and convenience for passengers on this very busy route. These stations are a vital part of our plans to continue to build a bigger and better railway in Yorkshire."

Charles Johnson, development manager at CEG, explains: "Once the railway station is operational, Kirkstall Forge will be only a six minute journey from Leeds city centre. This, together with the riverside frontage and facilities such as a gym, crèche, hotel, restaurants and bars makes it an ideal location for business."



EAST COAST RAIL DEAL CUTS COST OF BUSINESS TRAVEL FOR SCOTTISH FIRMS

Train operator East Coast has launched a new business ticket offer in a bid to attract more corporate travellers onto rail between Scotland and London - by offering flexible First Class travel for less than the usual price of a Standard Class open ticket.

Competitively priced at £199, the new Scottish Executive Package is 27 per cent cheaper than a Standard Class Anytime return rail fare and 47 per cent less than a First Class Anytime return fare between Edinburgh and London.

On the Glasgow Central to London route, passengers can benefit from savings of 47 per cent and 31 per cent on First Class Anytime and Standard Class Anytime return rail fares respectively.

Air passengers currently paying an average of £253 for flights between Edinburgh and London will also save with the new business travel package.

The new ticket deal aims to further boost East Coast's Anglo-Scottish market share by stimulating extra corporate demand for rail travel on the important Edinburgh and Glasgow to London routes. Latest figures show that East Coast has almost doubled its share of the rail and air travel market between Edinburgh and London in the last five years, from 12 per cent in 2005 to 23 per cent in January 2010.

In addition to a free upgrade to First Class in both directions, the all-inclusive package offers business travellers a three course meal voucher, use of East Coast's First Class Lounges at Edinburgh and London Kings Cross stations and onward travel within London Underground zones 1 and 2.

Martin Turner, East Coast Head of Sales, said: "The new Scottish Executive Package will particularly appeal to corporate travellers who need to comply with 'economy class only' company travel policies by offering a product at a Standard Class price, but which includes all the perks of First Class travel at no additional cost. "In addition to city-centre to city-centre journeys, business travellers can take advantage of the mobile office environment with space to work, complimentary wireless internet and a great choice of on-board dining options whilst travelling by train.

First GBRf delivers new SSL Underground trains for Bombardier Transportation

Leading freight haulier, First GBRf, is delivering some 1,500 new SSL underground carriages in train formations of seven or eight for Bombardier Transportation. This is to fulfil the London Underground programme to replace all rolling stock on the sub-surface lines.

Paul J Brown, senior project director, Bombardier Transportation, commented: "For Bombardier, it is vital that our new trains for London Underground are transported safely and on time to meet our commitments. First GBRf are providing that service and we look forward to working with them over the next five years in delivering the new SubSurface Line trains to our customer." In November, First GBRf delivered the first train to Neasden. The delivery of the new fleet is scheduled to commence early in, 2010, as part of the five-year contract.

The units are being built in Derby, after which they will be transported to the test track where they will be tested until they complete fault free running. The carriages will then be transported on a loco to Neasden ready to enter service.

As part of the contract First GBRf has built translator units so that the carriages can be braked during transit, and has worked with Network Rail to achieve gauge clearance. Ashley Stower, head of business development and marketing, First GBRf said: "We are very pleased to be working with Bombardier on this contract. By using rail to transport the carriages we will be able to save a significant amount of road journeys. This has taken cross-industry cooperation to enable it to happen with a successful partnership of First GBRf, Bombardier and Network Rail."

The new underground SSL underground stock will replace those that are up to 40 years old. Benefits of the new Bombardier units are air conditioning and a walk through type carriage as on overground trains.

WORLD'S MOST POWERFUL CRANE LIFTS IN NEW DURHAM FOOTBRIDGE

A recent addition to the Durham skyline proved its worth this weekend as the world's most powerful mobile crane was used to lift a new footbridge into place over the East Coast Main Line.

The old bridge at Blanchland Avenue has come to the end of its useful life; however, because the railway runs through a cutting next to a housing estate and Low Newton nature reserve, engineers faced a complicated puzzle on how to remove the old bridge and get the new one in – all without disturbing a single rail journey.

Warrick Dent, area general manager for Network Rail, said: "We have a commitment to our passengers to complete improvement works with the minimum possible disturbance to their journey. In this case that was a challenge not only because of the short amount of time between trains but also because the nearest place to site the crane is over 85m from the actual bridge. "Using this massively powerful crane our engineers have come up with a creative and cost effective solution which has replaced the bridge and kept trains running throughout and I would like to congratulate them on a job well done".

