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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to issue 102, and another bumper month for excellent photos sent in to us. However it seems that charters are still a bit thin on the ground. Is this a sign of the times or is it just not the main 'days out' season yet?

Anyhow as you will guess by the front cover, Virgin Trains East Coast has commenced operations, or should it really be called Stagecoach East Coast? Doesn't have the same ring to it perhaps, but it is surprising that a company that only has a 10% stake in the franchise gets all the publicity. Anyway, the launch of Virgin Trains East Coast, has certainly had a mixed response, from both the rail enthusiast community and also the general public. I for one can say this... I never though I'd see the day we would have Virgin Trains on the East Coast and West Coast at the same time .

Anyway I wish Stagecoach/Virgin the best of luck for the future and lets look forward to what will be brought to the ECML, even if it's not everyone's taste (and I'm not talking about the Flying Coke Can livery).

Once again thanks for all the emails and photos sent in this month.

Andy

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

Front Cover: Virgin Trains East Coast commenced operations on March 1st. On March 2nd the first Class 91 and matching stock is seen heading north on a London Kings Cross to Edinburgh service. Andy

This Page: Stanier Pacific No. 46233 'Duchess Of Sutherland' heads for the hills with the northbound 'Winter Cumbrian Mountain Express' near Docker on January 31st. Gerald Nicholl



Charter Scene:

Railway Touring Company - The Tin Bath

LMS Stanier Class 5 4-6-0s Nos. 44871 and 45407 ‘The Lancashire Fusilier’ are seen passing through Ladybridge (near Bolton) whilst working 1Z54 ‘The Tin Bath’ 09:03 Preston to Sheffield on February 15th. Andy Parkinson



Railway Touring Company - The Winter Cumbrian Mountain Express

Approaching Scout Green out of the murk, LMS 8P Class 4-6-2 No 46233 ‘Duchess of Sutherland’ heads the ‘Winter Cumbrian Mountain Express’ on the climb to Shap, February 7th. Shep Woolley

Railway Touring Company - The Winter Cumbrian Mountain Express

Heading off Blea Moor towards Ribblehead Viaduct, Stanier Pacific No. 46233 'Duchess Of Sutherland' hauls the southbound 'Winter Cumbrian Mountain Express' on February 7th. Ben Bucki

Railway Touring Company - The Winter Cumbrian Mountain Express

Soon after passing Oxenholme, Stanier Pacific No. 46233 ‘Duchess Of Sutherland’ heads the northbound ‘Winter Cumbrian Mountain Express’ on February 7th.
Gerald Nicholl

Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 8P Class 4-6-2 No 46233 ‘Duchess of Sutherland’ powers away from the Appleby waterstop with the return working of ‘The Winter Cumbrian Mountain Express’ on February 7th. Shep Woolley

Railway Touring Company - The Winter Cumbrian Mountain Express

DRS Class 68 003 ‘Astute’ is seen heading 1Z86 ‘The Cumbrian Mountain Express’ approaching Rugeley Trent Valley on February 28th. Derek Elston

Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 8P Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ speeds through Hincaster with the northbound ‘Winter Cumbrian Mountain Express’ on February 28th.
Shep Woolley

Railway Touring Company - The Winter Cumbrian Mountain Express

LMS 8P Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ works the return ‘Winter Cumbrian Mountain Express’ through Newbiggin, February 28th. Shep Woolley

Railway Touring Company - The Winter Cumbrian Mountain Express

DRS Class 68 003 ‘Astute’, replacing the unavailable Class 86 259 ‘Les Ross’ is seen working the 1Z86 London Euston - Carlisle railtour on February 28th, seen here at Red Bank cutting. Dave Harris

Railway Touring Company - The Winter Cumbrian Mountain Express

Right: West Coast's Class 47 237 and 47 746 are detached at Carnforth having arrived with the 1Z86 from London Euston. Michael Lynam

Main: LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' having taken over the tour at Carnforth, makes a splendid departure, heading for Carlisle. Michael Lynam





Railway Touring Company - The VALENTINES WHITE ROSE

Battle of Britain Class locomotive No. 34067 ‘Tangmere’ arrives into Doncaster on February 14th with this London Kings Cross - York charter. Steve Thompson

UK Railtours - Settle & Carlisle Winter Wonderland

Class 67 026 (along with 67 005 on the rear) arrives into Doncaster on February 14th working a London Kings Cross - Carlisle charter. Steve Thompson

Pathfinder Tours - The Buffer Puffer 12

Class 20 309 (with 20 308 on the rear) passes through Ealing Broadway with The Buffer Puffer 12 on the Paddington to Windsor & Eton Riverside leg of the tour on February 7th. Derek Elston

Pathfinder Tours - Six Nations Welsh Rugby Supporters Train

Class 68 005 ‘Defiant’ passes Steel Heath with the return 1Z69 09:48 Edinburgh - Carmarthen ‘Pathfinders Ruggex Charter’ on February 16th. Keith Davies

ECS and Light Engine Moves

On February 25th, Class 57 313 hauls 47 746, 57 001 and 33 029 through Church Brampton on a Southall to Carnforth light engine move. Geoff Barton

ECS and Light Engine Moves

Class 50 007 ‘Hercules’ hauls 50 050 through Taunton on February 13th, running from Yeovil to Washwood Heath and taking Class 50 050 onto a new lease of life with Boden Rail. Steve Andrews

ECS and Light Engine Moves

Class 50 007 ‘Hercules’ hauls 50 050 through Bristol Temple Meads running as 0Z51 Yeovil Junction to Washwood Heath Met. Cammel on February 13th.
Sam Bilner

ECS and Light Engine Moves

LNER K1 2-6-0 62005 races a pheasant near Hellifield on February 21st on a movement from Carnforth Steamtown to Bury ELR. Gerald Nicholl

ECS and Light Engine Moves

GWR Castle Class No. 5029 ‘Nunney Castle’ plus support coach enters the loop at Sutton Park Shrewsbury working 5Z29 08:02 Bristol Barton Hill - Crewe C. S.
Keith Davies

ECS and Light Engine Moves

West Coast Rail Company's Class 47 832 is seen standing in Blackburn station goods loop in charge of the 5Z52 08:58 Carnforth Steamtown to Blackburn empty stock movement on February 14th. Dave Felton

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	Outwards (Dep.)	**/Return (Arr.)**
Crewe	**05:45**	**22:30**
Stockport	**06:15**	**22:00**
Reddish South	**06:20**	**21:50**
Stalybridge	**06:40**	**21:30**
Huddersfield	**07:10**	**20:50**
Wakefield Kirkgate	**07:30**	**20:30**
Skegness	**12:00 arr**	**17:00 dep**

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Pictures:
Arriva Trains Wales

Right: Class 67 002 passes Kempseye, Shrewsbury with the late running 5Z02 13:50 Crewe C.S. - Cardiff Canton Sidings via Chester, February 2nd. Keith Davies

Main: Class 67 001 working the 1D34 09:50 Manchester Piccadilly - Holyhead passes Frodsham Junction on January 14th. Nick Clemson



Balfour Beatty

Class 20 189, running with recently returned to service Class 20 205, is seen near Edale on February 7th working the 6Z21 13:25 Peak Forest Cemex Sidings - Chaddeston Sidings. Nick Clemson

Chiltern Railways

Class 68 011 arrives into Dorridge on February 20th with a service to London Marylebone. Richard Hargreaves



Left: Class 67 010 trundles through Northampton working 0A06 Crewe T.M.D. to Wembley Euro Freight Ops Centre on February 17th. Derek Elston

Main: On February 24th, Class 68 013 heads southbound through Stafford with a Toton bound infrastructure train from Crewe Basford Hall. Michael Lynam

Below: Class 68 010 is seen at Church Brampton on February 8th working light engine as 0Z68 Crewe Gresty Bridge to Wembley LMD. Derek Elston





Colas Rail

On February 9th, Class 60 002 passes through Nottingham with the 6E38 13:54 Colnbrook - Lindsey empty fuel tanks. Mark Pichowicz

Left: On February 14th, Class 37 219 stands in the bay at Doncaster. The Class 37 would be used the following week to convey the Railvac to Seamer. Class47

Main: Class 56 105 and 56 078 pass Leaton with an early running 6V54 13:21 Chirk Kronospan - Baglan Bay empty logs on February 27th. Keith Davies

Below: On February 18th, Class 60 021 passes Scunthorpe West Jct. working the 6E32 Preston - Lindsey Oil Refinery, and is that the sun shining? Steve Thompson









Left: On February 7th, Class 60 021 and 60 087 arrive into Doncaster, running light engine from Immingham. Richard Hargreaves

Main: On February 18th, Class 60 021 passes Melton Ross working the Colas Ribble Rail to Lindsey Oil Refinery empty bitumen tanks. Robert Bates

Below: Class 60 002 passes through Scunthorpe on February 25th working the 6E32 Preston Docks - Lindsey Oil Refinery empties. Steve Thompson





Right: Class 60 076 and 60 021 are seen stabled at Doncaster on February 21st. Brian Battersby

Main: Having dropped off a couple of RHTT sets, Class 60 087 is pictured departing York Thrall Works on March 2nd. Michael J Alderdice

Below: On March 1st, Class 47 727 is pictured stabled at Plymouth, having arrived as 0C51 22:14 Liskeard - Plymouth on February 28th. Steve Andrews







February 9th, it's the Preston tanks again and for once, the sun shone! This is Class 60 087 passing Frodingham Jct. returning the discharged tank cars to Lindsey oil refinery. Steve Thompson

Class 60 087 passes through the Pleasington area hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on February 9th.
Dave Felton



DB Schenker

Class 60 091 pauses at Nottingham for a crew change whilst working the 6E59 15:41 Kingsbury - Lindsey empty tanks on February 4th. Mark Pichowicz



Left: On February 5th, Class 90 029 and 67 026 pass through Church Brampton running light engine from Crewe to Wembley. Geoff Barton

Main: Class 66 150 leads 66 077, 66 110, 66 074 and 66 119 into Doncaster on February 21st with a light engine move from Knottingley. Richard Hargreaves

Below: Class 66 002 passes Stenson Jct. on February 2nd working a Washwood Heath - Peak Forest empty stone. Phil Martin





Right: Class 92 005 ‘Mozart’ is seen working the 6B41 Willesden to Daventry at Wilsons Farm Crossing for the second day in a row on February 3rd. Derek Elston

Main: Class 60s on the iron ore haven’t been as common since the fleet size was reduced to just the “Super-60s”. But on February 17th, Class 60 017 is seen passing through Barnetby working the 6T26 IBT - Santon FOT. Steve Thompson

Below: Class 66 124 with the 17:13 Lindsey Oil Refinery to Kingsbury, passes through Barnetby on February 27th. Colin Irwin







Right: On February 19th, Class 90 029, 67 020, 92 029 and 90 035 head out of Crewe with a light engine move to the electric depot. Richard Hargreaves

Main: On February 9th, Class 60 017 pauses at Nottingham for a crew change, working the 6M24 17:13 Lindsey - Kingsbury fuel tanks. Mark Pichowicz

Below: Class 60 040 working the Kingsbury - Humber empty tanks, passes Stenson Jct. on February 2nd. Phil Martin







Right: Class 66 238 departs from a possession adjacent to Central Rivers Depot at Barton-under-Needwood with a loaded spoil train, February 14th. Stuart Hillis

Main: On January 23rd, Class 92 002 takes 92 041 back to Wembley from Crewe, seen here passing through Church Brampton. Geoff Barton

Below: Class 66 132 is seen heading the 09:15 Trafford Park Euro Terminal to Southampton Western Docks through Northampton, February 17th. Derek Elston







On February 4th, Class 66 054 pauses at Nottingham for a crew change whilst working the 6M24 17:13 Lindsey - Kingsbury fuel tanks. Mark Pichowicz

Right: Class 66 005 approaches Reddish South station hauling the 15:25 Salford Hope Street - Warrington Arpley stone empties on February 17th. Keith Chapman

Main: Class 66 100 passes Meole Brace Retail park with the 6V75 09:30 Dee Marsh - Margam steel on February 24th. Keith Davies

Below: Class 66 003 is seen leading the 09:15 Trafford Park Euro Terminal to Southampton Western Docks through Northampton, February 18th. Derek Elston







Right: Class 60 024 passes Arpley Junction on February 14th working a Fiddlers Ferry - Liverpool empty coal train. Brian Battersby

Main: Class 66 158 is pictured near Dorrington working the 6V75 09:30 Dee Marsh - Margam steel on February 3rd. Keith Davies

Below: Class 66 124 with the 6M00 Humber - Kingsbury loaded oil tanks heads through Burton on February 12th. Stuart Hillis







Right: Class 59 001 is seen working the 6C48 Appleford to Westbury as it passes Ashbury Crossing, Shrivenham. Ken Mumford

Main: Class 66 089 with the 6M00 Humber - Kingsbury loaded oils, passes through Burton on February 19th. Stuart Hillis

Below: Class 66 607 working a Lafarge train passes Class 60 079 at Peak Forest on February 22nd. Mike Sheridan







Right: Class 60 010 working the 6E54 Kingsbury - Humber Oil Refinery passes through Barnetby on February 17th. Steve Thompson

Main: DB Schenker liveried Class 66 118 passes Burton on Trent working the 6M00 Humber - Kingsbury loaded oils on February 26th. Stuart Hillis

Below: Class 60 044 heads through Arpley Junction on February 14th working a Liverpool Bulk - Fiddlers Ferry loaded coal. Brian Battersby







