



Railtalk Magazine

Issue 126 | March 2017 | ISSN 1756 - 5030



Welcome

Welcome to Issue 126 and your monthly roundup from across the UK.

So the shortest month of the year is done with and I can't help but ask... how did we manage to pack so much into it?!

Firstly, it would seem everyone visited the S&C this month. - and why not?! Something, I've hoped for a very long time, actually happened for 3 days across the middle of the month. We had a 'Preserved' (yes there are some technicalities on that word in this case) locomotive working a timetabled passenger service, where you could just walk up and pay the usual fare and board the service hauled by what maybe one of your favorite locomotives.

It's maybe my youth taking over, however I'd always wanted just one weekend, where we could forget about GSMR, OTMR, etc.. etc.. and just get all the old locomotives and rolling stock back on the mainline. It would bring back the passion and love for the railways that the general public lost a long time ago. However, a pipe dream I know, so please don't email me with the 100,000 reasons why it can't and shouldn't happen. I already can imagine the carnage across the network, as locomotives and DMUs confined to 25mph are scattered across the various regions with hordes of failures.

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Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Rail Operations Group's Class 47 815 works the 5H70 Carlisle to Wolverton with two barrier coaches through Village Croft, Euxton on February 14th. *Alan Naylor*

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Still going strong, Class 86 639 and 86 622 cross the River Stour near Manningtree on their regular duty, the Coatbridge - Felixtowe liner on February 14th. *Charlie Robbins*

Next Page

Steam Dreams 'The Saint David' headed by LNER A1 class 4-6-2 No. 60163 'Tornado' is seen at Patchway on March 1st. *Brian Turner*



Moving on to where we can actually enjoy the sights and sounds of your yesteryear traction. February saw the re-start of the Gala Season with some excellent attended events, the biggest of these being the East Lancashire Railway's Diesel Gala (photos in this issue).

Finally, bringing things bang up to date we have more images of the new Virgin Azuma units, this time working through the day in Doncaster. Soon to be a familiar sight on the East Coast main line, these units will replace some of the recently refurbished Mk4/Class 91 and HST sets.

As always, until next month. I hope the weather continues to improve and remember please continue to send in your photos and the best camera you can ever have, is the one you have with you. - Basically if all you have is your mobile phone, it's not a problem.

Andy Patten
Editor

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Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

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Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
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With Thanks

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:
Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood,

Brian Hewertson, Paul Hewertson, Stuart Hillis, Keith Hookham, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, Ken Livermore, Michael Lovatt, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.



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Charter Scene

Railway Touring Company
The Winter Cumbrian Mountain Express

LMS Jubilee Class 4-6-0 No. 45690 'Leander' pounds up the gradient to Shap Summit with the first northbound 'Winter Cumbrian Mountain Express' of the year on January 21st. *Gerald Nicholl*



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Charter Scene

Railway Touring Company
THE WINTER CUMBRIAN COAST EXPRESS

On January 28th, Class 86 No. E3137 (86 259) 'Peter Pan'/'Les Ross' pauses at Milton Keynes working 'The Winter Cumbrian Coast Express', Carlisle to London Euston. The Class 86 taking over from steam traction at Carnforth. *Matthew Bird*





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Charter Scene

West Coast Railway Co.
The Cumbrian Mountain Steam Express I

On February 18th, LMS 7P Royal Scot Class 4-6-0 46115 'Scots Guardsman' is having to work seriously hard on 'The Cumbrian Mountain Steam Express 1' as it passes Brock. It was allowed out of Preston a fraction under 9 minutes before the Glasgow bound Pendolino, which was already being slowed when it passed a few minutes later. *Ken Abram*









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Charter Scene

I love S & C
Northern's Plandampf service

A1 Class 4-6-2 No. 60163 'Tornado' heads towards Selside with the first northbound scheduled Northern service to Appleby on February 14th. *Gerald Nicholl*



Charter Scene

I love S & C Northern's Plandampf service

On February 16th, the last day of a series of regular timetabled runs on the southern section of the Settle - Carlisle line, the A1 Pacific 'Tornado' accelerates away from Skipton, approaching the footpath crossing next to the Leeds-Liverpool canal with the 10:44 to Appleby. *Ben Bucki*

In a rain shower and with a stiff crosswind, A1 Class 4-6-2 No. 60163 'Tornado' tackles the gradient after crossing the River Ribble with the scheduled morning Northern Rail service to Appleby on February 16th. *Gerald Nicholl*



Charter Scene

I love S & C Northern's Plandamp service

▶ LNER A1 No. 60163 'Tornado' and DB's Class 67 029 pass Gargrave working the morning service from Appleby - Skipton on behalf of Northern on February 14th. *Michael Lynam*

▶ Class 67 029 hangs on to the rear as 'Tornado' storms between Settle Junction and Settle working the morning service from Skipton - Appleby on behalf of Northern on February 14th. *Michael Lynam*

▶ 'Tornado' blasts through Hellifield operating the morning service from Skipton - Appleby on February 16th. *Michael Lynam*







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Charter Scene

UK Railtours
The Saint David

Crowds gathered at Swindon on March 1st to greet LNER A1 No. 60163 'Tornado' working the London Paddington to Cardiff charter. *Ken Mumford*





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Charter Scene

UK Railtours
A Midland Meander

UK Railtours 1Z67 London Euston to Stratford upon Avon featuring Class 67 029 'Royal Diamond' and 67 022 are seen traversing the Leicester - Burton freight only branch, passing Moira West Junction signalbox on February 18th. *Stuart Hillis*







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Charter Scene

Pathfinder Tours

Six Nations Welsh Rugby Supporters

On February 24th, Class 68 024 'Centaur' heads north through the swamps of Winwick with a Rugby special from Carmarthen to Edinburgh for the Scotland - Wales match. *Jeff Nicholls*



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Charter Scene

UK Railtours
The Red Rose

LNER A1 No. 60163 'Tornado' speeds through Preston Boats with the 1Z61 07:44 London Victoria - Shrewsbury 'The Red Rose' charter on February 11th. *Keith Davies*





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Charter Scene

ECS and Light Engine Moves

Seen from the public footpath near the cemetery to the north of the town, Class 57 316 is powering train 5Z01, an empty stock move for West Coast Railways as it races towards the station at Keighley, West Yorkshire, on its way towards Leeds from Carnforth, on February 13th. *Ben Bucki*







Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

Running some half an hour early, LMS Jubilee Class No. 45699 Galatea hurries south through Winwick on St. David's Day to pick up 'The Cathedrals Express' at Crewe to work it to Holyhead. Three hours later it returned to Carnforth! (inset). *Jeff Nicholls*











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Chiltern Railways

Class 68 011 is seen at Birmingham Snow Hill on February 25th. *Richard Hargreaves*

Class 68 012 stands at Birmingham Snow Hill on February 4th having arrived with a service from London Marylebone. *Richard Hargreaves*

0A68 the 06:50 Crewe Gresty Bridge (DRS) to Wembley Lmd light engine working sees Class 68 012 and 68 002 'Intrepid' passing through Northampton on February 25th. *Derek Elston*







Colas Rail



On February 5th, Class 60 026 and 60 087 top'n'tail the Railvac through Scunthorpe Station running as 6C52 Brocklesby - Up Decoy. *Steve Thompson*

An unusual shot of Class 60 085 as it crosses the River Tay at Perth on February 10th working the Aberdeen Waterloo cement. *Richard Jones*

Class 70 807 heads through the maze of masts at Reading on February 4th with a Westbury to Ladbroke Grove engineers train. *Class47*







Colas Rail



On January 23rd, Class 60 026 approaches Scunthorpe with the 6E32 discharged bitumen ICAs, heading back to Lindsey. *Steve Thompson*

On February 21st, Class 60 026 heads through Lincoln hauling the 6E82 Rectory Jct.- Lindsey. *Steve Thompson*

Class 66 848 is seen stabled at Eastleigh on February 25th. *Richard Hargreaves*







Colas Rail



▶ Class 56 105 leads 56 096 and 56 113 working the 0Z56 Coleham - Bescot as the move passes Battlefield on February 4th. *Carl Grocott*

▶ Class 56 096 approaches Cherry Tree (with Class 56 105 on the rear) working an infrastructure train from Appleby - Crewe Basford Hall, February 12th. *Michael Lynam*

▶ Having recently landed in the UK, Class 70 812 is seen at Seaforth docks on its ACL trailer on February 25th. *David Hollowood*









DB Cargo



On February 11th, Class 60 019 stands at Nottingham during a driver change, working fuel tanks to Kingsbury during a light snow shower. *Richard Hargreaves*

On February 19th, track relaying down at Keadby meant a few ballast workings with Class 60 001 heading the first departure from Scunthorpe, 6G01 to Up Decoy, via a run-round at Barnetby and then over the Brigg Line. *Steve Thompson*

The 07:07 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd, 6M45 load one, passes through Northampton behind freshly painted Class 66 082 on February 2nd. *Derek Elston*



How DB Cargo UK is keeping steam traction on the mainline.

First introduced in the 19th century, steam trains continue to be seen on our railways and are a form of leisure and enjoyment for people of all ages. Expertise to build and operate steam trains has been passed down through generations to ensure that it is still possible to travel this way, but this expertise is by no means common place.

DB Cargo UK is one of only two companies still able to operate steam locomotives and its specialist staff includes the UK's youngest mainline steam driver Jim Clarke, who is 35 years old.

The company traces its ability to offer steam hauled services nationwide back to the days of British Rail and has operated many hundreds of steam charters across Great Britain through Rail Express Systems (RES), English, Welsh & Scottish Railway (EWS) and now DB Cargo UK. This includes many of the most famous British steam locomotives from the 1903 built GWR 4-4-0 'City of Truro' to the recently built LNER A1 Pacific 'Tornado'. Regular steam operation forms part of contracts held with Belmond British Pullman and the Torbay Express, as well as other steam services covering most of the UK. Highlights in recent times have seen high speed commemorative runs in 2013 with LNER A4 Pacific 'Bittern' over the East Coast Main Line as well as the inaugural run of

LNER A3 Pacific 'Flying Scotsman' from London to York. In 2017 DB Cargo UK will be involved in the operation of the SR Merchant Navy Class 'Clan Line', marking the 50th anniversary of the end of steam in the Southern Region of England.

Image Right: DB Cargo UK's Jim Clarke, photograph courtesy of Julie Whelan

Steam on the Settle-Carlisle Line

Thanks to DB Cargo UK, Northern, Network Rail and Friends of Settle and Carlisle, timetabled passenger steam trains ran on a mainline railway from 14 -16 February, something that hasn't happened in England for over 50 years.

The special journeys were arranged to celebrate the re-opening of the Settle-Carlisle line, which was closed in February 2016



after a 500,000 tonne landslide severed the line. The 'Pacific' Tornado, Britain's newest steam built locomotive, was secured to provide the unique services. A major £23million engineering project was required to restore the line, which amongst other things, included Network Rail having to shore up the collapsed bank. DB Cargo UK supported this work by transporting stone to be used in the repair programme.