LOCO FLEET LIST 2010

This 74 page book contains everything from early prototype shunters to the latest Class 70 General Electric/Freightliner 'PowerHaul' locomotives and includes unclassified types.

This information was put together to give fellow rail enthusiast easy reference to the numbering and naming of each loco and lists all withdrawn, preserved and currently operating machines in TOPS classification order. This will be very useful for spotters, photographers and bashers alike to clearly identify everything they've either: spotted, photographed, had or missed out on 'all in one book'.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Channel Tunnel Locomotives
- Unclassified & Prototype Locos



Loco Fleet List 2010 is available via mail order for just £6.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and send to: Milz Publications, 7 Wood Street, Warrington, Cheshire, WA1 3AY or with Paypal through the web address below:

Web: www.milzpublications.co.uk | Email: lee@milzpublications.co.uk

Loco
Fleet
List



2010

THE COMPLETE
LIST OF DIESEL
AND ELECTRIC
LOCOMOTIVES TO
RUN ON BR AND
THE NATIONAL
RAIL NETWORK



RAIL VISION SPELLS THE NEXT FRONTIER FOR GREAT WESTERN

Millions of rail passengers are set to benefit from a major transformation on the railway in Great Western, according to a high-level strategy launched recently by the rail industry. The impact of the recommendations from this long-term strategy will benefit passengers from across the south west of England, Devon, Cornwall, the Thames Valley, Midlands and further into the north.

The Great Western RUS - published by Network Rail - confirms an industry consensus that there is a compelling case for the railway to grow further by the end of the decade, enhancing the benefits from the capacity-boosting electrification scheme and new trains.

By the end of the decade, rail demand is expected to be compounded with the introduction of electrification and a new fleet of trains. This will boost the number of passenger journeys (on long distance services into London Paddington) by 51% in 2019.

Bristol is predicted to experience the biggest growth of 41% in peak rail demand among key urban centres, burgeoning at a rate of 3.2% per year.

With the strategy, the Great Western will see more trains, better connectivity and shorter journey times, which aim to cater to demand in key growth areas.

The Great Western main line could also be among the most advanced in Britain with the implementation of one of the world's most cutting-edge signalling technology on the route by the end of the decade. The European Rail Traffic Management System (ERTMS) is a new in-cab signalling system that helps to boost reliability and capacity.

Chris Rayner, route director, Network Rail, said: "Over the last decade, more and more people have been choosing to travel by rail on Great Western. Performance and reliability have risen dramatically, and so it is important that we continue investing in rail to expand the network with more seats, more services and better journeys".

"It is vital that we take a long-term view so that the decisions we make now help develop a rail network that is fit for the future. I thank those who made a valuable contribution in the formation of this strategy as part of the consultation process. This will provide an important input to our planning."

The 30-year strategy will be put forward to the Department for Transport to help inform the planning for the industry's next funding period from 2014 to 2019.

Recommended options that require funding from either government or third parties or require further review include:

Capacity, performance and connectivity:

1. Infrastructure enhancements around Bristol Temple Meads to remove performance bottlenecks and to boost capacity including: Extension of the existing carriage line from Bristol Temple Meads to Parson Street to create a four track section for passenger trains and development of three or four tracks between Dr Days Junction and Filton Abbey Wood
2. Additional signals between Kemble and Standish Junction as part of the Swindon – Kemble redoubling scheme to increase capacity on the route.
3. An additional platform at Westbury station to improve performance and capacity
4. Five additional vehicles for Cardiff to Portsmouth services to provide more seats to passengers from Filton Abbey Wood, Bristol Temple Meads, Bath Spa, Trowbridge, Bradford-on-Avon, Westbury, Warminster and Salisbury
5. Three additional vehicles for Cardiff to Taunton services to provide more seats to passengers from Patchway, Filton Abbey Wood, Bristol Temple Meads, Nailsea and Backwell, Yatton, Worle, Weston-super-Mare, Highbridge and Burnham and Bridgwater
6. An additional vehicle for Gloucester to Westbury services to provide more seats to passengers from Cam & Dursley, Yate, Bristol Parkway, Filton Abbey Wood, Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa, Freshford, Trowbridge, Avoncliff and Bradford-on-Avon
7. An enhanced cross-Bristol service, requiring additional trains, will improve connectivity and provide extra capacity through an: Additional hourly service between Bristol Temple Meads and Yate (subject to third-party funding); and additional hourly service between Bristol Temple Meads and Bath Spa (subject to performance modelling) with the potential of extending the service to Clifton Down or Avonmouth with additional hourly service between Westbury and Chippenham or Swindon, subject to local demand assessments and operational viability.
8. An extension of the existing Newcastle to Reading service to Southampton on a two-hourly basis to improve connectivity from the North East to the South Coast (subject to performance modelling of the Basingstoke station area).
9. Four additional vehicles to improve capacity on the Reading to Gatwick Airport service for two morning and two evening peak services.
10. Between eight and 19 additional vehicles for interurban services to ease overcrowding on the Edinburgh to Plymouth, Manchester to Bournemouth and Manchester to Bristol Temple Meads/Paignton corridors.
11. An additional hourly Paignton to St James Park service from 2016 for cross-Exeter services, improving connectivity and boosting capacity.