Right: Class 59 005 ‘Kenneth J. Painter’ approaches Ealing Broadway on February 7th. Derek Elston

Main: Class 66 005 reaches the summit of the 1 in 82 Langho incline as the train passes through Rasmsgreave and Wilphire station hauling 6Z11 Carlisle to Fiddlers Ferry power station with loaded coal hoppers on February 6th. Dave Felton

Below: Class 60 091 works the 6E41 Westerleigh - Lindsey empty oils through Burton on Trent, February 12th. Stuart Hillis





Right: Class 60 066 hauling the 15.25 Salford Hope Street - Peak Forest empties is seen shortly after passing Reddish North station on February 23rd. Keith Chapman

Main: DB Schenker liveried Class 66 114 speeds through Leyland on February 14th hauling the 4M25 05:50 Mossend Euroterminal to Daventry. Dave Felton

Below: Class 60 100 passes through Walsall with the 6E08 Wolverhampton Steel Terminal to Immingham Sorting Sidings Steel train, February 19th. James Passant







Right: Class 66 023 working the 14:17 Ratcliffe P.S. to Humber International Terminal passes through Market Rasen on February 27th. Colin Irwin

Main: EWS livered Class 90 035 heads south through Stafford on February 28th working light from Crewe - Wembley Euro Freight Ops Centre. Michael Lynam

Below: Class 66 125 working the 6M57 Lindsey - Kingsbury loaded oils passes through Stenson Jct. on February 12th. Stuart Hillis







Left: Class 66 175 disturbs the horses from grazing as it passes Wilsons Farm Crossing working the 4O21 Trafford Park to Southampton on February 3rd. Derek Elston

Main: Class 60 020 hauls a Gypsum working through Doncaster on February 21st. Class47

Below: Class 60 017 working the 6E41 Westerleigh - Lindsey empty oils passes through Burton on February 19th. Stuart Hillis







Class 92 031 passes through Northampton on February 18th working the 6A42 14:47 Daventry IRFT to Wembley Eurofreight Ops Centre. Derek Elston

Right: Class 66 092 passes through Doncaster on February 7th working a Gypsum train. Brian Battersby

Main: Class 60 091 working the 6M00 Humber - Kingsbury loaded oil tanks heads through Burton on Trent, February 3rd. Stuart Hillis

Below: Class 66 108 heads through Hellifield on February 11th working the Carlisle - Clitheroe empty cement tanks. Michael Lynam





Right: Class 60 100 passes through Stafford on February 28th working the 09:51 Bescot Up Engineers Sidings to Crewe Basford Hall. Derek Elston

Main: Class 66 034 working the 6M00 Humber - Kingsbury loaded oil tanks, passes through Burton on February 6th. Stuart Hillis

Below: On February 24th, Class 66 137 heads a Trafford Park - Southampton liner through Stafford. Michael Lynam







One of only a handful in DB Schenker livery, Class 66 097 working the 6Z62 Carlisle - Fiddlers Ferry coal is seen passing the popular WCML spot at Red Bank on February 21st. Dave Harris

DCR

Class 56 312 working the 6Z56 Stockton Phoenix Sidings, Thompsons - Cardiff Tidal is seen at Stockton on Tees on February 26th. Michael J Alderdice



Direct Rail Services

Class 37 218 and 37 609 rumble down the WCML gradient at Mealbank with a Sellafield B.N.F to Crewe working on February 7th. Gerald Nicholl

Class 66 302 hauls the 0Z68 Willesden Brent - Crewe Coal Sidings comprising Northern Belle liveried Class 57 312 and Chiltern's Class 68 010, 68 011 and 68 013, seen as the convoy nears Lichfield Trent Valley on February 4th. Stuart Hillis

Right: Class 37 059 passes through Stafford on February 19th working the 5Z19 11:05 Norwich T.&R.S.M.D to Crewe H.S. hauling Class 47 813 'Solent' and 47 810 'Peter Bath MBE' with DRS Mk2 No. 6008 and ex-Anglia Mk2 No. 5921. Richard Hargreaves

Main: Class 68 005 passes through Burton on February 12th working the 6U77 Mountsorrel - Crewe loaded ballast. Stuart Hillis

Below: Class 20 312 and 20 309 are seen on shed at DRS Gresty Bridge, February 10th. Michael Lynam







Right: On February 18th, Class 57 307 is seen on Thunderbird duty at Crewe. Brian Battersby

Main: Class 57 302 passes through Church Brampton on February 25th running light engine to London Euston for Thunderbird duties. Geoff Barton

Below: On February 11th, Class 37 611 sits at Hellifield whilst on route learning duties from Carlisle to Preston via the S&C and Blackburn. Michael Lynam







Right: Class 37 423 hauls 68 001 through Stenson Jct. on February 12th running as 0Z38 Crewe to Derby, taking the Class 68 for tyre turning. Stuart Hillis

Main: Class 68 001 stands in the parcels sidings at York on March 1st. Michael J Alderdice

Below: Class 68 002 heads the 6U77 Mountsorrel - Crewe ballast working through Burton on Trent, February 27th. Stuart Hillis







Right: Class 20 305 and 20 308, returning from Meldon to Exeter, pass through Crediton on February 26th. Steve Andrews

Main: The 4L48 Daventry to Purfleet is seen passing Church Brampton behind Class 66 422 on February 8th. Derek Elston

Below: Class 68 009 working the 6U77 Mountsorrel - Crewe loaded IOA's with ballast, passes through Burton on Trent, February 24th. Stuart Hillis







Right: Class 37 667 is pictured as it passes through Northampton working as 0T31 Derby RTC to Acton on February 23rd. Derek Elston

Main: Class 66 305 hauls the 4L48 Daventry IRFT to Purfleet Deep Water through Northampton on February 18th. Derek Elston

Below: On February 28th, Class 37 606 and 37 259 are seen on the avoiding lines at Crewe with two wagons in tow. Derek Elston







Class 68 003 hauls Greater Anglia's Class 90 012 and 37 059 through Church Brampton on February 27th running from Crewe Gresty Bridge to Willesden Brent. Geoff Barton

Class 37 611 and 37 610 working the 6E44 Kingmoor - Seaton Carew are pictured arriving into Seaton Carew on March 3rd. Michael J Alderdice

East Coast

Power car No. 43300 stands at Doncaster on February 7th working a Leeds to London Kings Cross service. Richard Hargreaves

Rebranded power car No. 43206 heads south through Colton Jct. on March 2nd with a Virgin Trains East coast service.
Class47

Right: East Coast's power car No. 43300 is pictured arriving into Doncaster on February 12th with a service from London Kings Cross. Michael Lynam

Main: Power car No. 43309 leads an Edinburgh - London Kings Cross service through Doncaster on February 21st. Richard Hargreaves

Below: Class 91 108 arrives at Doncaster on February 12th and awaits transfer into the works for maintenance. Michael Lynam







Right: East Coast's Class 91 111 really does show what a fantastic livery it has in this photo at Doncaster on February 21st. Richard Hargreaves

Main: Class 91 120 is pictured being hauled out of Doncaster's Wabtec works on February 21st by Class 08 724. Brian Battersby

Below: Class 91 130 and 91 102 along with HST power car No. 43310 stand in London Kings Cross on February 24th. Class47







East Midlands Trains

On February 17th, power car No. 43073 is seen on the rear of a movement between Derby Station and Etches Park Sidings. Michael Lynam



First Great Western

Right: First Great Western's power car No. 43015 leads the 1C04 Paddington - Paignton through Dawlish on February 2nd. Dave Harris

Main: HST power car No. 43130 crosses the idyllic harbour at Cockwood heading west on the evening of February 1st with a service to Plymouth. Dave Harris

Below: Power car No. 43015 leads a service from London Paddington past Ashbury Crossing, Shrivenham on February 4th. Ken Mumford





Another daylight ECS run for the sleeper on February 2nd as Class 57 602 leads 57 312 working the 5A40 Long Rock to Old Oak Common due to the failure the previous night of 57 312. Photographed here passing through Saltash. Steve Andrews

Freightliner

No this has not just overtaken a steam loco, it's Class 66 501 in need of some attention I think! Taken on February 13th at Church Brampton heading for Lawley Street from Felixstowe.
Geoff Barton

Right: Class 86 628 and 86 613 head through Stafford on February 19th with a Crewe to Ipswich liner. Richard Hargreaves

Main: Class 66 513 leads the 6X04 Birmingham International to Willesden Euroterminal through Church Brampton on February 8th. Derek Elston

Below: Class 66 563 heads light engine through Reddish South on February 27th working a 13:18 Leeds Balm Road - Crewe Basford Hall move. Keith Chapman







Right: On February 2nd, Class 66 621 heads through Stenson Jct. working a Hope - Walsall cement train. Phil Martin

Main: Class 70 008 pilots 66 413 past Church Brampton on February 5th working from Crewe to Southampton. Geoff Barton

Below: Class 70 011 heads a Portbury Coal Terminal - Rugeley ‘B’ power station through Stafford on February 24th. Michael Lynam







Right: Class 66 604 working the 4E42 Rugeley PS - Leeds empty coal hoppers, passes Stenson Jct. on February 12th. Stuart Hillis

Main: Class 66 501 'Japan 2001' approaches Sutton Bridge Junction with the 4V64 11:08 Crewe Basford Hall - Wentloog FLT working on February 28th. Keith Davies

Below: Class 66 501 is seen at the sharp end of the 4M94 Felixtowe to Lawley Street as it passes through Northampton. Derek Elston







Right: On February 17th, the 4O27 Garston F.L.T. to Southampton M.C.T. passes through Northampton behind Class 70 018. Derek Elston

Main: On February 28th, Class 66 607 is pictured working the 05:43 Crewe Basford Hall to Rugeley 'B' power station, running 123mins late as it arrives into Rugeley Trent Valley. Class 66 603 was on the rear of this working. Derek Elston

Below: On February 3rd, Class 90 048 still wears Railfreight Grey livery as it passes through Northampton working the 4L90 Basford Hall to Felixtowe. Derek Elston









Left: Class 66 603 working the 4E82 Rugeley PS - Hunslet empty coal hoppers, heads through Burton on February 12th. Stuart Hillis

Main: On February 12th, Class 70 019 passes through Doncaster working a diverted Leeds -Southampton freightliner. Michael Lynam

Below: On February 17th, Class 90 045 is seen at Northampton station with the 4L90 Crewe Basford Hall to Felixtowe South. Derek Elston





With Ingleborough on the skyline, Class 66 524 draws away from Ribblehead Viaduct and heads onto Blea Moor with, a northbound empty MGR working on February 7th. Ben Bucki

Right: Class 66 596 hauling the 09:16 Bredbury - Runcorn Folly Lane ‘Binliner’ approaches Denton station on February 27th. Keith Chapman

Main: Class 70 007 is seen on the approach to Wilsons Farm Crossing working the diverted 4O09 Trafford Park to Southampton liner on February 2nd. Derek Elston

Below: Class 66 534 heads south through Stafford on February 24th with a Garston FLT - Southampton MCT working. Michael Lynam







Right: Diverted due to a landslip at Leamington, Class 70 019 heads through Northampton working the 4O54 Leeds to Southampton on February 2nd. Derek Elston

Main: On February 26th, Class 66 604 heads a coal train from Tyne Dock - Cottam power station through Doncaster. Michael Lynam

Below: Class 90 047 and 90 044 stand in Crewe on February 10th working light engine to Basford Hall. Michael Lynam







Right: Seen passing through Stafford on February 24th, Class 90 045 heads a Crewe Basford Hall - Felixstowe freightliner working. Michael Lynam

Main: A crowd of enthusiasts greet Class 66 610 working a Tyne Dock - Cottam PS loaded coal train through Doncaster on February 12th. Michael Lynam

Below: Class 70 020 heads north through Doncaster on February 26th working a Felixstowe - Leeds service. Michael Lynam







Right: Class 86 632 and 86 604 are seen passing through Northampton working the 11:18 Felixtowe North to Trafford Park liner on February 17th. Derek Elston

Main: Class 70 010 passes Kempseye, Shrewsbury working the 4V58 13:45 Fiddlers Ferry power station - Stoke Gifford empty coal hoppers on February 26th. Keith Davies



GBRf

Class 92 033, repainted for use on the Caledonian Sleeper services, stands at Crewe on February 19th. Richard Hargreaves

Right: On February 27th, Class 66 747 passes through Manchester Oxford Road on a Felixstowe to Trafford Park liner. Brian Hewertson

Main: Class 66 765 hauls a loaded coal working into Doncaster on February 21st. Brian Battersby

Below: Class 92 043 working the 4Z92 Daventry GBRf to Acton Lane Recess Sidings passes through Northampton on February 17th. Derek Elston







Right: On February 21st, Class 66 721 passes Ruckley working the 09:00 Ironbridge - Liverpool empty Biomass. Phil Martin

Main: Class 47 812 (D1916) working a Doncaster Decoy to Hull Docks empty gypsum train passes Welton, East Yorkshire on February 27th. Robert Bates



Right: Class 66 765 is photographed leaving the Port of Blyth with a loaded coal train destined for Ferrybridge on February 17th. Robert Bates

Main: Class 66 751 working the 6Z32 Tinsley - Coton Hill empty hopper wagons, passes 66 752 at Burton on February 16th. Stuart Hillis

Below: Class 66 708 passes Ruckley (between Shifnal and Cosford) on February 21st working a loaded Biomass from Liverpool to Ironbridge. Phil Martin







Class 47 843 and 47 812 working a Doncaster Decoy to Drax empty gypsum train, passes through Henshall on February 3rd.
Robert Bates