Richard Corser, DB Cargo UK's Account Manager for Charters, Special Trains and Resource Hires, said: "We are delighted to collaborate with our industry colleagues on these momentous services celebrating the restoration of the Settle to Carlisle line following last year's landslide. It is poignant that the last railway in Britain to be built by pick and shovel has now been restored through a significant project using modern engineering practices.

"The steam services in February pay tribute to the line's history and future and we are pleased to be providing a highly experienced train crew for 60163 Tornado, who have a combined experience of approximately 80 years working on steam locomotives."

For more information about the Settle-Carlisle line visit: www.northernrailway.co.uk/



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DB Cargo



On January 22nd, Class 60 092 worked 6B01 Holton-Le-Moor to Up Decoy, a few spoil wagons and a nice long rake of track panels, seen here approaching Scunthorpe. *Steve Thompson*



DB Cargo



▶ Class 67 008 passes Eggborough power station, West Yorkshire, on Doncaster to Goole route learning duties on February 28th. *Neil Scarlett*

▶ Class 60 007 heads the 6E54 Kingsbury-Humber discharged bogie tanks through Lincoln on February 21st. *Steve Thompson*

▶ On January 23rd, Class 66 041 heads through Scunthorpe working the 6H33 Immingham CPL - Drax coal. *Steve Thompson*



DB Cargo

Class 90 029 and 90 024 work the 4M25 Mossend - Daventry modal through Village Croft, Euxton on February 14th. *Alan Naylor*



Emergency services and DB Cargo UK stage large scale training exercise

DB Cargo UK was praised for its part to stage and support a three day, multi-agency exercise involving a simulated train derailment at its Healey Mills site in Wakefield.

The rail freight operator worked with agencies including West Yorkshire Fire and Rescue Service, Yorkshire Ambulance, Network Rail, Wakefield Council and the British Transport Police to re-create the scenario, providing an invaluable practical training exercise for everyone involved and showcasing Healey Mills as an ideal site for future training opportunities.

As part of the exercise arrangements were made for a locomotive and out of service rail carriages to be placed on an unused rail track at Healey Mills, where one carriage was also completely overturned.

Volunteers from St John's Ambulance acted as trapped, injured and missing casualties and dummies were used to replicate individuals stuck under the carriages and fatalities at the scene. Ossett Academy was used as a tactical command location.

The exercise was also attended by West Yorkshire Police, the Office of Rail and Road (ORR), Department for Transport (DfT) and the Rail Accident Investigation Branch (RAIB).

Healey Mills is now available as a training site to all suitable parties including train and freight operating companies and the emergency services.

Dave Jenkinson, DB Cargo UK Safety Assurance Manager, Healey Mills, said: "The successful delivery of the project has showcased Healey Mills as an ideal location for future training exercises as we can re-create a number of different emergency



scenarios. West Yorkshire Fire and Rescue Service and the other parties involved were very pleased with the facilities provided and will be using the site again in the future. We are proud to be able to provide such invaluable training opportunities at Healey Mills."





DB Cargo



▶ Class 66 158 passes Charnock Richard (south of Balshaw Lane Junction) with the Avonmouth - Clitheroe empty cement working on February 21st. *John Sloane*

▶ Shooting into the sun see's Class 66 122 working the 6M90 Avonmouth to Clitheroe with a rake of empty cement tanks passing Village Croft, Euxton on February 14th. *Alan Naylor*

▶ Some Sunday morning sun on January 29th, as Class 66 006 and 66 176 top and tail an empty RDT, running as 6T52 Wrawby Jct. - Up Decoy and seen approaching Scunthorpe Station. *Steve Thompson*



DB Cargo



▶ Class 66 111 climbs Battlefield Bank on February 28th with the 04:50 Cardiff East - Crewe Basford Hall. *Keith Davies*



▶ Class 90 036 turns heads on Platform 11 at Crewe on March 2nd as it creeps through the station light engine, paired with 90 040. *Jeff Nicholls*



▶ Class 67 016 is captured waiting to depart London Kings Cross on Thunderbird duty in a snow shower on January 13th. *John Sloane*



DB Cargo



▶ Class 90 040 and 90 019 round Farrington Junction curve working the 4M25 Coatbridge - Daventry intermodal on February 1st.

Michael Lynam

▶ An immaculate Class 66 136 heads a car train from Halewood - Southampton through Acton Bridge on February 2nd. *Michael Lynam*

▶ Class 66 152 works the 6M82 Walsall - Downlow, with a matching rake of empty box wagons, at Burton on February 9th. *Stuart Hillis*







DB Cargo



Working light engine from Tees Yard to Knowsley, Class 66 021 heads through Manchester Victoria on February 17th. *Jeff Nicholls*

On February 5th, Class 66 238 is seen heading through Stalybridge working a Milner Royd Jct. to Doncaster Up Decoy engines. *Brian Hewertson*

Class 59 202 and 59 203 run light engine through Reading on February 4th, heading to Westbury. *Class47*





DB Cargo



▶ An immaculate Class 66 128 works the 6E08 Wolverhampton - Immingham covered steel carriers through Burton on February 6th.
Stuart Hillis

▶ On February 14th, a still pretty clean Class 66 041 nears Scunthorpe with half a dozen loaded IGAs on 6X01 Trent Yard - Eastleigh.
Steve Thompson

▶ Class 66027 arrives into Scunthorpe on February 19th with 6G07, loaded autoballasters from Up Decoy. *Steve Thompson*







DB Cargo



On February 14th, Class 66 059 approaches Settle Junction with an empty Gypsum train from New Biggin - Hull coal terminal.

Michael Lynam

On February 15th, Class 66 128 passes through Doncaster with a Wakefield - Felixstowe liner.

Michael Lynam

Class 66 126 with the 4M11 Washwood Heath - Peak Forest empty HTA hoppers, passes Burton on February 8th. *Stuart Hillis*







Direct Rail Services



▶ Class 66 303 heads south through Red Bank on February 27th, with the 6K05 Carlisle - Crewe infrastructure working, mainly consisting of Network Rail JNA wagons. *Dave Harris*

◀ The beech tree at Winwick still retains its leaves on February 8th as Class 68 005 and 68 020 roar north on the daily 'Tesco Express.' *Jeff Nicholls*







Direct Rail Services



▶ Class 68 020 works the 6K05 engineers train from Carlisle Yard to Crewe Basford Hall Yard through Leyland station on February 14th.

Alan Naylor

◀ The pairing of Class 66 302 and 66 304 has taken over recently from Class 68 traction on the 'Tesco Express'. Seen here on February 15th the combination is approaching Springs Branch. The two lines furthest from the camera lead to and from the freight 'dive-under' from Bamfurlong Junction. *Jeff Nicholls*





Direct Rail Services

▶ Class 68 025 'Superb' working the 6U77 Mountsorrel - Crewe loaded ballast passes Burton on February 8th. *Stuart Hillis*

▶ On February 9th, Class 66 434 pauses at Preston with the daily 6K05 engineers from Carlisle - Crewe. *Michael Lynam*

▶ Class 68 001 and 68 019 haul a late running Daventry - Grangemouth 'Tesco' train at Charnock Richard on February 21st. *John Sloane*









Freightliner

On January 29th, Class 66 605 working the 4C73 York Yard South - IBT coal empties passes Scunthorpe. *Steve Thompson*

On February 21st, Class 90 045 and 90 049 pass Euxton Junction with a Coatbridge - Daventry liner. *John Sloane*

Class 66 570 working a Runcorn Folly Lane - Bredbury Bin Liner passes through Runcorn on February 11th. *Alan Rigby*





Freightliner



▶ Class 66 606 heads south of Balshaw Lane Junction providing the power for a Hardendale - Tunstead stone working on February 22nd. *John Sloane*

▶ Following a crew change in platform 12, Class 70 015 puts down the power as it leaves Crewe with the afternoon Daventry - Coatbridge service on February 21st. *Jeff Nicholls*

▶ On March 1st, Class 70 006 heads through Swindon working a Cardiff (Wentloog) to Southampton liner. *Ken Mumford*



Freightliner



On February 10th, Class 66 525 and 66 534 are seen at Leeds Midland Road depot along with several Class 70s. *Michael Lynam*

On February 21st, Class 86 638 and 86 639 pass through Stafford with a Crewe Basford Hall - Felixstowe liner. *Michael Lynam*

Class 66 554 is seen with a rake of empty coal hoppers at Leeds Balm Road on February 10th. *Michael Lynam*





Freightliner



▶ Class 66 551 heads a late running (64 mins late) intermodal from Coatbridge - Daventry international through Acton Bridge on February 2nd. *Michael Lynam*

▶ On February 3rd, Class 70 017 and 70 013 on a loco move from Leeds Midland Road - Crewe Basford Hall, pass through Stockport. *Michael Lynam*

▶ Class 70 015 hurries south past Springs Branch with the morning Coatbridge - Daventry service on February 15th. The Class 08 formerly known as 08 605, now known as 'Wigan 2', can be seen in the distance stabled amongst a variety of carriages, wagons and MPVs at the old diesel depot. *Jeff Nicholls*





Freightliner



▶ Class 70 018 heads through Runcorn on February 11th working the 4K45 12:52 Ditton (O'Connor) F'liner to Crewe Basford Hall S.S.M. *Andy Parkinson*

▶ On January 13th, Class 66 614 'Poppy' heads past Stratford with a Dagenham - Earles cement train. *John Sloane*

▶ Class 66 956 and 66 415 ease through Northampton with a late running 10:15 Willesden Euroterminal to Crewe Basford Hall S.S.M. move on February 2nd. *Derek Elston*





Freightliner



Class 66 506 and 66 598 top'n'tail the 6Y60 06:00 Dee Marsh Jct. - Crewe Basford Hall past Duncote Mill on February 28th. *Keith Davies*

Dusk was rapidly falling on February 17th as Class 66 416 passes Scunthorpe on the Outward Line at the back of the station with 4D84 empty MWAs from Trent Yard to Holgate Sidings at York *Steve Thompson*

Class 66 606 sweeps through a wet Warrington Bank Quay on February 21st with a Hardendale Quarry - Tunstead working. *Jeff Nicholls*









Freightliner



▶ Class 66 601 has been working the Immingham - Scunthorpe coal circuit for the first time and on February 17th, a little patch of sun greeted it as it arrived at Frodingham Jct. to run round 6C75 prior to going into the CHP. *Steve Thompson*

▶ On February 6th, Class 66 550 passes through Burton working the 4E14 Margam - York with a rake of empty hopper wagons. *Stuart Hillis*

▶ Class 66 596 and 66 508 top'n'tail the 6Y60 06:00 Dee Marsh Jct. - Crewe Basford Hall through Walcot on February 24th. *Keith Davies*





GBRf



On February 15th, Class 92 044 whines north through Bamfurlong, near Wigan, with the (fairly) regular Dollands Moor - Irvine china clay train. *Jeff Nicholls*



Class 66 717 'Good Old Boy' approaches Clapham Junction at the head of the 6075 10:44 Harlow Mill Aggregates Industries GBRf to Tonbridge West Yard on February 8th. *Derek Elston*

A solitary Class 66 749 is seen stabled at Eastleigh on February 25th. *Richard Hargreaves*