Journey times

12. Revised calling patterns of one morning and evening peak Cardiff to Portsmouth service to reduce journey times by up to nine minutes
13. Increased linespeed between Bristol Temple Meads and Bridgwater
14. Increased linespeed between Gloucester and Severn Tunnel Junction. The improvement will provide a robust alternative route and improve the reliability of rail services travelling via Gloucestershire.

A Rolling Campaign Takes Yorkshire Across the North

Northern Rail, the UK's largest train operator, is teaming up with Welcome to Yorkshire, to promote everything that is great about Yorkshire in a brand new campaign.

In one of the biggest advertising opportunities available ten Northern Rail trains are getting a makeover with new liveries promoting the Welcome to Yorkshire themes: Family, Outdoors, Delicious, Indulgence, Heritage, Artistic, Sport, Events and Festivals and City Life. The trains will be a 'rolling' promotion travelling across the Northern Rail network, which runs from the Scottish Borders to Nottingham and Stoke, and from the North Sea to the Irish coast. They will bring the delights of Yorkshire to millions of passengers every year.

Steve Butcher, Deputy Managing Director, Northern Rail said: "We serve a population of 15 million and play a vital role in connecting people and communities to opportunities for work and leisure. Through our partnership with Welcome to Yorkshire we will promote the experiences that Yorkshire has to offer across the north of England by encouraging visitors to this scenic area – and what better way to visit than by rail!"

Gary Verity, Chief Executive, Welcome to Yorkshire said: "We're absolutely thrilled with this campaign. These trains will be taking the Yorkshire message across the north of England and helping us in our aim to get even more visitors to our wonderful region."



NORTHERN RAIL HELP YOUNGSTERS ENGINEER THEIR WAY TO SUCCESS

Students from 22 schools and colleges across Yorkshire and the Humber are set to battle it out to create the ultimate 21st century train carriage in the 'The Northern Rail Engineering Challenge', part of Northern's community engagement strategy.

Northern and the Young People's Enterprise Forum (YPEF) have challenged the youngsters, aged between 14 and 19, to develop their engineering skills by designing and building detailed scale models of train carriages, meeting the most up-to-date customer service and engineering standards.

Stuart Draper, Engineering Director at Northern, said: "Engineering offers a career where people not only use their creativity, but can also shape the future, making a difference to the way that we live our lives.

"We're proud to be launching the 'Engineering Challenge' in Yorkshire and the Humber, which will give the youngsters involved a real opportunity to get first-hand business experience and help them understand how exciting and rewarding a career in engineering can be."

The challenge – involving students from Sheffield, Rotherham, Bradford, Hull, York, Pontefract and Skipton – will provide budding engineers with experience of working on a real-life business project and aims to encourage more young people to enter the engineering industry.

The engineering industry in Yorkshire and the Humber has a significant shortfall of workers 16-24, with only 10% of the workforce falling into this age range, as reported by the Sector Skills Council for Science, Engineering and Manufacturing Technologies (SEMTEA). An ageing workforce, in addition to a lack of young people entering engineering, have contributed to a skills gap in the region.

Suzu Alderson, Executive Director of YPEF Services Ltd said: "Taking young people out of the classroom and into the world of work is an excellent way to inspire them by giving learning a real world context. The Northern Rail Engineering Challenge does just this, putting young people's creativity and skills to the test to solve a real business task.