Right: Class 66 750 speeds through Doncaster on February 7th with a loaded coal train heading for Eggborough. Class47

Main: Class 66 737 ‘Lesia’ approaches Walcote with the 6Z32 10:51 Tinsley Yard GBRf - Coton Hill TC GBRf empty stone hoppers, February 23rd. Keith Davies

Below: Class 66 701 works a light engine move from Wrenthorpe to Roberts Road through Doncaster on February 21st. Brian Battersby







BR blue Class 20 107 and 20 096 (with Class 20 118 and 20 132 on the rear) take a new ‘S’ stock unit past Moira West Jct. on February 6th, running as 7X23 Derby Adtranz - Old Dalby for on track testing. Stuart Hillis

Right: Class 66 763 working the 08:00 Liverpool Bulk Terminal to Ironbridge power station is seen passing through Stafford on February 28th. Derek Elston

Main: Class 66 747 passes through Doncaster on February 12th working a Middleton Towers - Monk Bretton sand train. Michael Lynam

Below: Class 66 758 arrives into Doncaster on February 7th, with a couple of empty flats from Selby. Class47







Class 66 765 works the 16:35 Doncaster Down Decoy Gbrf to Immingham H.I.T. (Gbrf) through Barnetby on February 27th. Colin Irwin



On March 1st, Class 66 747 is pictured stabled in platform 8 at Crewe station, having arrived light engine from Trafford Park. Mark Pichowicz





Class 66 723 heads a Tyne Coal Terminal - West Burton loaded coal through Doncaster on February 28th. Michael Lynam

Right: Class 66 721 heads through Stafford on February 24th working a Biomass train from Liverpool Bulk Terminal - Ironbridge power station. Michael Lynam

Main: Class 66 752 ‘The Hoosier State’ passes through Burton on Trent working the 6E80 Portbury - Hexthorpe empty gypsum wagons on February 16th. Stuart Hillis

Below: On February 12th, Class 47 815 departs Doncaster with a light engine move from Barrow Hill to Belmont sidings. Michael Lynam







On February 27th, the 7X23 Derby Adtranz - Old Dalby ‘S’ stock move passes Moira West Jct. with redstripe Class 20 118 and 20 132 leading and BR blue Class 20 096 and 20 107 on the rear.
Stuart Hillis

Class 66 750 working the 6B93 Tyne Dock - West Burton, passes Seaton Carew on February 24th. Michael J Alderdice

Grand Central

Power car No. 43465 speeds a Sunderland - London Kings Cross service through Doncaster on February 7th. Richard Hargreaves

Network Rail

Class 31 465 stands in Doncaster West Yard on February 26th with a Derby RTC bound test train. Michael Lynam

Right: Class 37 419 propels Inspection Saloon No. 975025 ‘Caroline’ through Burton on February 24th, running as 5Z02 Derby RTC - Cardiff Canton. Stuart Hillis

Main: DVT No. 82145 and Class 67 027 are seen working the 1Q28 Derby RTC - London Euston and return through Burton on February 24th. Stuart Hillis

Below: Class 67 027 and 67 012 top’n’tail the 1Q28 Derby RTC - London Euston test train through Burton on February 17th. Stuart Hillis







Right: Class 67 027 (with 67 012 leading) is seen on the rear of the 14:32 Derby R.T.C. to Derby R.T.C. via Euston, passing through Northampton on February 17th. Derek Elston

Main: Ten days later on February 27th and the 06:42 Derby RTC to Alstone Lane Carriage Sidings test train passes Malvern Wells signal box with Class 67 027 bringing up the rear and Class 67 012 leading once again. Neil Pugh





Units: DMUs and EMUs

A South West Trains Class 458/5 driving car is seen under construction at Doncaster on February 21st. Class47

Right: Northern Rail's Class 142 060 departs Doncaster on February 21st with a service to Lincoln. Richard Hargreaves

Main: On February 5th, Northern's Class 153 363 waits to depart Carlisle on a service to Barrow whilst a Pendolino departs for London Euston. Michael Lynam

Below: First Great Western's Class 165 126 departs Ealing Broadway heading for London Paddington on February 7th. Derek Elston







Right: Chiltern Railways Class 168 113 makes a rare sight at Burton on February 20th, working 5Z00 Brush Loughborough - Aylesbury. Stuart Hillis

Main: First TransPennine Express' Class 350 402 calls at Carlisle operating a Glasgow Central - Manchester Airport service, February 5th. Michael Lynam

Below: On February 10th, Northern's Class 319 365 (in Northern livery but without branding) arrives at Crewe on driver training duties from Allerton. Michael Lynam







Right: Arriva Trains Wales Class 153 327 stands at Crewe on February 18th having arrived with a local stopping service from Shrewsbury. Brian Battersby

Main: On February 10th, Arriva Trains Wales Class 175 114 arrives into Shrewsbury from Milford Haven, working a service to Manchester Piccadilly. Michael Lynam

Below: On February 14th, Northern's Class 142 012 arrives into Wigan Wallgate with a service to Todmorden. Paul Godding







Right: Great Northern's Class 365 541 stands at London Kings Cross on January 27th. Class47

Main: With Ingleborough behind, a pair of Northern Rail Class 158s head off Blea Moor towards Ribblehead Viaduct with the 2H92 Carlisle - Leeds service. Ben Bucki

Below: First Great Western's Class 150 243, working the 2T13 Exmouth - Paignton service, calls at Dawlish. Dave Harris







Right: Northern's Class 158 845 stands at Doncaster on February 7th with a service to Sheffield. Class47

Main: Chiltern's Class 168 001 is seen on the Northampton loop working the 5Z65 Stourbridge Junction to Wembley LMD, February 8th. Derek Elston

Below: Northern's Class 156 464 departs Wigan Wallgate working a service to Southport, February 14th. Paul Godding







Right: With a backdrop on Pendle in the distance, Northern Rail Class 156 452 arrives at Langho station with the 2N51 12:03 service from Manchester Victoria to Clitheroe on February 6th. Dave Felton

Main: Northern Rail's Class 142 030 departs Bolton working the 2E78 09:21 service from Blackpool North to Huddersfield on February 4th. Dave Felton



Right: Northern Rail's Class 153 304 stands in Leeds on February 28th having arrived on the rear of a service from Morecambe. Paul Godding

Main: Northern Rail's Class 158 752 passes through the Pleasington area with the 1B15 09:11 Blackpool North to York service on February 9th. Dave Felton

Below: On February 28th, Northern Rail's Class 144 005 is seen at Sheffield working a service to Leeds via Barnsley. Paul Godding







On February 12th, First TransPennine Express' Class 185 145 speeds across Sankey Viaduct working the 1E71 Liverpool Lime St. - Newcastle service. Dave Harris

Right: Northern Rail's Class 150 277 nears Chapel-en-le-Frith station just as it starts to sleet on February 21st, working the 14:39 Manchester Piccadilly - Buxton service. Keith Chapman

Main: Virgin Trains' Class 390 002 has recently had wings applied along with 'Pride of Birmingham Awards' branding Seen here at Crewe on February 19th working a service to Manchester Piccadilly. Richard Hargreaves

Below: East Midlands Trains' Class 153 383 departs Derby with a service to Crewe on February 17th. Michael Lynam







Right: Virgin Trains' 'Arrive Awesome' Class 390 155 stands at Crewe on February 19th working a service to London Euston. Richard Hargreaves

Main: East Midlands Trains' Class 153 376 calls at Barnetby on February 17th working the 2T41 Lincoln - Grimsby Town service. Steve Thompson

Below: On February 2nd, Royal Mail Class 325 006 is seen passing through Northampton working from Crewe IETMD to Willesden. Derek Elston







Right: Probably the UK's most famous Parliamentary Train! The 2J45 09:22 (FO) Stockport - Stalybridge calls at Reddish South station on February 6th. On this occasion two passengers boarded. Keith Chapman

Main: On February 20th, London Midland's Class 172 342 calls at Smethwick Galton Bridge working the 2J49 13:26 Stratford upon Avon - Stourbridge Jct. John Balaam

Below: London Midland's Class 350 370 stands at Crewe on February 14th having arrived on a service from London Euston. Paul Godding







Right: Gatwick Express' Class 442 417 stands at Clapham Junction on February 24th with a service from London Victoria. Class47

Main: Grand Central's Class 180 107 arrives into Doncaster on February 21st working a Bradford Interchange to London Kings Cross service. Richard Hargreaves

Below: First TransPennine Express' Class 350 403 pulls into Wigan North Western working a Manchester Airport to Preston service on February 14th. Paul Godding







Right: First Great Western's Class 143 621 departs Dawlish on the evening of February 1st working the 2F55 service to Exmouth. Dave Harris

Main: A seldom photographed location, as Northern Rail's Class 142 096 rests at Heysham Port station after working the daily service from Leeds. Some passengers are heading to catch the ferry to Douglas, Isle of Man; while others have just arrived from there and are boarding the train, which will shortly return to Leeds via Morecambe and Lancaster. Keith Chapman





Right: London Midland's Class 150 109, forming the 14:49 Birmingham New Street to Hereford service, passes across Malvern Common on February 24th. Neil Pugh

Main: CrossCountry's Class 170 104 stands at Derby on February 17th working a Birmingham New Street - Nottingham service. Michael Lynam

Below: On February 10th, Arriva Trains Wales' Class 153 323 arrives into Shrewsbury with a terminating service from Swansea. Michael Lynam







Right: First Great Western's Class 150 131 heads past Marine Parade, Dawlish with the 2C69 Cardiff - Plymouth service on February 1st. Dave Harris

Main: Thameslink's Class 387 125, with 387 124 in the centre and 387 126 leading pass Northampton working 5K55 Wembley to Crewe, February 27th. Derek Elston

Below: First Hull Trains' Class 180 111 approaches Doncaster on February 21st with a Hull to London Kings Cross service. Richard Hargreaves







London Midland's Class 170 502 working a Birmingham New Street to Hereford service approaches Malvern Wells signal box on February 27th. Neil Pugh

First TransPennine Express' Class 185 116 departs Doncaster on February 21st with a Cleethorpes to Manchester Airport service. Richard Hargreaves

East Midlands Trains' Class 222 001 is seen having just departed Wellingborough with the 10:29 Sheffield to London St. Pancras service on February 23rd. Derek Elston

News and Features:

Scotrail - life north of the border

Scotrail's Class 380 102 stands at a wet Edinburgh Waverley forming the 15:47 service to Glasgow Central. Derek Elston



Right: Class 314 207, still wearing the old Strathclyde livery, forms the 17:07 Glasgow Central to Neilston service on January 10th. Derek Elston

Main: First ScotRail's Class 156 493 arrives into Dumfries on February 5th working a Glasgow to Carlisle service. Michael Lynam

Below: And heading in the opposite direction, First ScotRail's Class 156 513 departs Dumfries working a Carlisle - Glasgow service. Michael Lynam







Going Underground

Northern line ‘1995 stock’ No. 51615 arrives into Euston with a service to Morden on February 24th. Class47

Manchester Metrolink

Right: Tram No. 3039 heads through Wythenshawe town centre on February 14th working a Manchester Airport to Cornbrook service. Paul Godding

Main: A look at the new track layout in Manchester Victoria looking towards Shudehill to accommodate the second cross city route. Michael Lynam

Below: M5000 tram No. 3054 is seen working a driver training service as it approaches Piccadilly Gardens on February 11th. Derek Elston







On February 20th, Metrolink tram No. 3040 is seen arriving and terminating at Manchester Victoria with a Bury service.
Michael Lynam

Fares Advice *with RailUK*

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

Off-peak Return break of journey?

Q: I need to go from London to Milton Keynes and back on one day, travelling off-peak.
Although its possible to buy £6 advance tickets from Euston these must be used on nominated trains, which I cannot be sure that I'll be able to catch. Also, these do not allow a break of journey en route.

On looking at the National Rail website I've seen a £14.90 day return fare which is advertised as being accepted on both VT and LM trains.
I've also looked at the page about off-peak tickets (to confirm that breaks of journey are allowed) and all it says is that the restrictions may vary.

But since the break of journey is likely to be at Willesden Junction (which neither VT nor LM serve) so for part of the journey I'd be travelling on 'all stations' trains - I aim to try for a southbound Southern train which will take me directly to Harrow & Wealdstone and then catch either an Overground or Bakerloo Line train to get me to Willesden Junction. Am I right in assuming that since I will have a valid paper ticket and be travelling in the right direction (ie: towards Euston) so I will be OK on these trains?

Of course the Willesden - Euston part of the journey would have to be on an Overground train. Also, the NR website's journey planner also quotes a £15.90 fare... its confusing, I could understand if the slightly cheaper fare was not VT but that does not seem to be the situation.

What I do not want to do is catch a fast train back to London and then a northbound Overground, as then I'd need a new ticket / to pay a new fare!