GBRf



Class 66 768 works the 6H12 Tyne Coal Terminal to Drax power station loaded coal train past the now partially demolished Kellingley Colliery on February 28th. *Neil Scarlett*



Class 66 769 passes Stratford on January 13th with a Felixtowe - Hams Hall intermodal. *John Sloane*



With delays caused by storm Doris and running 54mins late. Class 66 777 leads the 11:23 Cliffe Hill Stud Farm GBRf to Bescot Up Engineers Sidings into Nuneaton on February 23rd. *Derek Elston*



GBRf



Plenty of water in the fields at Winwick as Class 66 752 catches a fleeting patch of sunshine with a Biomass from Liverpool to Drax on March 1st. *Jeff Nicholls*

Class 66 750 hauling a Cottam PS - Ferrybridge Gypsum working, arrives into Doncaster on February 15th. *Michael Lynam*

Class 66 748 races through Acton Bridge on February 2nd with a Liverpool - Drax power station Biomass. *Michael Lynam*





▶ Class 66 772 (making a change from 59 003) hauls the 6M83 Tinsley - Bardon Hill quarry empty hoppers, passing Moira on February 13th. *Stuart Hillis*

▶ On February 14th, Class 66 705 with 10 empty YEAs passes Scunthorpe working the 6M10 Ent 'C' - Wellingborough Up Yard. *Steve Thompson*

▶ GBRf have started up their rail traffic to/from Scunthorpe again and on January 24th, Class 66 730 is seen passing through Scunthorpe on 6M10 Ent 'C' - Wellingborough Up Sidings with 10 empty YEAs. *Steve Thompson*



GBRf



▶ Caledonian Sleeper liveried Class 92 033 passes through Northampton working the 6X43 09:34 Dagenham Dock Recp GBRf to Garston Car Terminal on February 28th. *Derek Elston*



▶ Class 66 766 working the 6M83 Tinsley - Bardon Hill Quarry empty aggregate hoppers, passes Burton on February 21st. *Stuart Hillis*



▶ Class 66 772 passes Walcot on February 10th working the 6V09 10:51 Tinsley Yard GBRf - Coton Hill. *Keith Davies*



GBRf



▶ Class 66 764 leads another classmate as the pair speed through Grantham on February 11th working a Doncaster to Peterborough West Yard rake of WBB mineral wagons. *Class47*

▶ Class 66 702 enters Doncaster on February 15th hauling a Ratcliffe power station - Doncaster Decoy empty coal working. *Michael Lynam*





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Great Western Railway



On February 4th, power car No. 43027 heads out of Reading on the rear of a London Paddington bound working. *Richard Hargreaves*

Power car No. 43146 'Building a Greater West' prepares to depart Oxford on February 4th with a London Paddington service. *Richard Hargreaves*







Network Rail



Class 37 254 leads the 1Q51 11:15 Derby RTC (Network Rail) to Eastleigh Arlington (Zg), past Harrowden Jct. on February 13th.

Derek Elston

Network Rail's 'Flying Banana' heads south past the flooded fields of Winwick on March 1st, heading from Craigentenny to Derby RTC.

Jeff Nicholls



Network Rail



Class 37 099 and 37 175 top'n'tail the 1Q47 Derby RTC to Carlisle High Wapping sidings through Leyland on February 14th. *Alan Naylor*

NMT powercar No. 43013 departs Northampton leading the 06:38 Derby RTC (Network Rail) to Derby on February 2nd. *Derek Elston*

On January 25th, Class 31 233 stands at Scunthorpe working the 3Q12 Neville Hill - Immingham East Jct. (and back again) with DBSO No. 9714 on the rear. *Steve Thompson*





Network Rail



▶ Class 73 965 (with 73 964 on the rear) stands at Chester on February 13th with a test train working. *Brian Battersby*



▶ On February 21st, Class 67 024 arrives into Stafford on route learning duties as 5Z67 from Derby and back via the West Midlands with Network Rail DVTs Nos. 82145, 82111, and 82124 plus Class 31 233 on the rear, which would lead out of Stafford. *Michael Lynam*

▶ 'Minions' Class 73 952 'Janis Kong' (with a bad wheel flat) and 73 951 'Malcolm Brinded' working 0M57 Taunton - Derby RTC, pass through Burton on February 8th. *Stuart Hillis*





Network Rail



Class 37 025, with a Network Rail test train is seen stabled at Penzance on February 22nd.
Steve Andrews

Class 73 138 with DVTs Nos. 82124, 82111 and 82145 plus Class 67 014 on the rear, pass through Burton on February 9th working the 5Z67 Crewe - Derby RTC. *Stuart Hillis*







Network Rail



Class 37 025 stands at Manchester Victoria on February 9th working the 1Q67 18:31 Neville Hill T&R.S.M.D to Neville Hill T&R.S.M.D.

Andy Parkinson

Class 31 233 hauls 3 DVTs and 67 024 through Burton on February 21st, running as 5Z67 Stafford - Derby RTC.

Stuart Hillis

Class 73 951 and 73 952 stand at Plymouth on February 7th, running as 0V84 from Derby RTC.

Steve Andrews





Network Rail

▶ Class 37 421 and 37 254 top'n'tail the 1Q48 Derby RTC - Tyseley via East and West Midlands, seen here at Burton on February 21st. *Stuart Hillis*

▶ On February 7th, Class 37 025 and 37 254 speed through Doncaster with Network Rail's PLPR Track Inspection train. *Michael Lynam*

▶ Powercars Nos. 43014 and 43062 work the 1Q28 Derby RTC - London Euston through Burton on February 21st. *Stuart Hillis*







Rail Operations Group

On January 20th, Class 37 800 pauses at Bletchley with South Eastern EMU Class 375 805 in tow, working 5Q72 16:31 Derby Litchurch Lane to Wembley Yard. *Matthew Bird*

Class 47 812 and 47 815 await departure time with the 6K89 13:17 Clapham Yard to Dollands Moor Sidings on February 8th. *Derek Elston*

Class 37 608 'Andromeda' stands at Derby on February 11th, on the rear of a test train heading to the RTC. *Class47*









Units: DMUs and EMUs



Brand new South West Trains' Siemens built Desiros Class 707 004 and 707 006 are seen on test at Reading on February 25th.

Richard Hargreaves

On a misty February 8th, South West Trains' Class 707 005 makes a shunt move at Clapham as it heads back into the yard.

Derek Elston



Units: DMUs and EMUs



▶ South West Trains' 1L36 09:25 Exeter St. David's to London Waterloo departs Clapham Junction formed of Class 159 014 and 159 012 on Wednesday 8th. *Derek Elston*

▶ On February 4th, a pair of CrossCountry Class 220 units pass Selly Oak. *Paul Godding*

▶ London Midland's Class 350 251 speeds though Halebank on February 1st with the 1F42 Birmingham - Liverpool Lime Street service. *Dave Harris*



Units: DMUs and EMUs

▶ Heathrow Connect's Class 360 201 approaches London Paddington and journeys end on February 18th. *Derek Elston*

▶ Northern's Class 319 276 passes Euxton on February 21st working a Liverpool - Preston service. *John Sloane*

▶ CrossCountry's Class 170 115 approaches South Wigston on February 17th working the 1K13 11:52 Birmingham New Street to Leicester service. *Derek Elston*





Units: DMUs and EMUs



Great Western Railway's Class 158 957 in the new GWR paint scheme, working the 1F14 Portsmouth Harbour to Cardiff Central service is seen at Patchway on March 1st. *Brian Turner*



East Midlands Trains' Class 222 015 passes Harrowden Junction working the 1B43 12:32 Nottingham to London St. Pancras International service on February 13th. *Derek Elston*



Chiltern Railways' Class 172 103 and 172 104 stand in the bay at Oxford on February 25th. *Richard Hargreaves*



Units: DMUs and EMUs

▶ South West Trains' Class 158 880 stands in the bay at Swindon on February 18th, ready to form the 18:14 service to Cheltenham. *Derek Elston*

▶ CrossCountry's Class 221 135 stands at Wolverhampton on February 4th with a service to Bristol Temple Meads. *Paul Godding*

▶ Northern's Class 319 363 heads for a refresh at Wolverton Works as it passes Northampton running as the 07:06 Allerton Depot to Wolverton Centre Sidings on February 28th. *Derek Elston*





Units: DMUs and EMUs



▶ Great Western's Class 387 134 and 387 136 approach journeys end at London Paddington on February 18th working a service from Hayes & Harlington. *Derek Elston*

◀ Grand Central's Class 180 107 stands in London Kings Cross on January 13th, working a service to Bradford Interchange. *John Sloane*



Units: DMUs and EMUs



▶ Northern's Class 158 795 approaches Settle on February 14th operating a service from Skipton - Appleby. *Michael Lynam*



▶ On February 8th, South West Trains' Class 458 517 approaches Clapham Junction with a service to London Waterloo. *Derek Elston*



▶ Thameslink's Class 319 447 stands at Farringdon working the 2070 15:07 Sutton (Surrey) to Luton service on February 8th. *Derek Elston*

No exit



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Units: DMUs and EMUs

On February 4th, London Midland's Class 323 216 is seen in the bay platform at Wolverhampton. *Paul Godding*

First Great Western's Class 166 209 speeds through Swindon on March 1st working ECS from Reading to Bristol. *Ken Mumford*

South West Trains' Class 444 038 stands at Basingstoke on February 25th. *Richard Hargreaves*



Units: DMUs and EMUs



East Midlands Trains' Class 156 498 stands at Grantham on February 11th working a Skegness to Nottingham service. *Richard Hargreaves*



Northern Pacer Class 142 009 draws away from Keighley station with a train for Leeds on a foggy February 6th. *Ben Bucki*



Working a London Waterloo bound service on February 25th, South West Trains' Class 450 566 stands at Basingstoke, awaiting departure time. *Richard Hargreaves*

Units: DMUs and EMUs



▶ Northern's Class 319 367 works the 1N88 Liverpool South Parkway to Preston service through Leyland station on February 14th.
Alan Naylor



▶ Northern's Class 150 110 draws away from Keighley on February 6th with a service to Heysham Port, whilst a Class 333 EMU arrives with a Skipton - Leeds service. *Ben Bucki*



▶ Hull Trains' Class 180 113 stands at Grantham on February 11th working a London Kings Cross to Hull service, which had been diverted south of Peterborough due to engineering work.
Richard Hargreaves



Units: DMUs and EMUs



On February 8th, Thameslink's Class 700 114 stands at East Croydon working the 1W34 13:05 Brighton to Bedford service. *Derek Elston*



Northern's Class 150 146 stands at Manchester Piccadilly on February 25th working a service to Buxton. *Paul Godding*



Refurbished Northern's Class 158 752 arrives into Rochdale on February 17th working a Leeds to Manchester Victoria service. *Brian Hewertson*



Units: DMUs and EMUs



Greater Anglia's Class 321 431 departs Stratford on January 13th with a service to London Liverpool Street. *John Sloane*

Hull Trains' Class 180 109 stands at London Kings Cross on January 13th, working a service to Hull. *John Sloane*



Units: DMUs and EMUs

TfL Rail's Class 315 855 heads through Stratford on January 13th with an ecs working.