"Engineering is an important sector for the region's economy and this project, funded by Yorkshire Forward, is an excellent way to encourage young people to consider a career in engineering."

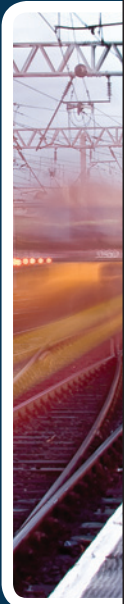
Some of the student teams have visited Northern's Neville Hill train maintenance depot in Leeds to learn about train maintenance and improvements, experience the sights and sounds of a working rail depot and talk to staff about their work.

Following the submission of designs, a shortlist of schools and colleges will be invited to present their ideas to a panel of judges at an awards ceremony in July, where the winning team will scoop a three month unlimited rail pass with Northern and gain the priceless experience of helping the engineering team at Northern shape the next programme of train improvements.

As well as their creativity, students will be judged on a range of technical criteria and their designs will be expected to be attractive to customers and use environmentally-friendly materials.

The initiative is funded by Yorkshire Forward, supported by YPEF as part of the £2.64m Embedding Enterprise in Education programme and delivered by Rotherham MBC.

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Pictures with a different view



The driver of this Class 66 has time for his feet up in the cab of this loco as it pauses at Carlisle on February 23rd. [Colin Irwin](#)



Above: The Fife Circle stock along with Class 67 020 is seen going through the wash at Perth on March 17th. [Richard Jones](#)

Right: Great Western 0-6-0 Pannier Tank No. 5764 passes over the bridge at Bewdley on March 5th. The view from the street really adds interest to this photo.

[Richard Hargreaves](#)





Like our front cover shot, the train seems somewhat insignificant compared to the scenery. Class 66 238 cautiously crosses Ribblehead viaduct with the 6K05 engineers working to Crewe on March 10th. [David Hollowood](#)

Preserved Railways



We start this month with a trip to the Nene Valley Railway, for their Spring Diesel Gala. Visiting Peak Class 46 No. D182 is seen working 1M52 Peterborough - Wansford through Castor on March 7th. [Carl Grocott](#)



Ex Fragonset loco Class 31 128 is seen paired with Class 31 108 seen departing Wansford on March 7th with a train from Peterborough. For a comparison of this loco, see our archives section. [Carl Grocott](#)



Above: Another visitor to the Nene Valley, was Class 20 048, recently repainted in BR Blue, the loco looks stunning as it approaches Wansford.

John Coleman

Top Left: West Coast Railways Class 47 826 brought the visiting locos to the Nene Valley for the gala. It was then parked up in the yard until the following Monday, when it returned to Barrow Hill and the Midland Railway Centre. *Richard Hargreaves*

Bottom Left: Whilst at the Nene Valley, there was a chance to see the continuing work being carried out on Class 56 128. *Richard Hargreaves*



A regular performer at the Nene Valley is Class 40 No. D306, seen here catching the last of the spring sun at it heads for Peterborough. *Richard Hargreaves*



Last one from the Nene Valley, sees GBRf visiting loco, Class 66 720 approaching Wansford with a train from Peterborough on March 7th. [John Coleman](#)



A visit to the Dean Forest Railway for their gala on March 13th saw Class 08 238 working a shuttle service between Lydney Jct. and Norchard. [Class47](#)



Above: In need of a bit of attention is Class 73 002 which is currently stored at the Dean Forest.

Richard Hargreaves

Top Left: This is or was Class 08 473 as seen at the Dean Forest Railway on March 13th.

Class47

Bottom Left: Class 27 066 is seen at the Dean Forest's current terminus of Parkend. The original line was quite extensive north of here serving several collieries.

Richard Hargreaves



Class 73 No. E6001 is seen at the southern terminus of the Dean Forest Railway, Lydney Jct. Just behind the trees on the far right of the photo is the main Gloucester - Cardiff line. [Richard Hargreaves](#)



Looking great in EWS livery, as it carried when it was withdrawn from service Class 31 466 is seen waiting the road at Lydney Jct. Just behind the Class 31 can be seen Class 108 DMU M50619. [Richard Hargreaves](#)

C58LG

CLASS 58
LOCOMOTIVE
GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving a Class 58 locomotive and we invite you to join us!

For more information on the C58LG, please see our website www.c58lg.co.uk, e-mail info@c58lg.co.uk or you can write via 'snail mail' to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW.