A: *The return portion will always allow break of journey.*

Here are the Off Peak Day Return (CDR) fares:

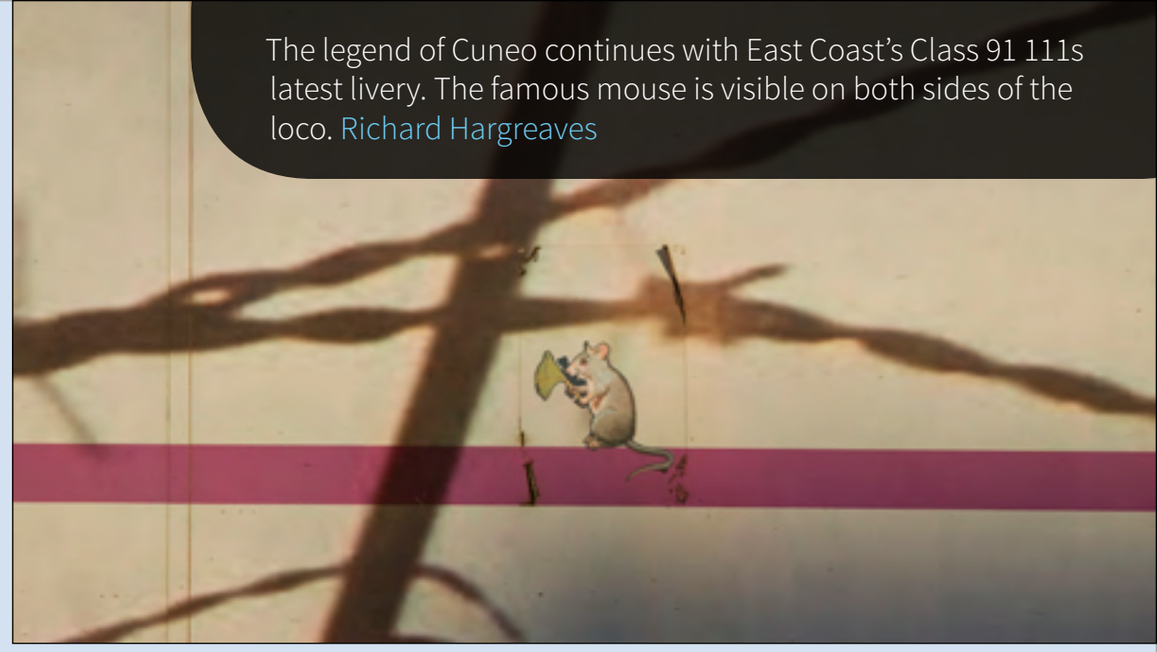
£14.90 is routed Virgin Trains Only.
£15.90 is routed London Midland Only
£22.50 is routed Any Permitted

Although you've said you don't wish to travel into London and back out for cost reasons, if you bought the VT only ticket at £14.90, you could use Oyster PAYG/Contactless to Willesden Junction at £2.30 each way. That would be cheaper than the £22.50 Any Permitted fare, and might even be a bit quicker.

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!



The legend of Cuneo continues with East Coast's Class 91 111s latest livery. The famous mouse is visible on both sides of the loco. Richard Hargreaves

End of the line for Borders Rail installation

The installation of almost 30 miles of rail on the new Borders Railway has officially been completed when Keith Brown, cabinet secretary for infrastructure, joined the project team to clip the final length of rail into place.

Arriving into Tweedbank station on a Freightliner train - the first to reach the end of the new line - Mr Brown clipped the final rail into place alongside project director Hugh Wark. Freightliner is proud to be a part of the Borders Railway project, providing locomotives and staff to haul ballast trains to move the specialist rail installation equipment. Since track-laying commenced in October last year, over 1000 rails have been laid across more than 90,000 sleepers.

The longest new domestic railway built in Britain in over a century, the Scottish Government-funded Borders Railway will re-establish passenger services for the first time in over 40 years from Edinburgh through Midlothian to Tweedbank.

Mr Brown said: "It is a huge honour to put the final piece of track in place and travel on the first train to run into the Borders in almost half a century. The reopening of this line offers a once in a generation opportunity to deliver a major economic and social boost for the communities it will serve.

"This is the longest domestic railway to be built in Britain in over 100 years and is a fantastic engineering achievement for Scotland and for the rail industry. But more importantly, the Borders Railway is the realisation of a long-held aspiration that will see community links restored, local economies boosted and opportunities improved for many.

"There will be few, if any, railway journeys anywhere in Europe to match the outstanding scenery along the route of the new Borders Railway. I have no doubt that Borders Railway will be hugely successful, both in enhancing Scotland's infrastructure and transforming business opportunities along the line."

First Hull Trains triumphs

A survey conducted and published by the independent consumer watchdog, Which? has found that Hull to London operator, First Hull Trains, is amongst the top of the league for passenger satisfaction, service and punctuality.
While overall, the survey found that passengers are bearing the brunt of poor service, too-frequent delays, cancellations and poor value for money, it's findings for the Hull to London operator are quite the opposite. First Hull Trains was second only to Grand Central, which came first place in the table. The survey finds that First Hull Trains passengers rate the service excellent for punctuality and reliability. The report showed that First Hull Trains gets excellent comments from passengers who like the cleanliness of the trains and the ease of getting a seat.

One First Hull Trains customer said they had never had a complaint in years of using the service. Both Grand Central and First Hull Trains get the highest star ratings for value for money in the survey. Which? reported that its survey showed that two thirds of passengers want lower ticket prices as their top priority, which is perhaps why these companies delivering on value are also the highest rated overall.



Class 45 015 arrived at the Battlefield line in 2002, and it still stands in scrapyard condition in 2015. John Alsop

Port lines back to use after 20 years

TRANSPORT Secretary Patrick McLoughlin has paid a visit to a North East port to witness its rail lines being used for the first time in more than 20 years. Mr McLoughlin MP, was among those at Port of Sunderland on Thursday, February 5 to see a locomotive run on its newly connected rail lines, as part of a trial run organised with DB Schenker Rail UK and Network Rail. The rail lines will soon be used for commercial operations.

The use of the lines for a light engine trial on Thursday, February 5 follows work by Network Rail to reinstate the former line into the port during December 2014 and January 2015. The work is a boost to the import and export credentials of the port, which is at the heart of the North East coastline but has not had working train lines for more than 20 years. The port will now be able to put to use its rail links and take on freight projects. Port director Matthew Hunt said that the trial with DB Schenker Rail UK, using its Class 66 locomotive, was a significant moment for the port, after 20 years without links to the national rail network. He said: "It's fantastic to once again have rail connections at Port of Sunderland. We have always enjoyed great access to open sea, and the port is well placed in terms of its links to major roads and airports. However, for more than 20 years, Port of Sunderland has not seen any rail traffic coming into its heart. To have lines connected into the port is a huge step forward for us and it really was an important moment for us to see the lines in use once again. It was great to share that with the Transport Secretary too.

"The support we have had from DB Schenker in supplying a locomotive as a prelude to their use for commercial operations has been fantastic, and means we can officially say that we are ready to take on rail freight handling projects this year. We are very much looking forward to attracting more and more projects as a result of the links we now enjoy."

Transport Secretary Patrick McLoughlin said: "As part of the government's long term economic plan, we are investing record amounts in improving road and rail connections so that ports like Sunderland can realise their full potential and contribute to regional growth. "The reconnection of the port's rail link will boost its import and export capabilities significantly. I am proud to see this historic port being put firmly on the map again for freight and maritime projects and gearing up for more business."

DB Schenker Rail UK provided a 22 metre long locomotive for use on the lines. It is expected that the port will use the lines over the coming months as a means of supporting the increasing number of cargo handling projects it is managing. Neil McDonald, head of sales at DB Schenker Rail UK, said: "Britain's ports are a vital link to overseas markets, but landing cargo in the port is not the end of the journey. Excellent transport links from ports to cities are essential in order for shippers to reach their final customer, and rail ensures low carbon, low congestion transport.

"Ports play a crucial part in DB Schenker Rail's growth strategy and we are delighted to bring rail back to Port of Sunderland."
The port saw almost half a mile of rail lines reconnected by Network Rail, a boost to its cargo handling capabilities. Port of Sunderland already handles more than 700,000 tonnes of cargo each year.

Mark Tarry, area director for Network Rail, added: "It is fabulous to see rail traffic once more running at the port of Sunderland. Network Rail is committed to supporting the local economy and to promoting the use of rail freight. Reconnecting this line supports both of those aims. We look forward to continue to work with the port as they seek to attract new rail freight business to the area."
As well as the rail connections, the port is also set to be boosted when work begins on the third Wear crossing in 2015. Described as a 'strategic transport corridor', the new bridge will better connect the port to trunk roads like the A19 and A1, ensuring that access is as straightforward as possible.

Councillor Paul Watson, leader of Sunderland City Council and chair of the port board, said: "The successful use of the lines – with the support of DB Schenker and Network Rail - is a really positive step for Port of Sunderland, and a boost to its import and export capabilities. "The port has enjoyed a significant programme of investment, and we have made some really important strategic decisions to ensure that we strengthen its position in the market. The addition of working rail lines can only further our work and put Sunderland firmly on the map for a range of maritime projects."

GB Railfreight is named Operator of the Year at the UK Rail Industry Awards 2015

At a ceremony attended by industry decision-makers and the supply chain, the company picked up the prestigious award for Operator of the Year beating off stiff competition from three passenger rail operators in the category shortlist. The award recognises GB Railfreight's substantial achievements over the past year. In 2013-14, the company's turnover exceeded £100m for the first time. Using innovative and bespoke solutions, technological advancements and capital investments, GB Railfreight has been able to improve performance levels and optimise outcomes for its customers.

GB Railfreight was awarded the prize by a 21-strong independent judging panel from across the industry. The UK Rail Industry Awards are run and organised by Rail Technology Magazine and entries are open to anyone working within or supplying to the UK rail industry. This is the second year of the awards, with the ceremony held at Battersea Evolution in London on 19th February 2015.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is really proud to have won the award for Operator of the Year. It is testament to the hard work and dedication of over 650 members of our team in offices and depots across the country. It has been a huge year for us and I want to extend my gratitude to every single one of them."The award is also an important recognition of the rail freight industry, which works around the clock to deliver for customers and keep the UK economy moving".



First TransPennine Express' Class 170 309 departs Stalybridge working a Manchester Piccadilly to Hull service.
Brian Hewertson

Passengers to benefit from additional carriages

Alok Sharma, the Member of Parliament for Reading West, has welcomed progress made by First Great Western (FGW) to increase Standard capacity by reducing the number of First Class carriages on trains running through Reading. FGW has pledged to reduce the number of First Class carriages on all High Speed Trains providing direct services from Reading to the capital. When all the work has been completed there will be 3,000 extra Standard Class seats into London Paddington during the morning peak – nearly a 16% increase in capacity. With 2,500 extra seats now in service, Alok attended an official ceremony to mark the launch of the first 'composite carriage', those carriages made up of a mixture of First Class and Standard seating, and the final step in converting First Class carriages on the way to providing 3,000 extra seats.

During the opening ceremony Alok met with Mark Hopwood, Managing Director and Steve Melhuish, Senior Engineering Project Manager at FGW who provided a tour of a converted coach and explained the work which had been done.

Alok also welcomed the news that work to install WiFi on FGW's High Speed Trains is almost complete and will be available free of charge to passengers in both First and Standard Class soon. Alok held a meeting with Mark Hopwood and Rail Minister Claire Perry in January, during which he called on the train company to speed up the conversion works and to make sure the increased capacity trains became available within weeks rather than months.

Alok Sharma said: "I am delighted that FGW have delivered these increased capacity trains in a timely fashion, which will be very much welcomed by many of my commuting constituents. I am pleased that the train operating company have agreed to seriously consider my suggestion to deliver increased Standard Class capacity on local stopping services, by getting rid of First Class completely on these services."

Alok continued: "In the long term, I think Reading would benefit from a dedicated commuter service to Paddington and I will be making the case for that during any negotiations on future franchise agreements."

Mark Hopwood, Managing Director of First Great Western said: "We know that, ultimately, the only long-term solution to busy services is more trains. New Intercity Express trains are on their way, however, it is still some time before they will be ready for service. The conversion of these carriages to create more standard class seating is crucial in the interim period."

First Great Western declassified 21 First Class compartments on their class 166 turbo fleet to improve Standard capacity in late 2013, and began work to convert a First Class carriage to Standard on their High Speed fleet last summer.

Railway work experience transforms life of local resident

Local resident Gaz Ford's life has been transformed following work experience at Luton station. Gaz, who turned 18 on March 3rd , was diagnosed with autism at an early age and has long had a passion for trains; his Community Learning Facilitator, Mark Sawtell, approached Luton station manager Joe Healy to request if Gaz could take part in some work experience. He impressed staff so much that he is now a regular face for passengers as he works two times a week.

Gaz's confidence has greatly improved and he regularly makes station announcements, helps passengers with enquiries and offers assistance to people with heavy luggage and disabilities. Prior to this Gaz did not give eye contact to many people and would often not speak to people unknown to him. Work experience has given Gaz faith in himself and the opportunity to work in the industry of one of his favourite hobbies – trains.

Luton station manager Joe Healy said: "It has been a delight to work with Gaz over the last few months and a privilege to see how he has grown in this time. "He is a real asset to our team and passengers are always pleased to see him on duty." Gaz added: "Trains are very important and so much better than buses. It's really good to work at a station and make announcements."

Mark also added:"It's been amazing to see Gaz so calm and engaged with his passion at Luton station. For Gaz it's like playing in the FA cup final every time he works at Luton station. Thank you so much, Joe, and everyone at Thameslink."



GWR 7800 Class No. 7820 'Dinmore Manor' enters Rothley on January 31st at the Great Central's steam gala. John Alsop

GB Railfreight boosts rail services business with Serco Caledonian Sleeper contract

GB Railfreight (Eurotunnel Group) has announced that it has signed a 15-year contract with Serco to provide train drivers and traction for its Caledonian Sleeper franchise. This contract will provide GBRf around £100 million in revenues over 15 years.