John Sloane

On February 3rd, replacing the usual Class 175, Arriva Trains Wales Class 150 231 departs Manchester Piccadilly working a Llandudno Junction - Manchester Airport service.

Michael Lynam

A northbound Virgin Train's 'Pendolino' speeds through Charnock Richard on February 17th.

John Sloane







Virgin Trains

At a dull and damp Peterborough on February 11th, power cars Nos. 43306 and 43367 head out of the station on a diverted London Kings Cross service. *Class47*

Lincoln's budding models, designers and stylists arrive in first-class fashion with Virgin

Virgin Trains, in partnership with Lincoln Business Improvement Group (BIG), whisked fifty Lincoln Fashion Week attendees to the capital to soak up the latest trends at London Fashion Week.

Despite an early photo call, the group hosted by the Lincoln BIG, was in high spirits. The travellers boarded Virgin Train's East Coast direct 7.30am service from Lincoln to King's Cross, and enjoyed a complimentary First Class service.

The attendees, including models, sponsors and two competition winners enjoyed the complimentary breakfast, free Wi-Fi and even did a live make-up tutorial on Facebook before arriving in the capital.

Retailers, buyers, stylists, and University of Lincoln fashion and media students then melted into the Underground or headed for the taxi ranks, keen to catch the action at The Store Studios in The Strand.

A Virgin Train spokesperson said: "We were delighted to be offering this group of Lincoln fashionistas the chance to see the best of London Fashion Week and getting them there in style. Supporting business and innovation along the route has always been a very important mission of ours which is why we are proud to be part of this Lincoln BIG initiative."

Model, Chanelle Harrington, said: "We had a fantastic time and have come back with lots of ideas and inspiration for our own Lincoln Fashion Week."

Lincoln BIG Events & Promotions Manager Michael Armstrong added: "We took Lin-coln Fashion Week banners with us to make more people aware of our event, which runs from April 28 to May 5 and culminates in a spectacular catwalk show at Alive Church in Newland on May 5.

"Once more, our thanks go to Virgin Train's East Coast which made our First-Class transport to London extra special, and to our headline Lincoln Fashion Week 2017 sponsor the Waterside Shopping Centre and key supporter St Marks Retail Park."

Myleene adds a touch of Klass to Virgin Trains' stylish new fleet

The classically trained pianist enjoyed a glass of prosecco with customers on-board the train

Celebrations marked the completion of Virgin Trains £40m investment in upgrading its train fleet – which has seen nearly 25,000 new seats installed

Myleene Klass brought a touch of class to celebrations at London King's Cross Station on January 30th to mark the completion of Virgin Trains' 'total rehaul' of its east coast fleet. The classically trained musician dazzled surprised commuters with a live performance on a baby grand piano before joining customers on board the inaugural journey of the final train to receive a stylish makeover.

The moment marks the completion of a £40 million investment by Virgin Trains in its entire fleet of east coast trains, which included luxurious leather seats and mood lighting in First Class, stunning red cloth seats in Standard, and new carpets and stylish fittings throughout. A total of 410 coach interiors have been revamped

and 24,427 seats replaced, adding extra comfort for customers. Another £100m of investment is still to come around stations and technology.

David Horne, Managing Director at Virgin Trains on the east coast, said: "Since we launched services on the east coast in 2015 we have committed more than £40 million to improving our existing fleet, to give our customers the best possible experience when they travel with us. It gives me great pleasure to announce that we have completed our refurbishment programme, and passed another milestone on our journey towards totally transforming travel for our customers on the east coast. We're absolutely delighted that Myleene was able to join us for this special day and help make it even more memorable."



Railtalk Magazine

Virgin Trains



Class 91 112, 91 122 and 91 131 line up at London Kings Cross on January 13th, during a brief snow shower. *John Sloane*



Virgin Trains

▶ EWS liveried Class 90 039, on hire to Virgin EC, is seen about to depart Leeds working a service to London Kings Cross on February 7th.

Michael Lynam

▶ Class 91 101 'Flying Scotsman' departs Doncaster on February 7th with a London Kings Cross to York service. *Michael Lynam*

▶ East Midlands Trains' power cars Nos. 43082 and 43044, on hire to Virgin EC, approach Doncaster on February 7th working a Leeds - London Kings Cross service. *Michael Lynam*



Virgin Trains

Virgin Azuma, Hitachi Class 800 IEP is seen on test at Doncaster on February 7th running as 5X62 from Grantham, before heading to Peterborough. *Michael Lynam*

Virgin Trains expands Newcastle call centre with 45 new jobs

Virgin Trains is to expand its customer call centre in Newcastle by 50%, just four months after it opened.

Up to 45 additional jobs will be based at its Customer Solutions Centre as it brings its web support team in-house as part of its drive to improve customer service.

Around 85 employees already work at the centre, which is within Virgin Money's Headquarters, in Gosforth. They handle a range of customer inquiries, including bookings, special assistance, delay repay and customer feedback.

The Leader of Newcastle City Council, Councillor Nick Forbes, who opened the centre in September 2016, said: "I'm delighted to see Virgin Trains expanding in Newcastle, bringing more jobs

to our city. It is a great reflection on the workforce here that a company such as Virgin sees Newcastle as a key part of its growth plans.

"It is great that staff who know and use the East Coast Main Line can continue to have a stake in its future, and contribute to our city's success at the same time."

Claire Ansley, General Manager for Virgin Trains on its east coast route, said: "We're really pleased to expand the centre and bring around 45 more jobs to Newcastle. We're recruiting now and see this move as very important to further improving our customers' experience of booking and travelling with us, as well as continuing to support the city and wider regions' economies.

"By bringing our web support team in-house, our employees can develop greater knowledge of the company and its digital channels and products. Their knowledge of the route is also very important and Newcastle is a great city in which to work and a key destination for our services."

Jonathan Walker, Head of Policy and Campaigns at the North East England Chamber of Commerce, said: "This commitment by Virgin Trains is a huge vote of confidence in the North East as a centre of technical and customer service excellence. To increase the workforce by such an amount in such a short space of time shows how competitive our region is and what our workforce has to offer."









Scotrail

▶ Class 314 205 having arrived with the 17:56 Glasgow Central High Level to Wemyss Bay service, is photographed standing at Wemyss Bay on February 28th. *Jonathan McGurk*

▶ Class 60 002 hauling the Oxwellmains Lafarge to Aberdeen, is seen arriving at Perth on February 24th. *Richard Jones*

▶ Former London Midland's Class 321 414 now Scotrail Class 320 414 stands on the blocks at Glasgow Central, February 4th. *Derek Elston*















Greater Anglia to invest £4.7 million in fleet upgrades

Greater Anglia has announced a £4.7 million refurbishment of its commuter trains in Essex and Hertfordshire. The investment will see 212 Class 321 carriages and 72 Class 317 carriages undergoing a significant programme of refurbishment which will include new carpets, new seat covers, dado panels, a deep clean throughout and interior repainting.

Some of the 40 additional 321 carriages brought into the franchise have extended first class seating. This will be removed to increase standard class seating capacity.

The programme for the Class 317 trains is expected to be completed by the end of the year. The Class 321 programme will continue into Spring 18.

Greater Anglia’s Managing Director Jamie Burles said: “As part of the new nine year franchise we will replace our entire fleet of trains with 1,043 brand new carriages, but in the meantime, I’m delighted that this significant investment in the refurbishment of our Class 321 and 317 fleet will provide improved comfort and a better travelling experience for our customers.

“This investment will help to bring all our remaining Class 321 trains up to a higher standard, more in line with

our 30 Class 321 ‘Renatus’ trains (used on services to Southend, Chelmsford, Witham, Braintree, Colchester, Clacton, Harwich and Ipswich) which are currently undergoing a separate refurbishment programme to install new air conditioning, seats, lighting, toilets, Wi-Fi and power sockets.”

Greater Anglia’s Class 321 trains operate commuter services on the Great Eastern Mainline from London Liverpool Street to Braintree, Southend Victoria, Southminster, Ipswich, Walton-on-the-Naze, Clacton-on-Sea and Colchester Town. Greater Anglia’s Class 317 trains operate commuter services from London Liverpool Street to Broxbourne, Hertford East, Bishop’s Stortford, Harlow Town and Cambridge as well as some Bishop’s Stortford / Stansted Airport to Cambridge services.



Fares Advice with RailUK

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

machines anywhere but it’s rumoured we’ll some some soon...

Northern Ireland i-link

I’m going to NI to have a look at some of the trains and stations there. I’ve been to Belfast by car before but have not taken any public transport. Online information is very sparse. It seems like the best ticketing option would be to get a Zone 4 pass on the i-link card, I would need this for 2 or 3 days. It looks like I can order a one-day pass to be posted to me before I go. I don’t know how long it will take the card to arrive, and the problem is I’m not sure how much travelling I will do on the first day as I may only do a little bit and just go to the hotel. Does this mean I must decide what zones I want on my first day when I order the card?

Does anyone have a bit more information about the ticketing setup, for example, are stations barriered, are there conductors on the train or just RPIs at random, is there a buy before boarding policy or penalty fares etc.? Can I buy the pass for my second day at a machine or do I have to buy it online, and if I buy it online, how do I get it onto the card? Are machines available at all stations or is there something like a PERTIS?

A: You’ll need to specify which zones you want when you order the card online. If you want to stay around Belfast then a zones 1 & 2 will do. If you want to travel further - up to Larne, Londonderry or Newry, you’ll need a zone 4 card. I recommend a zone 4 card for any visitors as it’s still cheap and it’s the most flexible covering every train, bus & coach within NI (with no peak restrictions)

You can order a i-link card online & have it delivered or you can buy one in a few places. The easiest being the main tourist information office in Belfast. Oddly, you can’t buy an i-link card at a station although it’s easy to top them up there for another day / week. The main staffed stations in Belfast are Central, Great Victoria Street & Botanic. There currently are no automatic ticket

Using the trains is easy. There are no barriered stations. The main ones are staffed and you have to validate your i-link card by presenting it to the machine. Technically there does seem to be a penalty fare area in Belfast but no-one seems to worry about it. There are conductors on almost every train and they’ll sell on board without any fuss. Buses & coaches are easy. Just present your i-link card to the machine by the driver and take your ticket.

Try the lines out to Bangor (I’m biased!), Larne & Londonderry as they’re quite scenic & pleasant. The route down past Lisburn is OK but not that interesting. The Northern Ireland Railways network has no TVMs (Ticket Vending Machines) or PERTIS machines (not even at their large stations). 100% of all trains have a Guard on board who will always be happy to sell tickets from a very basic handheld ticket machine. A few of the larger staffed stations have ticket offices where staff sell train tickets from Wayfarer TGX 200 bus ticket machines.

NI Railways operates Penalty Fares across the network at £50 plus the single fare for the journey made. Penalty Fares are however applicable to a limited number of stations as most NI Railways stations are unstaffed with no ticketing facilities. NI Railways do not accept card payments on board, cash only. Enterprise services do take card payments on board, but this isn’t especially useful as all Enterprise stations are staffed and gated. Major NI Railways stations have manual ticket checks at a “gateline” both entering and exiting the platform area. There are no automatic ticket barriers.

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!