See our website for information on our new fund raising initiative: "£58 for a 58" – sponsor a part of a 58!



SPRING WORK OUT FOR HERITAGE DIESEL FLEET

The Great Central Railway's April Diesel gala will see up to nine main line locomotives in action. The lines resident fleet are all expected to feature, together with the 4 Big Unit, Class 101 DMU and the resident Class 03 shunter.

The full line up should be Class 03 D2158, Class 20 D8098, Class 25 D5185, Class 27 D5401, Class 31 D5830, Class 33 D6535 (working push pull with the 4 BIG unit), long term visitor Class 37 37314, Class 45 D123, Class 47 D1705 and long term visitor Class 50 50007 and the DMU.

Following its failure at the September 2009 diesel gala, it is hoped to run shunter shuttles with 03 D2158. The two day event will feature intensive timetables and some double heading. It's hoped a visiting locomotive will be added to the roster.

GOLDEN OLDIES AT THE GREAT CENTRAL

The main line goes back in time on 28th, 29th, 30th and 31st May 2010

Three vintage visitors have been confirmed for the Great Central Railway's Golden Oldies weekend. Furness Railway No. 20 and the Planet Replica from Manchester's museum of Science and Industry along with London and South Western Railway Beattie Well Tank No. 30585 will touch down on Leicestershire metals for the event, which takes place over four days on Spring Bank Holiday weekend.

It's the first time the Furness Railway Turst's 1863 built 0-4-0 has visited the GCR.

The Planet replica will arrive with its distinctive open carriages in tow.

Steven Chapple, GCR event co-ordinator said, "This is a brand new event for 2010 and replaces the 'Thomas' weekend which usually takes place over the bank holiday. We wanted something special for enthusiasts, but also an event which families would find fascinating. We're looking at the timetables and operational capabilities of the vintage engines very carefully to arrange trips between stations rather than short shuttles, which particularly in the open carriages will be a very different way of experiencing the GCR's double track."

Two of the older members of the resident steam fleet should also join the line up. GNR N2 no 1744 and original GCR no 63601 date from 1921 and 1912 respectively, meaning the event already takes in engine design from the 1820s to the 1920s.

All locomotives are subject to availability, and details are subject to confirmation.



A visit to Wirksworth and the Ecclesbourne Valley Railway next for their DMU gala and we start with Class 31 414, parked up next to some Ex Gatwick Express stock on March 20th. [Richard Hargreaves](#)



Above: Class 122 Bubble Car W55006 is seen at the ex quarry terminus of Ravenstor. Well worth a trip to here as it is a 1 in 27 climb all the way.

Andy

Top Left: Derby Lightweight unit 79900 "Iris" an ex research test car that has been lovingly restored to passenger use is seen at Idridgehay on March 20th. *Richard Hargreaves*

Bottom Left: Class 101 Power Twins 51188 and 51505 are seen departing Wirksworth heading for Idridgehay on March 20th.

Richard Hargreaves



English Electric Class 20 No. D8001 is seen giving brake van rides at Wirksworth on March 20th. [Richard Hargreaves](#)



Class 37 215 runs round its train at the Gloucester and Warwickshire Railways Diesel Gala held on March 27th. *Richard Hargreaves*



Above: Freightliner liveried Class 47 376 stands at Cheltenham Racecourse on March 27th.

Richard Hargreaves

Top Left: Class 37 324 is seen approaching Toddington station on March 27th at the Gloucester and Warwickshires Diesel Gala.

Richard Hargreaves

Bottom Left: Still in West Coast maroon livery is Class 37 248, seen here at Winchcombe heading for Toddington.

Class47



Above: Another event at the ever popular East Lancashire Railway on March 6th sees “WesMex” No. D7076 lead Class 33 No. D6525 through Summerseat.

Andy

Top Left: Recently repainted Class 50 008 powers through Summerseat on March 6th heading for Bury.

Andy

Bottom Left: Class 55 022 “Royal Scots Grey” is seen heading towards Bury with a train from Rawtenstall on March 6th. *Andy*



Above: At the Great Central's 1960s gala, LMS 'Jubilee' 4-6-0 No. 5690 "Leander" is seen working 1A25 13:20 Loughborough Central to Leicester North passed Kinchley Lane on March 28th.

Steve Madden



Left: A1 4-6-2 No. 60163 "Tornado" passes Kinchley Lane with a demonstration TPO on March 28th at the Great Central 1960s gala.