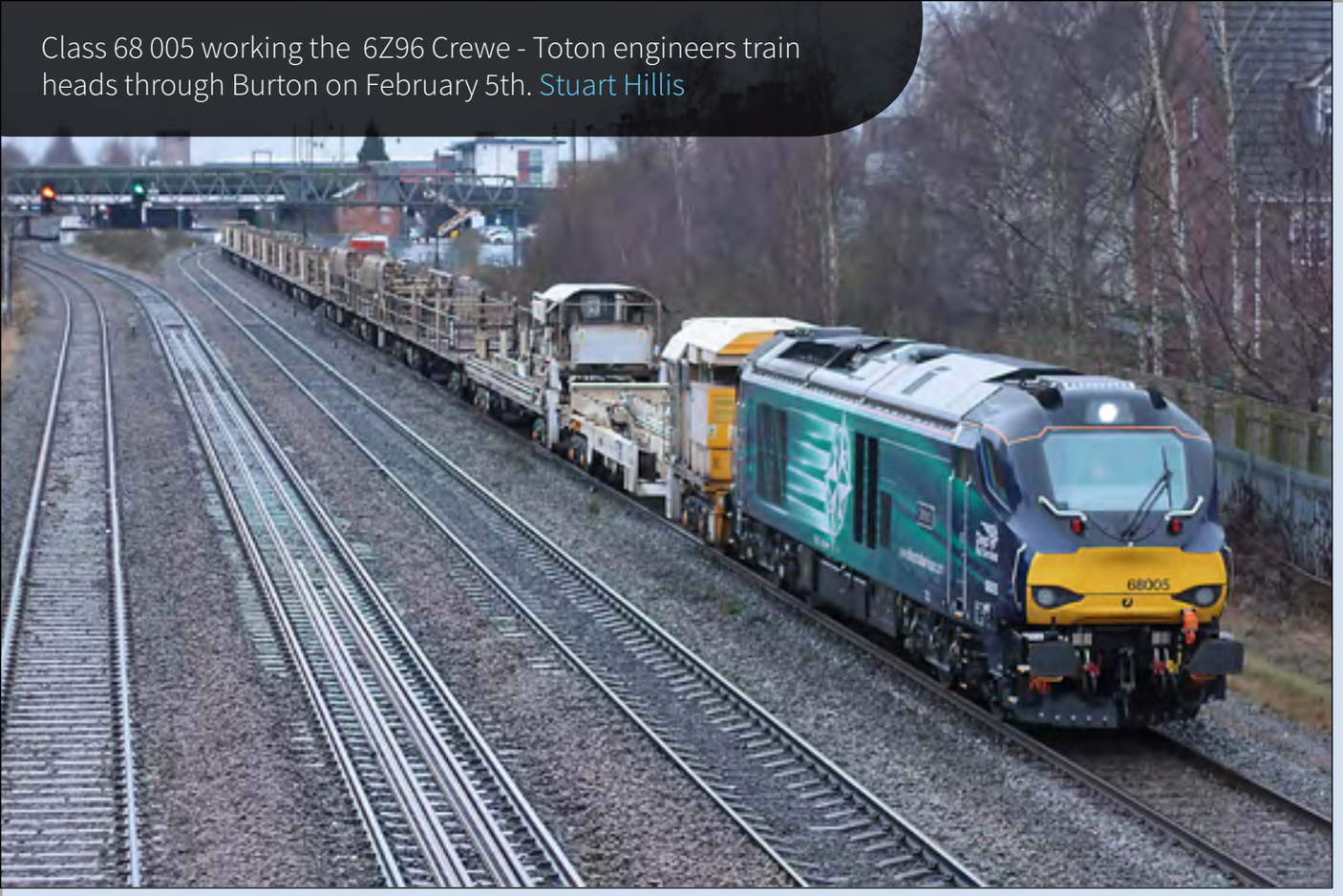
Due to commence on the 1st April 2015, GBRf will be providing train drivers and traction for six night services southbound and six night haulage services northbound per week, from Sunday to Friday. These services will be operating on both the Lowland Sleeper route, between Euston and Edinburgh and Glasgow, and the Highland Sleeper route between Euston and Fort William, Aberdeen and Inverness.

From the beginning of the contract, four refurbished Class 92s purchased thanks to Groupe Eurotunnel will be used on the electrified routes south of Edinburgh and Glasgow. North of Edinburgh, the company is planning to utilise six class 73/9s from October 2015, which are currently undergoing work at Wabtec's facility in Loughborough. In the meantime, it will be operating class 47s, on hire from Harry Needle Railroad Company (HNRC).

This contract is a significant development for GBRf, highlighting its intentions for growth in the rail services market. With heavy investments in both traction and driver training, it's another example of the freight operator's approach to offering bespoke services that target the specific customer's needs.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight are delighted to announce that we will be supporting Serco with train drivers and traction on their Caledonian Sleeper franchise. We've been working closely with the company in putting together a strategy that would work best for them on these given routes, and have invested in the appropriate rolling stock and training to make this strategy effective. We hope to build on this relationship over the next 15 years and ensure that passengers receive the optimum service."

Serco's Managing Director for the Caledonian Sleeper, Peter Strachan said, "GBRf are one of our key partners on the Caledonian Sleeper franchise. Together, we have worked closely to develop a traction strategy for the lifetime of the franchise which takes the service from the 1st April through to the introduction of the new trains in 2018 and beyond. GBRf have extensive experience in the rail services market and we looking forward to working together."



Class 68 005 working the 6Z96 Crewe - Toton engineers train heads through Burton on February 5th. Stuart Hillis



Preparation work begins to electrify South Wales railway and improve journeys

Network Rail will soon begin major preparation work in the run up to electrifying the South Wales Mainline. The electrification of the railway between London and Swansea will provide faster, greener, quieter and more reliable journeys for tens of thousands of passengers every day. It will also help stimulate economic growth across the region by better connecting towns and cities in South Wales and beyond. In order to accommodate the overhead lines which will power the electric trains, some road, foot and rail bridges that span the Mainline will need to be raised, either by amending the existing structure or demolishing the existing bridge and building something new in its place.

The electrification project has a phased approach to minimise disruption to communities, with work moving from east to west. Work on the first bridges in South Wales will kick-start in Monmouthshire this spring. Graeme Tandy, route delivery director for Network Rail, said: “Electrification will transform the railway between London and South Wales to make journeys faster, more reliable, greener and quieter for passengers. It will also help support economic growth across South Wales.“In order to reap the benefits of an electrified railway, an extensive construction programme is first required, including work to prepare the line for overhead lines. This will begin in Monmouthshire shortly and will include work to a number of existing bridges that are too low to accommodate the new infrastructure. We try to avoid reconstructing bridges where possible, but at some locations it is the only feasible option, particularly if a bridge is in poor condition. Once this work is completed the reconstructed bridges won’t need to be replaced for more than 100 years.

“I apologise for any disruption caused, but I want to reassure local communities we will complete the work in the quickest and safest possible way to minimise disruption and work with local authorities to plan appropriate diversions. We will begin holding drop-in sessions for residents this spring and I would encourage people to come along to find out about the work and the long-term benefits electrification will bring to South Wales.”

The first bridges identified as requiring reconstruction are two footbridges near Magor. Work to replace Undy Halt footbridge, in the village of Undy, and Whitewall footbridge, which connects Whitewall Road to Magor village centre, is expected to begin in June and be completed by autumn.
The public footpaths over the current footbridges will be temporarily closed whilst the existing structures are removed and replaced with new footbridges.

Network Rail is developing a programme that will see a number of bridges in Monmouthshire modified over the coming years.

Virgin Trains East Coast launches Customers and Communities Fund

Virgin Trains East Coast has commenced full operations on its new eight-year franchise and customers and communities along the new Virgin Trains East Coast network will be able to bid for a share of a £3m innovation fund. The fund will be used for projects suggested directly by Virgin Trains East Coast customers and their communities. The money is in addition to the £140m already committed to the franchise by the Stagecoach / Virgin partnership.

Twice-yearly stakeholder summits will be held along the network to discuss the ideas put forward, before the best ideas are given to the Secretary of State for approval. The scheme will see £500,000 available each year of the new franchise from 2017. Virgin Trains East Coast will use the time before then to set up the customer feedback mechanisms and begin gathering ideas for the first set of awards.

Claire Perry, Transport Minister, said: “Today is the start of a new chapter for the East Coast franchise. Passengers will benefit from thousands of extra seats, new connections and improved services between London and Scotland. The deal also means more than £3bn will be returned to taxpayers.“We are investing record amounts in building a world-class railway as part of our long-term economic plan.”

Virgin Trains East Coast is also planning to bring back freshly cooked breakfasts for all its First Class customers as part of a series of catering improvements planned over the next two years. There will also be new menus designed by regional chefs, and customers will be asked personally for their feedback and suggestions. David Horne, Managing Director of Virgin Trains East Coast added, “Passengers using the East Coast mainline are already set to benefit from hundreds of millions of pounds of infrastructure investment and service improvements over the next decade. Our new ‘Customer and Communities Improvement Fund’ builds on that but puts the decision-making power firmly in the hands of the customers and communities we serve.“The £3m fund allows Virgin Trains East Coast passengers to shape the future of their train line like never before. We will listen to what they want as we build our customer offering around our passengers. Asking the communities along the route what they want will also complement the major programmes we are committed to around helping young people and small businesses along one of Britain’s most important train lines.”

The new franchise builds on the successful partnership Stagecoach Group and Virgin have formed in running the West Coast mainline since 1997, and will bring major benefits to passengers, taxpayers and employees. Passengers can look forward to new services, faster and more frequent journeys whilst taxpayers will benefit from significant increases in premium payments to Government over the course of the eight year franchise.

The group’s venture will transform the customer experience for around 20 million journeys a year on one of the UK’s major inter-city rail routes, blending the experience, culture and service-focus of both Stagecoach and Virgin.

Highlights for customers include:

• £140m investment to deliver an improved service and more personalised travel, including a £21m refresh of the existing fleet
• £3.3bn paid in premium payments to the Government between 2015 and 2023, providing a higher return to the taxpayer than under the old franchise• Faster journey times – regular services to Leeds in two hours and Edinburgh in four hours
• New trains – 65 new ‘Super Express’ trains from 2018 with an early multi-million-pound train refresh programme for existing fleet
• Better connections – extra and new direct services to London from key locations in Scotland and England and more weekend services
• More services – a 50% increase in capacity by 2020 with total fleet capacity increased by 12,200 seats
• Better value fares – 10% cut in Standard Anytime fares on long-distance journeys to and from London and Stevenage in May 2015
• Investment in people – a fresh approach to recruitment, including new apprenticeships and the introduction of a new National Academy for Rail Professional Education with bases in York, Derby and London. Major investment in staff development and training, a new innovation council and giving employees ways to own a share of the business through employee share incentive arrangements
• New technology – new website, smartphone apps, interactive touchscreen information points at major stations, portable technology for staff, and improved Wi-Fi.
• Personalised travel – journeys built around individual customers, with at-seat food ordering, simpler ticket purchase and reservations, new Nectar loyalty programme• Improved customer rights and support – new Passengers’ Charter with a commitment to improved satisfaction scores with new independent passenger surveys, benchmarks and published results to drive satisfaction with stations, trains and customer service and a dedicated ‘Customer and Communities Improvement Fund’
• Station enhancements – investment of over £25m in stations and car parks with new open plan customer zones introduced for combined ticket purchase and information, more car parking spaces, extra cycle facilities and improved security
• Improved accessibility – investment in disability improvements, including induction loop and tactile station maps
• Community engagement – apprenticeships for young people, graduate and ex-offenders programmes, support for small businesses and regeneration in disadvantaged areas.

Patrick McCall, Senior Partner, Virgin Group, said, “Our long term partnership with Stagecoach has seen a revolution in customer service standards, great product innovation, reduced journey times and improved timetables on the West Coast mainline. We will deliver similar success on the East Coast and will work with the existing teams there to build on their achievements. “Our partnership will concentrate on areas for which Virgin is famous, such as looking after our customers and our people. We have a great opportunity to blend the successes of the East Coast and the West Coast lines to create a great experience for all. Together with these new ideas and initiatives, passengers will begin to see those Virgin touches on each and every journey.”



Two visitors to the Great Central's winter steam gala, No. 1501 from the SVR and No. 7820 from the GWR, are seen departing Loughborough on January 31st. John Alsop

Improved accessibility for passengers on Great Northern as part of £31m train upgrade

Great Northern's trains are being upgraded to the tune of £31 million to give passengers in wheelchairs and others with restricted mobility improved access to the Peterborough – King's Cross, King's Lynn and Cambridge routes. The first train to feature wheelchair-friendly toilets and wheelchair spaces (complete with companion seats), started running in service on February 24th. The Class 365 fleet has been undergoing an intense programme since spring 2013; 40 trains in total will go through the refurbishment process, due to be completed in autumn 2016.

The refreshed trains will feature: Wheelchair-friendly toilets; Wheelchair spaces; New sounders for both the opening and closing of doors; Priority seats; Refreshed interior; New external livery; LED lighting The refurbishment is costing just over £31million and is being paid for and managed by Eversholt Rail. The work is being carried out by Bombardier Transportation at their depot in Ilford. Keith Jipps, Great Northern's Passenger Service Director, said: "This is great news for Great Northern passengers with restricted mobility. The new wheelchair accessible toilets are fresh and modern and the newly widened wheelchair areas and priority seats will make journeys easier and more comfortable.

"The brightly lit, refreshed interior means our passengers can enjoy a more comfortable and modern travelling environment, giving our passengers better value for money."