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National Rail

◀ Caledonian Sleeper liveried Class 92 018 works the 0Z61 Carlisle to Crewe route learner through Leyland station on February 7th. Alan Naylor



Plans unveiled for new depot near Manningtree

Greater Anglia has unveiled plans for a brand new state-of-the-art train maintenance depot to be built on the site of a derelict chemical works factory on the Essex/Suffolk border. The new depot, at Brantham, near Manningtree rail station, will be used for stabling and light maintenance of about 20 of the brand new trains due to arrive in East Anglia from 2019. The new trains will be commissioned into service from the new depot. Once open, at least 30 people will work at the multi-million-pound depot, which Greater Anglia plans to complete by December 2018.

It will include 13 tracks where trains can be parked overnight for cleaning and toilet maintenance. Two further tracks will be undercover in a 300-metre shed, with full under-train inspection pits and cranes for general train maintenance. Covering an area of 22 acres on the north side of the existing railway, the depot will be fully electrified.

In addition, a new wheel lathe will be installed, to provide another location on the Greater Anglia network where train wheel repairs can be carried out, minimising the length of time trains are out of service. This is especially useful during autumn, when slippery conditions damage wheels. Other facilities will include a train wash, remote train monitoring systems, a control room and spares storage.

Land owners St Francis Group will also clear derelict land opposite the new depot and fully landscape it. Design work and construction planning for the new depot commenced in February. The site is due to be cleared in March and building should begin in the summer.

Jamie Burles, Greater Anglia Managing Director said: "These are exciting plans which are integral to our commitment to improve and transform the railway in East Anglia. Providing a depot at Manningtree will enable us to

bring in our ambitious new timetable with more frequent trains and reduced journey times. It also reduces the amount of time that trains are out of service for maintenance."

The plans have been welcomed by South Suffolk MP James Cartlidge and Cllr Simon Barrett, Babergh District Council portfolio holder for business growth and increased productivity.

James Cartlidge, MP, said: "I am delighted that Abellio has chosen to make such a significant commitment to the economy of South Suffolk. The Brantham industrial site has been largely derelict and decaying for many years and it was perhaps therefore understandable that local residents were sceptical if Babergh's plans to regenerate the site would ever deliver new high quality commercial occupants. In fact, we have a very substantive and long-term commitment from a major international business creating skilled job opportunities in the local area. Moreover, the fact we have a train depot also reduces the potential road traffic pollution we might have expected from other potential occupants. Ultimately, this announcement proves that private investment in the railways can have a wider benefit for Suffolk's economy."

Simon Barrett, Portfolio Holder for Business Growth and Increased Productivity at Babergh District Council, said: "This is great news for the District: the Brantham Industrial Site has already been identified as a key employment site by Babergh, and this shows that this vision is becoming a reality, thanks to the hard work put in by St Francis Group, Abellio and Babergh. Bringing this brownfield site back into use will help provide the growth and the jobs that the district needs."

Fred Garner, Rail Sector Director from Taylor Woodrow, the contractor appointed to design and build the

depot said: "We are excited and honoured to be entrusted with this important project, which will benefit from the skills and expertise that Taylor Woodrow has gained building a similar facility for Crossrail. We look forward to working with Greater Anglia and all of the stakeholders to make it a success."

By enabling some of the service improvements associated with Greater Anglia's new train fleet, the construction of the new depot at Brantham will also help fulfil some of the aims of the Great Eastern Main Line Taskforce. It will provide a new state-of-the-art train maintenance facility at a strategically important point on the Great Eastern Main Line, helping underpin wider economic growth, as well as creating some local employment at the depot itself.



▶ Plasser & Theurer Tamper No. DR73914 'Sir Robert McAlpine' slowly proceeds through Village Croft, Euxton on February 14th.
Alan Naylor

▶ A couple of MPVs stand by the old fuelling point at Springs Branch on February 15th. *Jeff Nicholls*

Siemens Opens New Rail Depot in Glasgow

With passenger numbers in Scotland growing every year and a comprehensive programme of rail infrastructure works planned across the country over the next decade, Siemens took the decision to relocate its site teams to this purpose-built facility in Cambuslang, on the outskirts of Glasgow.

Siemens Rail Automation Operations Director, East, Richard Cooper, said: “We are delighted to welcome Humza Yousaf to the new Cambuslang depot and honoured that he performed the official opening ceremony. I am particularly pleased that he took such an interest in our apprentices; we are proud of the young people we have recruited from the surrounding area and look forward to the positive contributions they will make to our business in the future.

“They join an experienced and dedicated team in Scotland who have successfully delivered a range of major programmes with our Network Rail colleagues over many years. Reflecting a near doubling of our manpower in Scotland in the last five years, the investment in this new, state-of-the-art facility is a tangible sign

of Siemens’ ongoing commitment both to the industry and to Scotland, with further growth planned”.

Transport Minister Humza Yousaf said: “I’m delighted to open this new facility and get the chance to meet some of the people who work here. This depot is a great example of how the Scottish Government’s continued investment in Scotland’s railways not only supports service improvements, but also the retention and creation of skilled engineering jobs. It’s particularly pleasing to meet some of the apprentices, many of whom have been recruited locally. I wish Siemens and all their employees every success with their new facility and look forward to visiting again in the future.”

The partnership between Siemens and Network Rail in Scotland has a proven track record, with a wide range of projects of varying scale, scope and complexity having been delivered. These include the Edinburgh Waverley and Glasgow Central renewal schemes and the Airdrie to Bathgate and Borders Railway enhancement programmes, Borders being the

longest new domestic railway to be constructed in Britain for over 100 years. The teams are currently delivering four equally high-profile projects - the Highlands and Edinburgh to Glasgow enhancement projects and the Motherwell North and Polmadie and Rutherglen renewals programmes.

Richard concluded: “It’s remarkable to think that when we opened our former depot eight years ago, it was to deliver just one project and now our teams are working on four major programmes of equal complexity. The new Cambuslang depot is a truly world-class facility, which gives us the scope and capability to deliver each of these programmes safely and efficiently to the highest quality standards”.



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It was a busy Half Term for the Black Country Living Museum in Dudley, West Midlands. A number of their transport exhibits were in operation, with the electric tramway being operated by former Wolverhampton Corporation Tramways double-decker No. 49. The tram is seen climbing past the coal mine (with the Newcommen Beam Engine at the back-right), having just crossed the main road, on February 24th. *Ben Bucki*



Full steam ahead for autumn and winter retail sales at stations

New statistics released by Network Rail show that like-for-like retail sales at its managed stations grew by 3.7% between October and December 2016. Just under £185 million was spent at Network Rail stations over the period, equivalent to almost £1,400 being spent every minute. The figures suggest a continuation of the growing consumer trend towards station hubs being seen as great places to meet, eat, shop and travel, and this is supported by the greater variety of retail outlets delivered as part of ongoing Network Rail station upgrades.

- Overall sales growth between October and December 2016 was strongest at Manchester Piccadilly (+21.6%), King's Cross (+15.9%), Cannon St (+9.1%) and Paddington (+6.8%) following a flurry of recent openings.
- Birmingham (+3.8%), Leeds (+3.8%) and Edinburgh (+3.6%) continue to grow above the national average in the final quarter of 2016, reflecting significant investment in Network Rail stations across the country.
- 65.8 million people – or one in three station users – visited a station retailer between October and December.

The positive figures are a reflection of Network Rail's ongoing investment at stations across Britain in recent years, with significant developments at Manchester Piccadilly and Birmingham demonstrating that stations are becoming destinations in their own right.

2016 in review – a strong year for station retail sales

The data rounds off a strong year for station retailers, with total sales reaching almost £743 million from January to December.

Overall, 2016 sales growth was 3.5% across Network Rail's managed stations in Britain and this was almost six times higher than the British Retail Consortium figures, which recorded a like-for-like increase of 0.6% over the same period**.

David Biggs, Network Rail's managing director of property, said: "These results show Network Rail's ongoing investment in its managed stations is delivering an improved experience for passengers around Great Britain, whilst also generating vital funds to reinvest back into the railway. Our commitment to improving the retail offer across our portfolio means that station users have more choice than ever before, from mainstays such as coffee and food-on-the-go, right through to high-end fashion and gifting.

"Consumers continue to move towards convenience shopping and stations are becoming an increasingly significant part of this change. Major new openings at London Bridge, expected later this year, are just one part of Network Rail's efforts to develop multi-purpose station hubs that reflect this trend."



Railtalk Magazine

National Rail



➤ A sad day for enthusiasts north of Weaver Junction when ScotRail liveried Class 158 782 is the most interesting working of the day! Heading from Brush at Loughborough to Haymarket depot, the unit is seen forging its way north at Winwick on February 1st. *Jeff Nicholls*

◀ On February 25th, LMS Jubilee Class 5XP 4-6-0 No. 45690 'Leander' passes Ashton Moss North Jct. working 'The Buxton Spa Express'. *Brian Hewertson*



Track, train and passenger join together for the first time as Network Rail transformation continues apace

Network Rail's mission to work ever closer with train and freight operators is becoming a reality, with closer than ever ties between the track operator and the companies running services to improve customers' experiences. In the first report on progress since the publication of its Transformation Plan – "Delivering for Our Customers", Network Rail confirmed that significant power and decision making has already been devolved from the centre to its routes, with 99% of work in Network Rail now approved at local level – speeding up decision making and delivery. Additionally, each route has worked with its train and freight operating companies to produce aligned incentives through new route scorecards. These will be a public measure of how the railway is performing for the benefit of passengers. These are all part of the ongoing devolution process in Network Rail which is seeing it change from a centralised organisation to one which is predominantly run by local teams for local customers. This is supported by the Secretary of State for Transport who wants to see the train companies and Network Rail working seamlessly for the passenger.

Commenting on the news that a new supervisory board, including passenger representatives, will oversee all elements of the railway on the Great Western railway, Chris Grayling said: "This is excellent news. Delivering major improvements on our busy network is a tough task. Whether it's planning essential repairs, improving services, or dealing quickly with problems, it's much better when it's done by one joined up team of people. Our railways are crucial to our economic future. While the solutions may differ in their models for each area, the outcome will be the same – a railway that is predominantly run by an integrated local team of people with a commitment to the smooth operation of their routes."

Anthony Smith, chief executive of Transport Focus, said: "I am delighted that Transport Focus is providing the voice of the passenger on the new Western supervisory board. We have a wealth of experience to bring to

help Network Rail focus on delivering what rail passengers want."

Commenting on the publication of the Transformation Update, Mark Carne, Network Rail's chief executive, said: "Network Rail is changing and devolution is now a reality for everyone in Network Rail. We have created smaller regional businesses and empowered them to run their railway in a way that best meets the needs of their train operating customers, bringing track and train together to deliver for passengers and business." "Devolution is a fundamental building block of our company transformation plan. My vision is for Network Rail to behave like a private sector company putting customers at the heart of our business. This transformation, and ever closer working with freight and train operators, is essential if the railway is to properly meet the challenge of unprecedented customer growth and congestion."