Steve Madden



Above: LMS 3F 'Jinty' 0-6-0T No. 47406
is seen on Loughborough shed on March 26th.
Richard Hargreaves

Left: Class 27 No. D5401 passes Quorn Station
with a demonstration freight from Rothley heading for
Loughborough on March 28th.
Steve Madden



On March 28th Class 205 Hampshire unit 1125 makes its first passenger run of the year to Medstead and Four marks on the Mid Hants Railway. [James Poice](#)



Recently overhauled E4 class No. B473 enters Horsted Keynes during the Bluebell Railway's Branch Line Weekend on February 20th. [Craig Stretten](#)



GREAT CENTRAL RAILWAY PROTECTS PRECIOUS METAL WITH WATER CODING SYSTEM



The Great Central Railway is fighting back against scrap metal thieves. The railway's signalling system including metal work, cables and historic items are now protected by a forensic liquid called SmartWater.

It's thanks to a partnership with SmartWater Technology and NDC consultants. Volunteers from the signal and telegraph department spent a day in February applying the liquid to components along the length of the Leicestershire line. The railway has suffered thefts and criminal damage in the past which it can ill afford. SmartWater works by assigning metals and other items of property with their own chemical code which is virtually impossible to remove. The invisible liquid can only be seen using UV light, allowing it to be easily identified by the police and then traced back to their owner. It also allows police to link criminals with a particular crime scene.

Graham Bannister, team leader of the award winning signal and telegraph department said, "We're very grateful to SmartWater Technology and NDC consultants. SmartWater provided the forensic coding system, signage and registration of the system, while NDC provided the relevant contacts and labour to help us install it. This is a clear deterrent to anyone. Our property is now clearly marked and is no longer an easy anonymous target to anyone dishonest enough to steal it."

Phil Cleary, Chief Executive of SmartWater, said: "SmartWater is delighted to be partnering with Great Central Railway on this project to protect such an important heritage railway line. The use of SmartWater has already led to the successful conviction of metal thieves and more and more scrap yards and recyclers are refusing to handle any metal marked with SmartWater. This ongoing activity will act as a major deterrent to would-be offenders as it not only makes it more difficult for them to sell on stolen goods, it also increases their chances of being caught."

When used as evidence in court SmartWater has led to the successful prosecution of over 600 offenders for a wide range of different crimes, and maintains a 100% conviction rate. Signage is now being placed along trackside perimeters to warn off any would-be thieves. The Signal and Telegraph department are continuing to make good progress towards the commissioning of the signalbox at Swithland Sidings. When complete this will add another dimension to operations on the double track GCR. Consideration is now being given to rolling out the SmartWater system to protect even more of the railway.

Photos: © Steve Taylor





Class 26 024 is pictured with classmate 26 023 on Ayr Depot, June 1st 1987. [Derek Hopkins](#)



More Scottish nostalgia as Class 37 411 and 27 003 are seen at Eastfield Depot on May 30th 1987. [Derek Hopkins](#)



Eastfield loco, Class 47 109 is seen at Glasgow Queen St. on May 27th 1987 waiting to work a service to Perth. [Derek Hopkins](#)



Top Left: Class 31s that had names were quite rare, so the opportunity to see two was a real bonus. Class 31 106 “The Blackcountryman” stands with 31 102 “Cricklewood” on Crewe Diesel Depot, June 1994.
Brian Battersby



Bottom Left: Class 37 010 and 37 042 are seen arriving at Crewe with a Pathfinders “Crewe Open Day” special, from Exeter, and Bristol on August 17th 1996.
Brian Battersby



Class 31 128 pauses at Exeter St. Davids station in August 1982. Who would have thought that at this time the loco would be only half way through its life on the mainline. [Richard Hargreaves](#)



Top Left: Class 03 119 is seen at Landore depot, Swansea on April 27th 1986. What is interesting is that this shunter can be seen with hoses coming out of the cab and coupled to an adjacent Class 03 in a form of multiple control.

Pete Cheshire

Top Right: A pair of Class 120 units are seen at a very wet Shrewsbury station in 1982.

Pete Cheshire

Left: In BR blue and having just arrived with a coal train, Class 37 172 is seen at Pantyffynon in May 1986.

Pete Cheshire



DRS Class 66 414 "James the Engine" is seen working the 4Z50 Inverness - Coatbridge FLT approaching Inver tunnel near Dunkeld on March 10th. [Robert Duff](#)