Virgin Trains Moo-ving to Local Fresh Milk Supply

Virgin Trains invests in local dairy farmers

•UK-wide farms will provide over half a million pints of fresh milk a year to trains on the West Coast Mainline

•Average distance between farm and train depot of just 16 miles



Virgin Trains is to stock regionally sourced fresh milk on all of its trains in a move to support local British dairy farmers.

In a deal struck with Enterprise Foods, the fresh milk will be supplied from dairies as close as 7 miles from the West Coast Mainline and will be delivered to the nearest Virgin Trains depot for distribution along the route. The move will increase the business cost of fresh milk by 8%.

Over the course of a year, more than 300,000 litres of fresh milk (528,000 pints) will be used across the 300 Virgin Trains services that run each day to be enjoyed by passengers in their teas and coffee.

The fresh milk is sourced from dairies that run closely along the West Coast Mainline, such as Mortons in Liverpool and Yester Farm in Edinburgh, a family run farm which strives to keep food miles low by completing the entire production process on site, from milking through to pasteurisation. The Yester farm also prides itself on giving the cows the freedom to graze on lush pasture in summer as well as having specially designed sheds to house them in the winter.

Simon McCreery, Managing Director of Yester Farm said: "Partnering with a large organisation like Virgin Trains to deliver regional produce to customers is really exciting. We know that supplying on such a scale whilst remaining environmentally friendly is difficult and it's testament to Virgin Trains' ethos that they've made this move to support local farmers."

Amanda Smit, Head of Catering, from Virgin Trains said: "Virgin Trains is a company that prides itself on going the extra mile to make its customers happy and this also extends to the people we do business with. We've been buying local produce for some time now and the benefits we see to businesses and passengers alike is always positive – Thistly Cross Tilting Cider is a another great example, brewed in Scotland especially for Virgin Trains. By buying fresh local milk we know we can support local farmers in their business whilst also providing quality produce for passengers on our trains who want to relax with a cup of tea whilst we whisk them to their destination."



On February 14th, Class 57 312 and 57 305 top'n'tail a Northern Belle ECS through Stalybridge, running from Crewe to Leeds. Brian Hewertson

Loco Fleet List 2015

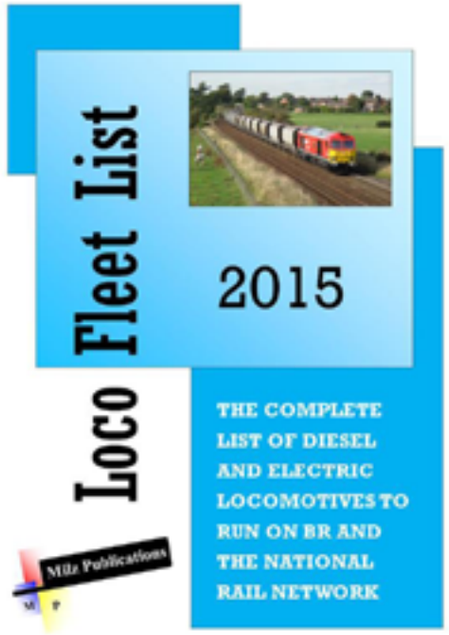
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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





Loco Fleet List 2015 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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

Genesee & Wyoming Inc. to acquire Freightliner Group

It has been announced that Genesee & Wyoming Inc. (G&W) has entered into an agreement to acquire Freightliner Group from Arcapita, who have been majority shareholders since 2008.

Freightliner Group is a successful and highly regarded business with a reputation for high quality service, reliability and innovation.

This agreement will be mutually beneficial for both parties, and Freightliner Group will continue to invest in new technologies and enhance international activities.

The change of ownership will not have any impact on the day to day operations of the Group and its subsidiaries. All existing arrangements for each of Freightliner's operating companies together for all staff will remain unaltered.

Russell Mears, Chief Executive Officer of Freightliner Group said, "Genesee & Wyoming brings additional investment firepower, extended international reach an rail infrastructure expertise to add to the existing strengths of the Freightliner Group. Their commitment to safety and service quality in all activities also mirrors our own values."

Jack Hellmann, President and Chief Executive Officer of Genesee & Wyoming Inc., commented,

"The acquisition of Freightliner is an excellent strategic fit for G&W. We are excited to be adding a world class intermodal and heavy haul franchise in the United Kingdom that will be the foundation of G&W's European Region. Further, the overlap of our respective rail businesses in Australia and the Netherlands will unlock operating synergies and expand our presence in each of those markets. We are pleased to be joined by a highly talented management team who have a long track record of success in building Freightliner over the past two decades. Working together, we expect to build the existing business and also unlock a range of attractive rail investment opportunities worldwide.

For Freightliner's 2,500 employees, we look forward to working together to leverage the strength and skills of our global employee base, deploying best practices from both G&W and Freightliner to enhance the safety and quality of our rail services worldwide. For Freightliner's customers, we are committed to deliver the same locally focused and responsive rail service that is the hallmark of both Freightliner and G&W, and we are excited about the opportunity to expand our global customer relationships going forward."



HNRC's Class 08 943 stands next to Virgin Train's Class 221 144 at Central Rivers depot. Dave Felton

Passengers in Machynlleth set to get easier access

The installation of a new stepped-footbridge with two lifts will help passengers cross more easily between platforms. Step-free access at the station will not only be of benefit to passengers with reduced mobility, but also to those travelling with children or heavy luggage or who simply find stairs a struggle.
James O'Gorman, Network Rail's project sponsor for the scheme, said: "The new footbridge and lifts at Machynlleth station will make travelling by train easier and more accessible for passengers. "We are working hard to make sure that this project is completed with minimal disruption and that a normal train service continues to operate throughout. "This is an important part of our work to build a bigger and better railway for Wales, with a record investment over the next five years to cater for increasing demand and transform the railway in Wales."

Glyn Davies, MP for Montgomeryshire, said: "I'm delighted to see that Machynlleth station is being improved for local people. "Step-free access will make a real difference to passengers and make it easier for people to get to work, or travel to see friends and family. "This will give Machynlleth a station that is open and accessible for all." The Department for Transport and Welsh Government funded Access For All scheme is a £12m programme which will also deliver access improvements to Radyr, Llandaf, Chirk and Ystrad Mynach stations.

High output team grows with new £50m ballast cleaner and 500 new Network Rail staff

Network Rail is expanding its world-leading track renewal programme by purchasing a new £50m ballast cleaner and welcoming more than 500 employees, previously contractors, into the company. The move represents part of Network Rail's commitment to minimise passenger disruption, reduce the cost of running the railway by 20 per cent over the next five years, and improve sustainability.

Network Rail maintains over 20,000 miles of track, used by over 4.5 million passengers every single day. The bed of stones the rails and sleepers rest on, known as ballast, support this network, holding the other components securely in place and allowing effective drainage, enabling a safe, smooth and comfortable ride, reducing the need for speed restrictions and travel disruption. Britain's railway sees an incredible 1.6 billion journeys each year. This traffic and wear and tear takes its toll and it is the high output track renewals team's responsibility to regularly clean the ballast of debris, oil and emissions as well as regularly renewing it so it remains functional and safe.

Codenamed 'BCS5,' the new ballast cleaner will boast the latest technological advancements in track renewals, benefitting from reduced fuel consumption and emissions, and incorporating measures to reduce workforce exposure to ballast dust, including mist-based suppression systems. In a UK first, the new cleaner will be built for 'third-rail' operation, allowing the conductor rail to safely remain in place throughout the cleaning process. Purchased from Plasser & Theurer, the purpose-built kit and associated support plant will become the fifth ballast cleaning system in the fleet and is due to be delivered in 2016.

Additionally, in March 2015 the Network Rail high output track renewals team will complete the insourcing of more than 500 AmeyCOLAS contractor staff, bringing them in-house and marking the largest people transfer into Network Rail since the phased insource of maintenance activities in 2005.

High output project director Ben Brooks said: "The move will give us greater opportunity to drive continuous improvement in both safety and performance on site. It is fundamental to delivering our cost efficiencies and also allows longer term investment in training and development for the high output workforce, our fleet and maintenance facilities."

"With the purchase of the new ballast cleaner and the insourcing of 500 staff who previously contracted for us, Network Rail is taking more direct control of its high output ballast cleaning and track relaying operations; activities core to its day-to-day business.

"Network Rail is leading the world, completing mechanised track renewals overnight in short duration access and handing back the railway at higher speeds than attainable with conventional methods.

The new equipment allows us to add the third rail DC electrified network to our programme so passengers south of London can start to see the benefits of high output track renewals too."

Rail services back to normal after Scarborough Bridge successfully replaced

Rail passengers, York residents and visitors to the city are being thanked for their patience after the old bridge deck of Scarborough Rail Bridge was removed and a new one installed. The work to refurbish the bridge meant that no trains could run over it between 14 and 23 February, with coaches replacing First TransPennine Express trains.

The worksite in York has also affected local residents and visitors. Marygate car park remained fully closed until 27 February to safely demobilise the 500 tonne crane and other construction equipment. Around half of the car park will continue to be fenced off for use by the project team as they complete the final work on the bridge. This will not involve any disruption to rail services.
The footbridge alongside Scarborough railway bridge which also carries National Cycle Network route 65 across the river was also closed until 2 March. The shared use paths on either side of the river under Scarborough railway bridge reopened ahead of schedule on Saturday 21 February.

Network Rail Route Managing Director, Phil Verster, said: "We thank rail passengers, residents and visitors to York for their patience as we complete this essential work. The bridge has given good service for 140 years but needed significant replacement."This was a complex project as the bridge spans the River Ouse and is in the middle of a residential area with narrow streets as well as being close to several important rail lines. "We delivered around 20 other projects between York and Scarborough while the bridge work was completed. This additional improvement work is worth around £3.5m and will help provide more reliable journeys for passengers for many years to come."
All planned work was completed as planned on Sunday 22 February, allowing



trains to run as per the normal timetable from start of service on Monday 23 February.

Anna-Jane Hunter, from First Trans-Pennine Express, said: "We worked with Network Rail to minimise the disruption caused by the improvement works and put in place the best possible journey options for customers. We communicated travel plans as early as possible and in a number of different ways. We are delighted that the vast majority of customers knew what was happening and their options. "We are also delighted to be able to run trains again and our customers will appreciate the improvement works being completed on time and on schedule."

Did you Know - Ken Mumford

D. Earle' Marsh's express Class I3 4-4-2T

D. Earle' Marsh's express class I3 4-4-2T of the London, Brighton & South Coast Railway was a type which astonished the engineers of the London, North Western Railway in 1908 by its frugal consumption of coal and water when tested against their own 2-4-0 'Precedent' Titan between Rugby and Brighton?

Speedy Southern Loco

With Driver Hooker and Fireman Dedman at the controls, 35023 [Holland-Afrika Line] on the 9-10 am ex-Waterloo with 8 coaches of 275 tons gross touched 102 m-p-h between Hurstbourne and Andover (on half regulator and 25% cut-off), flying through Andover at 101 m-p-h and not falling below 83 m-p-h on the climb to Grateley 98 m-p-h was touched on the descent to Salisbury. These speeds were reached in order to make up lost time due to two permanent way restrictions to 12 m-p-h at West Byfleet (near Woking), and to 18 m-p-h at Hook, five miles east of Basingstoke.

The Pressure's Off

Reduction in boiler pressure from 280 to 250 lbs per sq. in. began in Merchant Navy 4-6-2s in March 1954 when the first locomotive to undergo this change was 35020 -Bibby Line. .As a result a standard grade of steel could be used for the firebox stays instead of a special grade difficult to obtain. A side effect of this boiler pressure reduction was that the injectors functioned better.

Loco Names

Some steam locomotives in South Africa were named after the drivers' wives.

WHAT! NO TROUGHS!!

In December 1907, Dugald Drummond built the "E14" 4-6-0 for the LS.W.R. The bogie tender of this locomotive was fitted with a water pick-up scoop, which was never used because the most suitable places for water troughs (near Fleet and Templecombe) on the London to Exeter main line were said to involve too much expense for their installation. After less than sever year's service Urie (Drummond's successor) renewed it as a two-cylinder "H15" class.

The Nosh Report

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

Our new menu will have a big burger selection but we wanted something really that stands out on the menu. It is good, really! Everyone is very eager to try it. People want to try something different that they maybe wouldn’t have at home when they go out to eat.”



This month’s recommendation comes from Andy who recommends suggests a visit to :

Rift & Co bar in the old Royal Baths in Harrogate.

The building is serving up a Yorkshire twist on the American classic with a Yorkshire pudding burger. and features Yorkshire puddings instead of bread, following hot on the heels of the doughnut burger trend.

Bar manager Jeremy Ambrose came up with the idea to combine the two menu favourites. He said: “I have seen the doughnut burger on a menu in a Leeds restaurant and thought I wanted to try and do something different.

Rift & Co, was formerly known as Revolution and has recently undergone a renovation. Peeling back the plaster work has revealed the original tiles of the Royal Baths which had been covered up for decades. And the verdict from Andy was, excellent, highly recommended.

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

Send your emails to:

nosh.report@railtalkmagazine.co.uk

Birmingham New Street development reaches another milestone as demolition work finishes

The new Birmingham New Street station and Grand Central shopping destination are a step closer to completion after demolition work to create the stunning new atrium came to an end. More than 6,000 tonnes of concrete has been removed from under the new atrium allowing natural light to flood the new concourse for the first time. The impressive space was created using a bespoke JCB machine - fondly known as the Mega Muncher - which was used by local demolition firm Coleman & Company to remove two floors of concrete from the old station structure.