Christian Roth, Managing Director for South West Trains said: "We are working together with Network Rail to deliver the biggest capacity improvements on this railway for decades. This includes the Waterloo & South West Upgrade, which is delivering a bigger and better London Waterloo and a 30% increase in capacity during the busiest times of the day." Ian Bullock, Route Managing Director Arriva Trains Wales said: "We are working more closely with Network Rail than ever before and are building strong alliances. This is good news for us and good news for our passengers. "We've recently launched a joint operations Board which also incorporates the Welsh Government. A priority for this new Board is to enhance collaborative working even further and ensure that we explore every possible opportunity to continue to better meet the needs of our passengers."

Western supervisory board

This board is the first in the country and will set the standard for local cooperation. In the coming months each of Network

Rail's other geographical routes, and the national freight route, will see similar boards created, each putting local customer needs and priorities at the forefront of their work. This is a further step in the ongoing devolution of Network Rail from a centralised organisation to one which is predominantly run by local teams for local customers. The new Western route supervisory Board comprises the managing directors of Network Rail Western Route, GWR and Heathrow Express; Nina Howe, from Transport Focus and it will be independently chaired by former government rail advisor, Dick Fearn. As independent chair, Dick Fearn, who has 43 years' experience in the rail industry, will work with the leadership teams at Network Rail, GWR and Heathrow Express to help them align action plans, improve joint planning and drive targets that improve passenger experience. The formation of this new joint board has been made to bring 'track and train' operations and long term planning closer together to improve experience of passengers and minimise, where possible, unnecessary impacts on rail users.

Mark Hopwood, managing director at GWR, said: "We have long recognised the importance aligned rail priorities and targets across the rail industry have on improving the service we give customers. "We are in the midst of the biggest track and fleet upgrade in a generation on the Great Western Network, and customers expect us to deliver together. This news will extend our current alliance agreements beyond GWR and Network Rail and will embed our aligned approach throughout the region."

Fraser Brown, director for Heathrow Express, said:

"I am pleased to be formalising our working relationship with Network Rail and Great Western Railway. Our goal is to put our customers first, and provide a safe and excellent service that matches the increasing demand on our railway. We operate on a busy patch, and it's never been more important that we collaborate to ensure we all achieve our objectives. We want customers to feel the benefit of the work Network Rail is doing to modernise the railway so it's fit for today and the future."

Photographed from a passing train, Class 08 805 shows off its Railfreight livery at Soho London Midland Depot on February 21st. *Jeff Nicholls*

On February 11th, LNER A1 No. 60163 'Tornado' working a London Victoria to Shrewsbury charter speeds through the murk at Cosford. *John Alsop*



Network Rail to extend platform at Northallerton station

Network Rail has begun a project which costs over £900,000 to extend platform 2 at Northallerton station, as part of the Railway Upgrade Plan.

The platform is being extended by 20 metres to allow all carriages of Virgin's new Azuma trains to fit into the station. The new trains are due to be introduced on the East Coast Main Line in 2018.

The upgrade began on Saturday, 25 February and will be completed on Tuesday, 22 August. There will be no disruption to passenger services whilst the work takes place.

There will be a temporary closure of Boroughbridge Road from 20:00 on Saturday, 25 March until 06:00 on Sunday, 26 March. During the closure, a sign-posted diversion route will be in place.

The project follows another platform extension which is currently underway at Durham station. Here, the platform is being extended by 40 metres to accommodate the new trains.



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



Aidan Talbott, principal programme sponsor for Network Rail, said: "The work we are carrying out at Northallerton station is an important part of our Railway Upgrade Plan and will allow all carriages of the new Azuma trains to fit into the station. It is a vital piece of enhancement work to the railway and will bring even greater benefits for passengers travelling on the East Coast Main Line. The work is part of a wider project of improvements and we have recently begun a similar project at Durham station. I'd like to thank passengers and road users for their patience whilst this work is carried out."

A spokesperson for Virgin Trains said: "Our Virgin Azuma trains, which will be introduced from next year, will help us to transform the customer experience, creating more capacity, and faster and more comfortable journeys on our east coast route. It's great to see this work getting underway that will pave the way for introducing of the Azuma fleet."

Unusual traction on the Keighley and Worth Valley Railway, as a visiting Matisa tamper, operated by Volker Rail, undertakes a joint training job with the permanent way department of the preserved railway. The unit is seen slowing for Ingrow Tunnel past the site of Grove Mill, on February 2nd. *Ben Bucki*



£50m North Wales Railway Upgrade Project underway



Network Rail has commenced work on a £50m North Wales Railway Upgrade Project, which includes the installation of a new signalling system on the North Wales Coast from Shotton to Colwyn Bay.

The project is part of Network Rail's Railway Upgrade Plan and includes upgrading track layout which increases the resilience and reliability of the railway in North Wales.

Work on the £50m North Wales Railway Upgrade Project started in January and is set to finish by the summer of 2018, with commissioning of the new signalling equipment in March 2018.

The upgrade project also includes enhancements at Abergele and Pensarn station. Platform 1 at the station is being extended using an innovative lightweight polystyrene-block solution to successfully overcome the challenging ground conditions on site. The platform is temporarily closed whilst this work takes place. A new LED

lighting system is being installed at the station, along with work to improve the drainage and track layout alterations.

Kevin Roberts, senior project manager for Network Rail Wales said: "The North Wales Railway Upgrade Project will provide greater

resilience and reliability on the railway, all part of our Railway Upgrade Plan to provide a bigger and better railway for the growing number of passengers."

Network Rail is working in partnership with Arriva Trains Wales and Virgin Trains to minimise disruption during this programme of upgrade works. The major track and signalling works at Mostyn are being carried out during weekends and replacement bus services are in operation between Chester and Llandudno Junction until April.

Passengers are advised to check before they travel at <http://www.nationalrail.co.uk/>



Railtalk Magazine

National Rail

Class 50 015 is seen arriving into Ramsbottom on February 19th working a service to Bury Bolton Street during the East Lancs Railway's 'Spring Diesel Gala'. *Colin Kennington*

Centrepiece of Great North Rail Project takes its place

A scheme to connect Manchester's main railway stations has moved a big step closer towards becoming a reality as two arches weighing hundreds of tonnes were dramatically craned into place. The arches are the centre-piece of the Ordsall Chord, transforming the Greater Manchester skyline forever and achieving a major milestone in the Great North Rail Project, part of Network Rail's Railway Upgrade Plan. Once complete in December 2017 the Ordsall Chord, a 300-metre length of track, will link all three of Manchester's main stations - Piccadilly, Oxford Road and Victoria for the first time - bringing transformative benefits to train customers across the North of England. By reducing railway congestion by 25% in the railway hub of Manchester, the chord will reduce journey times and enable faster, more frequent services to run through the city to and from other major economic centres in the north.

The moment is steeped in historical resonance. Ordsall's location is the birthplace of modern intercity railways. In September 1830 'father of railways' George Stephenson opened the Liverpool-Manchester line, which ran adjacent to the location of the arches which were lifted into place.

Rail Minister Paul Maynard said: "I'm delighted this crucial step has been completed successfully. The Ordsall Chord is a key part of the government's £1bn-plus investment in upgrading the rail infrastructure across the North of England." "These improvements are at the heart of our plans for the Northern Powerhouse. This is a demonstration of our commitment to deliver change that passengers want, such as increasing direct links between Manchester, Liverpool, Newcastle and other cities, providing more room and faster, more frequent services by 2020."

Customers as far afield as Newcastle will benefit from reduced journey times. The chord will enable new direct links to Manchester Airport from locations including Rochdale and Bradford. Trains will be able to run from Macclesfield, Greenbank and New Mills in Cheshire and south Manchester. The River Irwell crossing will be the first arch bridge of its kind in the UK. The design uses inclined hangers which cross each other at least twice instead of vertical hangers, which allows for a more elegant design that is thinner and uses less material. This is particularly important due to the proximity of Stephenson's bridge, built in 1830.

in Greater Manchester, were lifted and fixed into position forming a new bridge. The crane used to install the arches is the largest in the UK and one of the biggest in Europe. The crane was constructed at the work site next to the River Irwell, which links Manchester and Salford, after its component parts were delivered by 35 wagons.

Programme Manager Allan Parker from Network Rail said: "This latest piece of work signifies we are getting ever closer to the Ordsall Chord being completed. Once finished, passengers from across the north will have more direct services to Manchester Airport and a reduction in congestion due to some services from the east being rerouted through to Victoria station first. This will mean an increase in services as more trains will be able to run to Piccadilly. As you can imagine, the sheer size of the arches and the accuracy needed to position them meant there was a lot of planning that took place previously. I have been working on this project from the very beginning and I am extremely proud of every milestone we have achieved. However, the sight of the arches elevated over the River Irwell was very special and will live long in my memory."

David Brown, chief executive of Transport for the North, said: "This new rail link in the heart of the North is among the first of many major changes that will help transform connectivity and give people more choice around where they live and work. It is exactly the sort of initiative that Transport for the North is encouraging across rail, road, air and water - a project that unleashes new potential and which will help the North to grow its potential."

Liam Sumpter, Regional Director for Northern said: "It's fantastic to see another vital part of the Ordsall Chord being put in place. The bridge will undoubtedly become a iconic part of the Manchester skyline and I am looking forward to seeing the new Northern services carrying our customers across it."

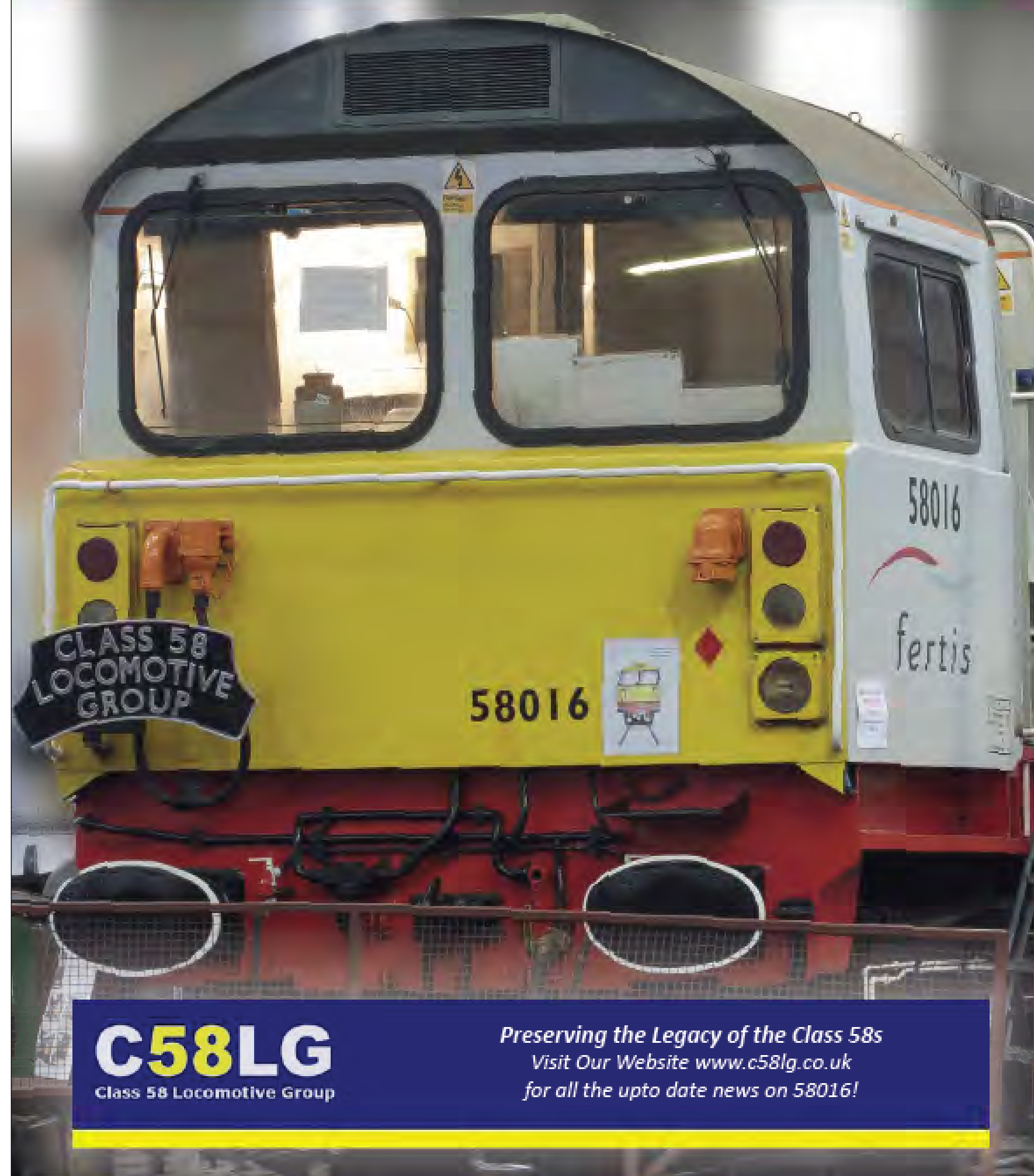
Paul Staples, Fleet Director for TransPennine Express said: "It's been great to witness this milestone moment which brings us one step closer to the completion of this great engineering feat. The Ordsall Chord is an essential component in improving not only Manchester's railway, but rail travel across the entire North of England. It will allow us to introduce additional journey opportunities, more frequent services and brand new trains which is fantastic news for our customers."



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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



Railtalk Magazine

National Rail

On February 10th a track machine crosses the River Tay at Perth heading from Stirling to Aberdeen. *Richard Jones*



Remarkable progress made to reopen iconic Settle to Carlisle railway

Remarkable progress has been made by engineers working to reinstate the iconic Settle to Carlisle railway ahead of its planned reopening in late March.

Around 500,000 tonnes of earth gave way in February last year after the devastating flooding in Cumbria throughout winter 2015/16. The land slip caused the ground below the railway to slip 2.5 metres below its normal level during the weeks that followed.

Engineers have undertaken a £23million project which involves driving two rows of high-strength piles – steel tubes filled with concrete – into the sloping bedrock of the Eden gorge, north of Armathwaite. This will ensure that even if the land gives way in the future, the railway won't.

A large number of the piles have been installed and staff have already started working on laying the concrete slab which will provide a stable platform for the track to sit on.

Throughout February 3000 tonnes of concrete is being delivered to site which will fill the steel tubes. In total 42 deliveries will be made to the work site between early February and early March.

Rhiannon Price, project manager for Network Rail said: The project continues to progress well, with more of the important work completed.

"This complex repair job has taken months to plan we are now focused on reopening the line to Carlisle, which is on schedule for March 31st."

Once the railway is reopened Network Rail plans to carry out earthworks improvements to the foot of the embankment below the line and above the River Eden.

This will include drainage ditches and pipework, rock armour to guard against erosion when flows are high, and finally replanting trees over the entirety of the affected area.

Great care is being taken to ensure ecology is protected, including badger setts and spawning salmon. Natural England will advise on the tree replanting.



Railtalk Magazine

National Rail



RAUK/RailVac No. 5 is seen in operation at Chester on February 12th. *Brian Battersby*

Loco Fleet List 2017

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 2017 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 using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

Loco Fleet List 2017



2017

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





World's first "formation flying" engineering trains will upgrade the railway faster and cheaper

Pioneering approach to railway engineering could save £250,000 per week

Passengers benefit from faster trains and less disruption as the requirement for cautionary speed restrictions after engineering is eliminated

"Formation flying" engineering trains are a world first and the latest in a series of new techniques that have so far saved over £5m

In a bid to increase efficiencies and reduce delays for passengers, Network Rail is trialling "formation flying" engineering trains to repair and renew the 20,000 miles of railway track it's responsible for maintaining. The new approach to engineering could potentially save taxpayer-funded Network Rail £250,000 per week in costs by allowing trains to run at higher speeds once engineering is complete. The pioneering technique was successfully used at Sandy, Bedfordshire, on a set of railway switches and crossings in February, which were being replaced as part of the Railway Upgrade Plan.

Passenger journeys can often be disrupted after major track upgrades as the first week of trains to travel over freshly laid track are forced to do so at restricted speed until the ballast – the stones beneath the track that give support – has settled and formed a solid foundation. Network Rail then has to pay compensation to the train operators for the financial impact of this disruption. But at Sandy, for the

first time in history, a pair of engineering trains were joined together connected by an umbilical and ran in parallel to simultaneously deliver tamping and dynamic track stabilisation (DTS) which simulated the equivalent of 200 trains passing over the tracks consecutively. Passenger trains were then able to start using the railway at speeds as high as 125mph as soon as the engineering team had finished because the track and ballast were firmly 'bedded in' – which meant Network Rail avoided thousands of pounds in compensation payments.

The news comes almost one year after Network Rail's first successes with 125mph 'high speed handbacks' in January 2016 on 'regular' plain line track.

It's estimated that over £5m has already been saved by avoiding compensation payments since the start of the 'high speed handback' programme.

Expanding on those techniques, the work at Sandy was also Network Rail's first time delivering a high speed handback on a crossing – the most complex part of a switches and crossing layout. The crossing creates a gap in the rail for the train wheel to pass through once the switch – the moving blades that allow the train to switch tracks – have been set.

Track monitoring and installation practices have improved significantly in the last few years. The key to achieving a high speed handback is 'progressive assurance' to ensure track is installed at each stage to its specific design tolerances, that care is taken while tamping to get the track to its final exact co-ordinates and that welding is completed as part of the core work rather than scheduled for a later date.

Network Rail's programme director for track, Steve Featherstone said: "We monitored the work at Sandy during the weekend possession and had progressive assurance throughout to make sure we built everything to the highest possible quality levels. This allowed trains to run at 125mph right away – the first time we've achieved this on a crossing. Our high speed handback journey started three years ago. We have been continually improving, systematically getting better at every aspect of what we do. We have progressively built the knowledge and competence to handback plain line, high output and switches and crossing renewals at 125mph, which will save Network Rail hundreds of thousands of pounds in reduced fees to train operators for disruption caused. Ultimately this is about passengers. Our new techniques mean we can handback the railway safely, on time and with no speed restrictions meaning passengers get to their destination on time and as planned."

This improved approach delivers significant benefits for passengers, the workforce, Network Rail, train operators and the millions of taxpayers who help fund the railway:

Faster trains means reduced delays and journey times for passengers

Staff spend less time trackside as they don't need to set up and remove speed boards for train drivers

Reduced need for compensation to train operators as disruption is reduced

LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' rushes through Winwick on March 1st heading from Carnforth-Crewetowork 'THE CATHEDRALS EXPRESS' London Euston - Holyhead. However the tour was cancelled at London Euston due to the failure of Class 86 259. *David Wood*

Toraise awareness of the forthcoming reopening the Settle - Carlisle in March, following a major landslide in 2016, Northern Trains arranged a 'Plandampf' on 14th, 15th and 16th February. This involved LNER A1 No. 60163 'Tornado' hauling two timetabled trains in each direction between Appleby and Skipton on each of the three days. Normal rail fares applied. As there was nowhere to turn the loco at each end, Tornado ran chimney first from Skipton and tender first from Appleby. This made photography difficult as only one chimney first working was in daylight. Here 'Tornado' makes light work of 'the long drag', seen here near Selside on a Skipton - Appleby working.

Colin Kennington

Renovation work to Stamford station nears completion



Network Rail is in the final stage of a number of improvements to Stamford Station in Lincolnshire, as part of its Railway Upgrade Plan. The upgrade to the Grade II listed building has been a six month project, which will be completed this month. During the project, Network Rail has refurbished the station roof using traditional Collyweston stone, as well as installing a new canopy and resurfacing the platform.

Network Rail has worked closely with East Midlands Trains and the Railway Heritage Trust on the work, which cost over £1million. The Railway Heritage Trust provided a grant of £150,000, which was used to install the canopy.

Gary Walsh, area director for Network Rail, said: "I'm delighted that we have been able to provide the people of Stamford with the station that they deserve. It's a beautiful building and the work we have carried out retains the station's unique architectural character. I'd like to take this opportunity to thank all users of the station for their patience whilst this work was carried out as part of our Railway Upgrade Plan."

Andrew Conroy, Customer Experience Director for East Midlands Trains, said: "We're pleased to have worked with Network Rail and the Railway Heritage

Trust to deliver these improvements at Stamford station. We hope the changes and improved facilities will be welcomed by customers using the station."