Now demolition is complete new structures will be hung from the atrium steelwork so work can begin to attach the streamline cladding to the atrium’s interior ready for the station’s opening in September 2015.

Chris Montgomery, Network Rail’s project director for Birmingham New Street, said: “The completion of this work marks a huge milestone for the project. Building the atrium roof and removing such a large amount of concrete from the centre of the building was a huge feat of engineering. I am proud of the way that Coleman’s has completed the demolition in such a short space of time which allows us to move on to the next challenge of cladding the atrium’s interior ready for the station opening later this year.”

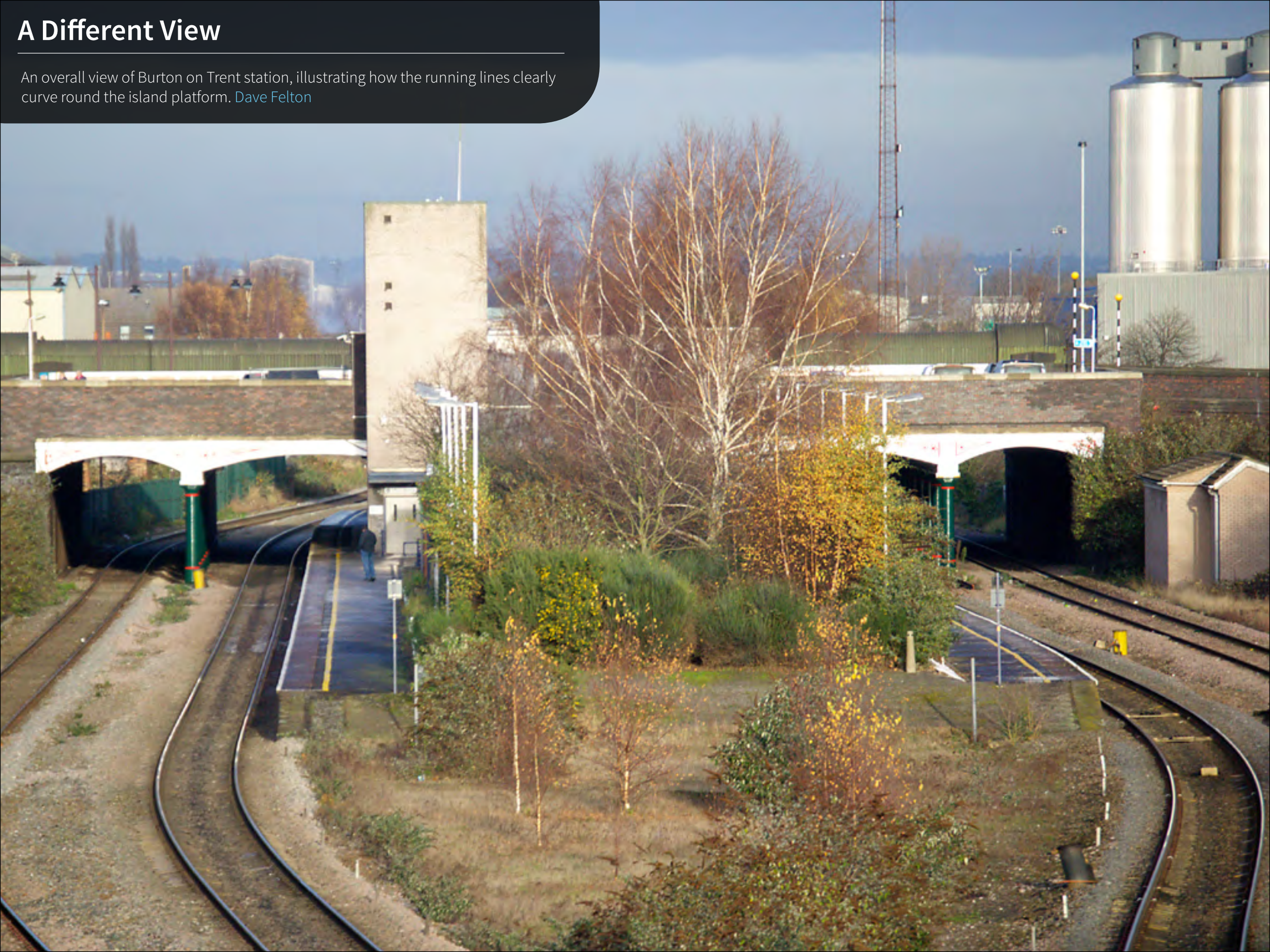
Mark Coleman from Coleman & Company said: “In conjunction with Network Rail and Mace, we have worked on Birmingham New Street since June 2009. Successful delivery of this huge complex project is a credit to everyone involved. We have worked on every level in all areas of the station, removing 20,000 tons of mass reinforced concrete, used 1000 tonnes of temporary steelwork and removed materials with diamond tipped wires and state of the art robots.

“Carving out the atrium in six months as opposed to 12, without accident or incident, is a testament to collaboration between all of the team. We would like to thank everyone involved, particularly Network Rail for giving us this amazing opportunity.”

Councillor Tahir Ali, cabinet member for development, transport and the economy, said: “This is a really significant project for Birmingham, not just in terms of the physical transformation, but also the investment and on-going job opportunities. More than 1,300 city residents have been involved in the scheme so far, including 250 who were previously unemployed and the city council has also supported more than 100 young people into apprenticeships. All this should act as a blueprint for the opportunities that will arise at Grand Central. In fact, we have already started a recruitment drive through the Birmingham Growth Alliance Partnership, which aims to showcase the skills of the city’s jobseekers, whilst reflecting Birmingham’s diverse community.”

A Different View

An overall view of Burton on Trent station, illustrating how the running lines clearly curve round the island platform. Dave Felton



A look at the Nemesis Rail depot, Burton on February 3rd with only Class 37 227 of note in the yard, along with a few Statesman Rail coaches (some more are inside), and a crippled and graffitied hopper wagon dumped at the front. Stuart Hillis

First TransPennine Express' Class 185 133 passes Barnetby East box, catching the low winter sunshine whilst working the 1B80 Manchester Airport - Cleethorpes service on February 17th. Steve Thompson

Preserved and Industrial Railways:
Midland Railway Centre

Class 20 205, recently overhauled to main line standard, is seen at Riddings on February 8th. Andrew Wilson

Under restoration, Class 45 108 is pictured at Swanwick Jct. on February 8th. Andrew Wilson

Keighley and Worth Valley Railway

At the Winter Steam Gala, the star of the show was undoubtedly Standard 4MT No. 75078 which had only very recently been restored to traffic after a long period under repair. The loco is seen double-heading with Southern Pacific ‘Wells’ with a train out of Ingrow on the morning of March 1st. Ben Bucki

LNWR Coal Tank No. 1054 heads a rake of Vintage stock into Oxenhope station on the afternoon of February 27th. Ben Bucki



LNWR Coal Tank No. 1054 heads a rake of Vintage stock out of Ingrow, towards Oxenhope station, on the morning of February 27th. Ben Bucki

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

TWO 9Fs JOIN THE PIG FOR the GCR's 'MODEL EVENT'

Guest locomotive No. 92212 will work alongside No. 92214 & No. 43106 'Flying Pig' at the giant Model Rail Expo. The GCR now confirms it has 66 layouts attending and 41 traders at the Quorn exhibition hall alone!

Friday 19th, Saturday 20th & Sunday 21st June

Joining the event is 9F, 92212 – a loco which was originally restored at GCR. The engine comes to the railway's Leicestershire metals courtesy of Mid Hants Railway and is with the GCR for just 2 weeks!

'To see 2 9Fs together on GCR's double track will be very special indeed' said Kate Tilley, GCR's Marketing Manager 'We've both a green one and a black one, which must be a pretty unique sight! We've put together a great timetable for the weekend and needed a loco line up to match it! We hope bringing in 2 guest engines and running the 9Fs together will delight modellers and enthusiasts.'

66 layouts have been secured as well as 15 demonstration layouts. These include: Dore Hill St Stevens, North of England Mainline, 82G, Templecombe Road, Great Train Robbery, Waterloo Street, Newcastle by the Water and Woodhead – our thanks go to Soar Valley Model Railway Club for organising a top class line up.

Visitors are invited to examine the very best models, ride behind their giant counterparts and buy merchandise for their hobby. The main event arena, at Quorn & Woodhouse station, is a 35,000sqft exhibition hall where suppliers such as Bachmann, BRM, Cheltenham, Kernow, Hornby Magazine, Book Law and Cromwell Tools will be in attendance alongside many others.

'We even have a 25th Anniversary celebration' continued Kate, 'the Gauge 3 Society, formed in 1990 are celebrating with us at Rothley station. It's set to be a really busy weekend with lots going on - we'd also like to thank Bachmann Europe plc, who are sponsoring the transportation of No. 43106, this will run as the Bachmann Express'

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

Normal fares apply for this event, with tickets costing just £15, including all day travel and entrance to all venues. This is an event people can spend all day at indulging in every aspect of their hobby. Visitors can travel between our stations, change trains to inspect layouts and their giant counterparts and visit traders.

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

A Keighley bound train hauled by 4F No. 43924 and US Army S160 ‘Big Jim’ is seen from onboard the train as it emerges from Mytholmes tunnel near Haworth, February 27th. Ben Bucki

Newly restored Standard 4MT No. 75079 heads an early morning parcels train for Oxenhope, seen here between Ingrow and Damems, on February 28th. Ben Bucki

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

“Evening Star” takes to the rails again!



A remarkable piece of railway history is coming back to life at the Great Central Railway. The mighty 9F locomotive based at the line, number 92214, is taking on a new identity as famous classmate number 92220 ‘Evening Star’.

The real ‘Evening Star’ still exists and is on display at the National Railway Museum in York. However, there are no plans for it to return to steam. Now with the agreement of the NRM and the support of the locomotive owner, Cromwell Tools, 92214 (which is painted in the same distinctive lined Brunswick Green livery as its classmate) will assume the name and number of ‘Evening Star’ and a new generation will see a recreation of this icon of the 1960s.
The 9Fs were among the largest steam locomotives ever built in this country.
In service in the 1950s they earned the nickname ‘spaceships’! ‘Evening Star’ has however, a particularly special place in Britain’s Railway history. It was the last steam locomotive to be built by BR being turned out of the legendary Swindon Works in March 1960.

It was assigned to the Western Region and worked on humble freights and prestigious passenger express services before being withdrawn in 1965 – a scandalously short working life of five years.

“We’re delighted to be bringing back ‘Evening Star’ for a new generation,’ said Bill Ford, Managing Director of the GCR ‘and of course we’re very grateful to Cromwell Tools and the National Railway Museum who have supported the plan.”
The new identity will first appear at the Great Central’s ‘Railways at work’ event on 18th & 19th April. Besides the 9F locomotive, period vehicles will arrive at Quorn & Woodhouse station yard to show how the railways moved freight around the country becoming a lifeline to towns and villages ahead of the age of mass road transportation.
New nameplates will be constructed to attach to number 92214 for the identity swap, together with other detailed features such as small brass plaques commemoration 92220 as BR’s final steam loco. Already a number of photographic charters have been arranged with the reborn Evening Star which will look at home on the GCR double track main line.

Right: BR Standard 4-6-0 Class 5MT No. 75078 is pictured at Oxenhope on February 27th during the lines Spring Steam Gala. Richard Hargreaves

Main: USA TC 2-8-0 'Big Jim' No. 5820, is pictured heading towards Keighley on February 27th. Richard Hargreaves

Below: SR 'West Country' 4-6-2 No. 34092 'Wells' runs round its train at Oxenhope also on February 27th. Richard Hargreaves







Barrow Hill

Looking superb, HNRC's Class 37 No. D6757 is seen in the roundhouse on February 21st. Brian Battersby



Stored DRS Class 20 301 ‘Max Joule’ is one of the many locos on the Barrow Hill site that have been subject to much speculation regarding their future.
Brian Battersby

Right: Former Daventry shunter Class 37 714 is pictured in the yard. Brian Battersby

Main: Also in the yard at Barrow Hill, former GIF Class 37 800, will this one ever return to service? Brian Battersby

Below: Class 40 No. D213 is seen in the sunshine outside the roundhouse on February 21st. Brian Battersby







Severn Valley Railway

Right: Great Western Railway 0-4-2T No. 1450 is seen stabled at Bridgnorth on February 14th. John Balaam

Main: Another Great Western loco also seen stabled at Bridgnorth shed on February 14th was GWR 2-8-0 No. 2857. John Balaam





Eureka, Halifax

Hunslet 0-4-0 diesel shunter Works No. 2641/1941 stands with Northern liveried Mk 2 coach No. M5524 at Eureka on February 28th. Richard Hargreaves

South Devon Railway

Great Western Railway 0-6-0 No. 3205 passes Caddaford heading for Totnes during the lines ‘Branch Line’ event on February 14th. Steve Andrews

GWR 0-6-0PT No. 6412 is seen in Bishops Bridge Loop on February 14th during the lines ‘Branch Line’ event.
Steve Andrews

East Lancashire Railway

It’s a grey day on the ELR as LMS Hughes Crab 2-6-0 No. 13065 eases past Horncliffe with a northbound mid-week half-term service on February 18th. Gerald Nicholl



Left: LMS Hughes Crab 2-6-0 No. 13065 passes Burrs with a Bury to Rawtenstall service on February 21st. Robert Bates

Main: A week after its guest appearance at the ELR's Steam Weekend, BR Caprotti Standard Class 5 No. 73129, visiting from the Midland Railway Centre, accelerates after stopping short of Rawtenstall signal box on February 28th with the 14:30 service from Bury. Gerald Nicholl

Right: BR Standard Class 4 2-6-4T No. 80080 runs round its train at Rawtenstall on February 22nd, during a blizzard. Mike Sheridan

Main: On February 21st, LMS Stanier Class 5 4-6-0 No. 45407 ‘The Lancashire Fusilier’ and No. 44871 approach Ramsbottom with the 1J64 service to Heywood. Michael Lynam



On a snowy February 22nd, Lancashire and Yorkshire Railway Class 27 0-6-0 No. 12322 stands at Ramsbottom with 13:10 service to Bury. Mike Sheridan





BR Standard Class 4 2-6-4T No. 80080 pilots BR Caprotti Standard Class 5 No. 73129 through Burrs on February 21st, heading for Rawtenstall. Robert Bates



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO TO TAKE ON SHAP AND THE LEGENDARY SETTLE & CARLISLE LINE

Star of Top Gear's 'Race to the North' Tornado returns with 'The Cambrian Fells Express' on Saturday 30th May with 302 miles steam hauled miles… and stunning scenery!
World famous new steam locomotive No. 60163 Tornado returns to the main line with a sensational tour this May, taking 'The Cumbrian Fells Express' railtour on a circular routing north of Crewe, having spent the winter receiving her first major overhaul. Testing the locomotive's capabilities to the full, the route over the Northern Fells is sure to whet the appetite of anyone remotely interested in steam.

Using the classic chocolate and cream liveried vintage 1950s carriages that usually form the 'Torbay Express', the day starts with the train running diesel hauled from Bristol via the pick-up stations to Crewe, where Tornado takes over, steaming northbound over the West Coast Main Line to the Preston area for a water stop. Once replenished, the train presses on towards the fells with the town of Appleby-in-Westmorland as the destination, reached via the fearsome climb of Shap, the Carlisle avoiding line and a run along Eden Valley. Appleby is reached late lunchtime where passengers can alight and enjoy a two hour break in this former county town whilst Tornado is prepared for the onward journey.

Departing mid-afternoon the rugged Settle & Carlisle Railway is then traversed, giving Tornado a suitable 13 carriage challenge up to the summit at Ais Gill. Spectacular views unfold through the carriage windows over several hours before the West Coach Main Line is re-joined south of Preston to complete the circular Northern Fells journey, with Tornado giving way to the diesel locomotive back at Crewe for the final run homeward.

Mark Allatt, Chairman of The A1 Steam Locomotive Trust said: "Steam over Shap and the Settle & Carlisle Railway is one of those experiences to be savoured, whatever the locomotive up front. We are thrilled that Tornado will return again to the Northern Fells following her intermediate overhaul, and once again in her glorious Apple Green livery. We expect 302 miles of high class steam running, with Tornado and her team fully up for the challenges this tour places".

Peter Watts, General Manager of Pathfinder Railtours said: "We are delighted to have the renowned Tornado hauling our Cumbrian Fells Express and know it will be a day to remember for all the right reasons."

Motive Power is expected to be a DB Schenker Class 67 from Bristol to Crewe and return with Tornado working the tour north of Crewe.

Bookings can be made via the Pathfinder Railtours website www.pathfindertours.co.uk or by calling (01453) 835414 or (01453) 834477.

Nene Valley Railway

LNER D49 Class No. 62712 ‘Morayshire’ is seen at Wansford on February 20th with a special working to Peterborough. Robert Bates

Avon Valley Railway

Class 31 101 is seen working its first passenger service of the 2015 season, on a rainy February 22nd. Sam Bilner



Great Central Railway

GWR Manor Class No. 7820 ‘Dinmore Manor’ arrives into Loughborough on February 12th during a Neil Cave/EMRPS photo charter. Laurence Sly

Class 27 No. D5401 stands at Loughborough Central during an EMRPS photo charter on February 12th. Mark Pichowicz

Class 20 No. D8098 stands in the platform at Loughborough with the rake of Windcutter wagons on February 12th. Taken during a Neil Cave/EMRPS photo charter. Laurence Sly

RAIL MINISTER RIDES FIRST TRAIN AFTER COMMISSIONING OF NEW SIGNALLING SCHEME FOR MAIN LINE CONNECTION

Rail Minister Claire Perry MP has made history after riding on the first train to be run under a newly commissioned £3.2 million signalling system that will enable a trial passenger train service between Wareham, Corfe Castle and Swanage. Hosted by the volunteer-led Swanage Railway, the special trip in a two-coach South West Trains Class 158 diesel unit saw the Rail Minister, Purbeck Community Rail Partnership members, stakeholders and guests travel from Wareham to Corfe Castle and return on Thursday, 5 February, 2015.

Swanage Railway Trust Chairman Gavin Johns said: "The commissioning of the new signalling system is a major milestone in joining Swanage and Corfe Castle to the national railway network which has been our aim since 1972. It will also enable trial train services to take place in 2016 and 2017.

"I would like to thank our dedicated volunteers and our stakeholders who have worked so hard, over several years, to help bring the new signalling scheme to fruition. Purbeck District Council and Dorset County Council, the South West Trains-Network Rail Alliance and other members of the Purbeck Community Rail Partnership also deserve thanks because it has been a real joint effort. It was a privilege to have the Rail Minister on board the first train running under the new signalling system and a pleasure to show her what working together in partnership can achieve for the improvement of the Isle of Purbeck's transport network as well as the local economy," added Mr Johns.

Taking Network Rail and the Swanage Railway four years to design, install and test, the new signalling system between Wareham and Corfe Castle is based on long-proven technology used for controlling trains on single lines and interfaces with a Network Rail state of the art signalling control centre. The new system sees Network Rail's signalling control centre at Basingstoke linked to the award-winning Victorian-style signal box at Corfe Castle station.

After Network Rail closed old mechanical signal boxes at Poole, Hamworthy, Wareham and Wool and re-signalled the line with modern technology last year, signallers at Basingstoke now control main line trains between Poole and Wool – including Worgret Junction which is close to the start of the Swanage Railway.

Purbeck Community Rail Partnership Chairman Mike Lovell – who is also a Purbeck district and Dorset county councillor – said: "We were delighted that the Rail Minister was able to travel on the first train to use the new signalling. Although further investment is still needed to reinstate a regular service, the completion of the signalling is a huge step towards a trial community service that will enable people from Corfe Castle and Swanage to travel by train to anywhere in the country," he added.



Gavin Johns explained: "The Swanage Railway is very heartened by the support that it engenders locally. We look forward to jointly developing the potential of a main line connected heritage railway with the help of our partners, stakeholders and volunteers. The new signalling system between Corfe Castle and Wareham is thought to be unique in the United Kingdom because of its scale and the way it works – being a safety interface between the Swanage Railway and Network Rail. It has re-established the traditional style of 'electric key-token' method of working trains that operated between the Corfe Castle and Worgret Junction signal boxes until the Swanage branch line was closed by British Rail in January, 1972," he added.

The new Corfe Castle to Wareham signalling system improves the ease and speed of signalling trains between Wareham, Norden Park & Ride, and Corfe Castle. Using the 'electric key-token' system introduced to the country's railways more than 100 years ago, the new system has been modernised so that a signal box on the main line at Worgret Junction is not required.

With 'electric key-token' instruments provided at Corfe Castle signal box and Wareham station – the latter being used by the drivers of trains from the Swanage Railway – the new signalling system is thought to be unique in the country because of its scale and the way it works.

The new Corfe Castle to Wareham signalling system comprises a four-mile single line 'electric key-token' section that crosses from a heritage railway and on to Network Rail. From Worgret Junction – where the single line from Corfe Castle ends – trains run for one mile on the 'third rail' electrified main line into Wareham station.
Last September , Dorset County Council awarded the Swanage Railway a 99-year lease of the three-mile former Network Rail line from south of Worgret Junction to the then start of the Swanage Railway east of Furzebrook.

The Swanage Railway is currently in the process of upgrading that line for passenger trains between Wareham and Corfe Castle – replacing 1,700 wooden sleepers, clearing embankments of overgrown trees and undergrowth as well as repairing bridges and six miles of lineside fences and drains.

In February, 2013, the Swanage Railway was awarded a £1.47 million grant by the Government's Coastal Communities Fund – followed by a further £390,000 'top-up' award in August, 2014 – to introduce a trial passenger train service between Wareham, Corfe Castle and Swanage. That trial train service is set to start during the first half of 2016 and run on 140 selected days over two years.

It was in 2010 that Dorset county and Purbeck district councils pledged to invest £3.2 million, over three years, to pay for a new signalling system to enable passenger trains between Wareham and Corfe Castle – £2.85 million going to Network Rail and £350,000 to the Swanage Railway for the work.

That investment has come from a transport improvement fund into which property developers pay – the money being collected by Purbeck District Council and spent by Dorset County Council as the transport authority. The Purbeck Community Rail Partnership is an alliance of Purbeck District Council, Dorset County Council, the Swanage Railway, South West Trains, Network Rail, the Perenco oil company and the Borough of Poole council.

Photo: South West Trains Class 158 arrives at Corfe Castle.
© Andrew PM Wright



The A1 Steam Locomotive Trust
New Steam for the Main Line

‘THE WHITE ROSE’ EXPRESS

London King’s Cross to York and return on Tuesday 2nd June with famous new steam locomotive 60163 Tornado and iconic Deltic D9009 Alycidon

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce its first train of the 2015 season with the recreation of ‘The White Rose’ express. ‘The White Rose’ was the premier train from London to Yorkshire in the post-war period and this unique railtour will combine nearly 200 miles of travel behind each of the now famous star of BBC Top Gear’s ‘Race to the North’ No. 60163 Tornado and iconic Deltic D9009 Alycidon. Fresh from her intermediate overhaul and newly repainted into her glorious apple green livery, new build steam locomotive Tornado, which was completed in 2008, will be hauling her second main line railtour of 2015 on Tuesday 2nd June from York to London King’s Cross, taking over from Alycidon which hauled the northbound leg. We are pleased to confirm that the carriages will be in the historic carmine and cream livery and those passengers in premier dining on ‘The White Rose’ will receive a traditional silver service throughout the journey. We expect there to be much fast running with Tornado at her permitted maximum speed of 75mph and Alycidon at 100mph.

Heading north covering 189 miles along the East Coast Main Line, Alycidon will stretch her legs along the line she once frequented, taking in the magnificent sights of the summer countryside heading towards the picturesque and historic City of York. A pick-up will be made along the way at Potters Bar. On arrival at York passengers will have time to explore the wonderful city, with its famous Minster and National Railway Museum, before boarding ‘The White Rose’ for its return leg to the capital hauled by No. 60163 Tornado.

Tornado will be hauling a limited number of main line railtours during 2015, with all profits going towards the upkeep of this magnificent locomotive. Consequently, space on this train is likely to be at a premium and so an early reservation is recommended.

Provisional Timings for ‘The White Rose’ express on Tuesday 2nd June 2015 are as follows:

Station	Depart	Return
London King’s Cross	09:15hrs	21:30hrs
Potters Bar	09:45hrs	21:00hrs
York	12:30hrs	16:30hrs

Terms and conditions are available on request.

Tickets for the ‘The White Rose’ are priced at standard class (adult £99.00), first class non-dining (adult £139.00) and premier dining (adult £225.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00 per person. Bookings by debit or credit card are via ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com.



From the Archives

BR Class 55 009 ‘Alycidon’ departs from Scarborough station in a fog of fumes with an excursion train on August 29th, 1981. Dave Felton



Right: Fire damaged Class 27 044 stands at Eastfield depot on January 4th 1981. Brian Hewertson

Main: Class 31 203 and 31 432 arrive at Bolton parcel depot with empty vans from Longsight on October 1st 1991. Michael Lynam

Below: LNER B1 Class locomotive No. 61262 stands at Dunfermline MPD on March 26th 1967. Dave Felton







Right: Class 03 020 and 03 197 stand at the South Yorkshire Preservation Society's site at Meadowhall on April 28th 1996. Steve Stepney

Main: Class 40 155 is photographed shunting freight wagons in Kirkham Yard on December 13th 1979. Dave Felton



Right: Class 37 144 is seen stabled outside Stratford depot on August 1st 1987. Derek Hopkins

Main: Class 37 505 and 37 514 head a loaded steel train through Aldwarke Jct. on November 17th 1993. Paul Hewertson

Below: Class 56 083 and 56 079 stand at Knottingley depot on December 28th 1993. Brian Hewertson







Class 25 187 and 25 181 thrash through Northfield in the snow with a stone train in January 1979. Chris Morrison

Right: Class 37 427 heads the 1Z37 Crewe - Cardiff through Burgs Lane, Shrewsbury on March 22nd 2003 working a 'Ruggex' service to Cardiff. Carl Grocott

Main: Class BR Class 45 058 is seen stabled outside Manchester Victoria signal box on February 25th 1979. Dave Felton

Below: Railfreight Distribution liveried Class 47 125 departs Crewe on April 16th 1994. Paul Godding







Right: Class 25 089 is seen working light engine as it passes over Whalley Viaduct on March 5th 1984. Dave Felton

Main: BR Class 503 Electric Multiple Unit No. 28393 waits to depart from West Kirkby station with a service to Liverpool Central on May 20th 1983. Dave Felton





The Back Page

Class 57 312 calls at Plymouth whilst working the 1C99 London Paddington to Penzance sleeper on January 31st.
Steve Andrews