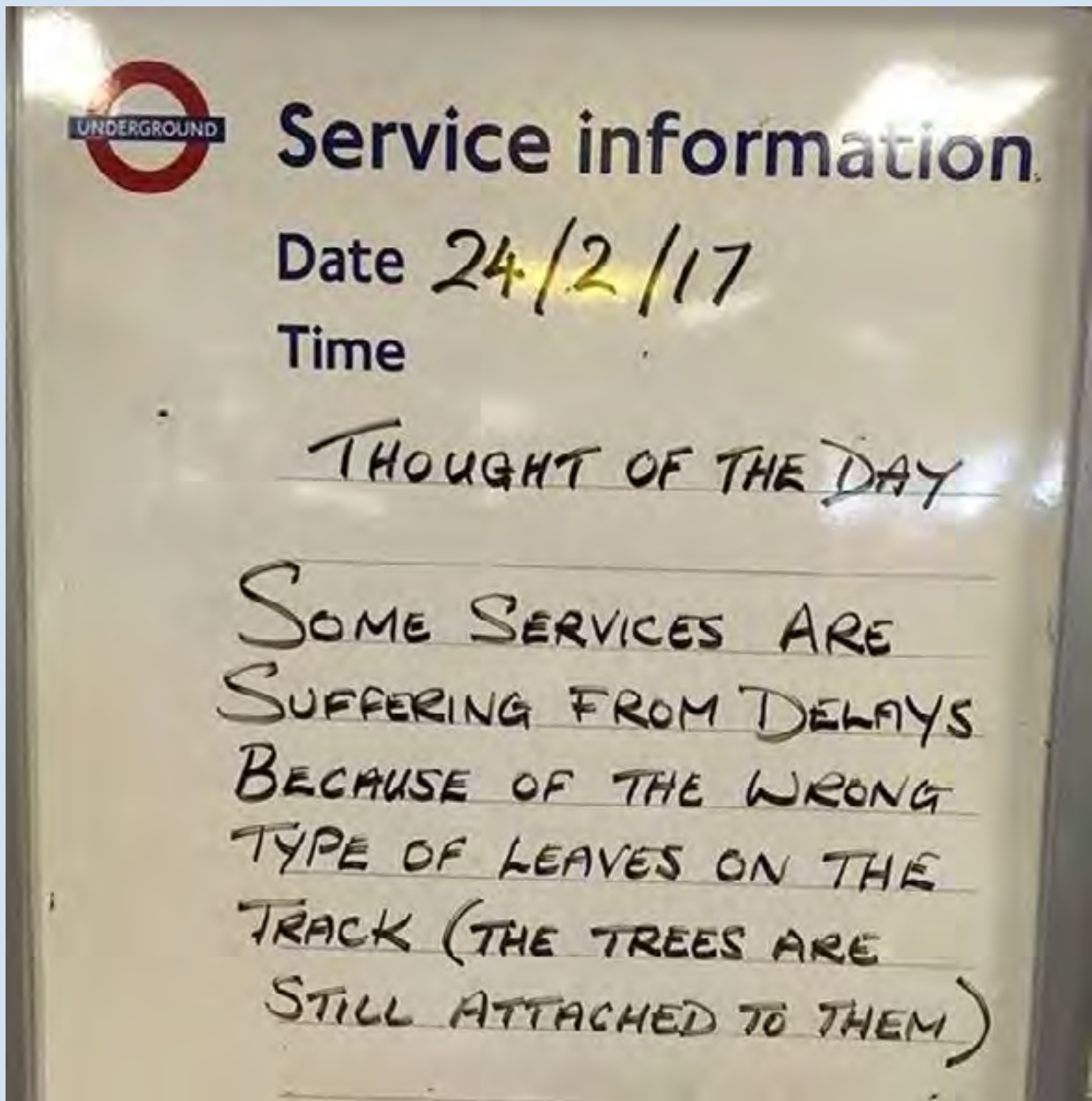
Andy Savage, executive director of the Railway Heritage Trust, said: "The Trust has been very happy to work with Network Rail on this project. We were consulted from an early stage, and able to suggest the redesign of the canopy to a more traditional style, replacing a structure that, whilst dating from at least 1907, can only be described as a bodge. We were very happy to give a substantial grant towards the new canopy.

"Although we were not directly involved, we also congratulate Network Rail on the excellent work on the Collyweston slated roofs of the building, with the original material used once more, and highly skilled craftsmen brought in to install it. This is a classic case of providing modern facilities whilst maintaining a heritage station."

Network Rail workers will be on site until the end of the month to carry out finishing touches.

Did you Know - Ken Mumford

After Storm Doris.....



Non Stop to Peterborough

Just as the train moved out of King's Cross station, a passenger rushed up the platform and, by supreme effort, boarded the last carriage. Banging the door behind him, he stuck his head out of the window and shouted at a porter:- "Am I alright for Finsbury Park?" "Yes, sir," replied the porter with a smile, "Change at Peterborough."
King's Cross - Finsbury Park = 2½ miles,
but King's Cross - Peterborough = 76¼ miles.

Ken Mumford's PowerPoint presentations			
DATE	TIME	VENUE	POWERPOINT TITLE
7th April	7.45 pm	GWR Swindon	Trains and Busses Galore
18th April	7.30 pm	Aberaeron	The Devon Belle
19th April	T.B.A.	Penarth	Omnibus Allsorts
15th April	7.30 pm	Thatcham	The Devon Belle
Other PowerPoint presentations available as at December 2016			
SIBERIAN YORKSHIRE. MORE RAILWAY ALLSORTS.			
TRANSPORT ALLSORTS. WELSH RAILWAY ALLSORTS.			
7 DAMS & A RAILWAY (The Elan Valley Railway)			
Future PowerPoint presentations in preparation:-			
STEAM ALLSORTS. THE RED DRAGON.			
Non-railway PowerPoint presentations include:-			
DORSET DELIGHTS. CORNISH CAPERS. DEVON DELIGHTS.			
POMPEY PICTORIAL. NORTH WALES. MID-WALES. SOUTH WALES.			
More details:- ken.mumford@ntlworld.com [Swindon]			











Railtalk Magazine

Preserved Railways

East Lancashire Railway

▶ Class 40 No. 345 calls at Ramsbottom with an early evening service to Rawtenstall on February 18th. *Class47*

▶ Class 37 109 speeds through Summerseat on February 19th with a service to Ramsbottom. *Colin Kennington*

▶ EWS liveried Class 31 466 stands at Ramsbottom on February 18th leading a service to Bury Bolton St. *Class47*







Preserved Railways

East Lancashire Railway

▶ Class 73 001 (with Class 37 109 on the rear) approaches Burrs Country Park Halt on February 18th, heading to Bury Bolton Street. *Michael Lynam*

▶ On February 22nd, LMS Class 5MT No. 44871 arrives into Rawtenstall with a weekday service from Bury. *Michael Lynam*

▶ Class 45 108 approaches the newly opened Burrs Country Park Halt whilst working a Rawtenstall - Heywood service. *Michael Lynam*







Railtalk Magazine

Preserved Railways

East Lancashire Railway

▶ Class 31 466 stands at Bury on February 18th having arrived with a service from Rawtenstall.
Andrew Wilson

▶ Class 47 No. D1501, recently returned to traffic after engine repairs, stands at Ramsbottom on February 18th. *Class47*

▶ Class 50 015 departs Rawtenstall on February 18th with a service to Heywood. *Class47*





Railtalk Magazine

Preserved Railways

East Lancashire Railway

Visiting the ELR, BR Standard Class 4 2-6-0 No. 76084 eases through a light sleet shower on an overcast Sunday afternoon approaching Rawtenstall at New Hall Hey crossing on February 12th.

Gerald Nicholl



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO SET TO JOIN THE NENE VALLEY RAILWAY'S 'BEST OF BRITISH' ST. GEORGE'S DAY CELEBRATIONS FROM 21ST – 24TH APRIL 2017



Railtalk Magazine

Preserved
Railways



Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, is returning to the Nene Valley Railway (NVR) to help the railway to celebrate its Best of British weekend in the year of the railway's 40th Anniversary.

In her first visit to a heritage railway in 2017, the star of BBC Top Gear, new Peppercorn class A1 No. 60163 Tornado, will arrive at the Nene Valley Railway on Monday 17th April and depart on Friday 28th April. Tornado is anticipated to have four operational days and the following activities are planned.

- Friday 21st April – Best of British 'Jolly Fisherman' fish & chips dining train hauled by Tornado
- Friday 21st and Monday 24th April – Tornado driver experience courses
- Saturday 22nd and Sunday 23rd October – Tornado in passenger service.

Paul Roe, Locomotive Superintendent, Nene Valley Railway commented:
"We are very happy to welcome Tornado and the A1 Trust back on to the NVR metals to help celebrate our 40th Anniversary year. Tornado is well placed on the NVR arriving via the East Coast Main Line and running services just touching distance of the original routes of the A1's."

Graeme Bunker, Operations Director, The A1 Steam Locomotive Trust, commented:

"We are delighted to once again be visiting our friends at the Nene Valley Railway. It provides a great opportunity to get up close to Tornado, and for those who wish to book a footplate experience course. What better way is there to celebrate St. George's Day than travelling on a steam train, hauled by a Royal Train locomotive through beautiful countryside?"

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: © Paul Davies/A1SLT - 60163 departs from Wansford with the 11:40 to Peterborough during the NVR East Coast Revival weekend on 27th August 2016

Preserved Railways

East Lancashire Railway

▶ BR blue liveried Class 73 001 stands at Bury Bolton Street on February 18th, having arrived with a local service from Ramsbottom.
Andrew Wilson

▶ On a wet February 19th, Class 47 No. D1501 stands at Ramsbottom with a service to Rawtenstall. *Colin Kennington*

▶ Class 14 No. D9531 'Ernest' is seen at Bury Bolton Street on February 18th. *Andrew Wilson*





The A1 Steam Locomotive Trust
New Steam for the Main Line

NEW TOURS ANNOUNCED FOR STEAM TRAIN EXCURSIONS WITH NEW BUILD LOCOMOTIVE TORNADO

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, is adding more tours to its 2017 diary, with trains confirmed for August, September and October. Building on the huge success of the S&C Plandampf earlier in February, which enjoyed international media coverage, tickets have now gone on sale for more people to enjoy steam travel behind the iconic locomotive.

The star of BBC Top Gear, new Peppercorn class A1 No. 60163 Tornado will haul the following tours:

- ‘The Easterling’ - Monday 28th August – London Kings Cross to Great Yarmouth, picking up at Potters Bar and Stevenage.
- ‘The Border Raider’ – Saturday 16th September – Birmingham to Carlisle, picking up at Tame Bridge Parkway, Birmingham New Street, Wolverhampton, Stafford & Crewe.
- ‘The Tees-Tyne Express’ – Saturday 7th October – Dorridge to York, Durham and Newcastle, picking up at Solihull, Tamworth, Derby, Chesterfield and Sheffield.

On her August Bank Holiday train, ‘The Easterling’, Tornado will take passengers for a good old fashioned day at the sea side. With over three hours at the resort of Great Yarmouth, passengers will have the opportunity to relax and enjoy the bracing East Coast sea breezes. The popular seaside town offers a long sandy beach, a fine array of shops and many eateries. Following a route via Cambridge, Ely and the Norfolk Broads and return, Tornado’s first trip to Great Yarmouth offers steam throughout.

‘The Border Raider’ offers a wonderful opportunity for passengers from the West Midlands to journey to Carlisle, over some of the most beautiful and challenging railway in the country. Steam hauled throughout, the journey covers some 400 miles, travelling north to Preston and on to Carlisle via Shap Summit and returning via the Settle and Carlisle line. Passengers have over two hours to enjoy Carlisle, where the station is close to the Cathedral and nearby pedestrian shopping area. Tornado will then proceed back, climbing the summits of Ais Gill and Blea Moor, then passing over the famous Ribbleshead Viaduct before re-joining the outward route south of Preston.

In October, passengers from the West and East Midlands will board the ‘Tees-Tyne Express’ headed to the historic cities of York and Durham, or onward to metropolitan Newcastle. A Class 67 diesel locomotive will haul the train as far as Derby, where Tornado will continue the journey north. Passengers visiting York have nearly five hours to explore the city centre with the historic Minster and Shambles or take time visiting the National Railway Museum. Those travelling on to the beautiful city Durham can visit the castle and cathedral which were used as a location in the filming of the Harry Potter movies, or else enjoy time by the River Wear. Passengers for Newcastle have the chance to explore the amazing rejuvenated waterfront with its famous views of the bridges and many shops, bars and restaurants. Tornado will then return with passengers as far as Derby, thereafter the diesel will complete

the journey.

Our trains offer the opportunity to relive a bygone age of steam travel, evoking the glamour of the 1930s. The heritage carriages provide a nostalgic journey back in time, where passengers can enjoy the beautiful scenery as plumes of steam drift past the windows, and the locomotive’s whistle can be heard. First Class Dining passengers travel in luxury, receiving silver service for both their full breakfast and four course evening meals, all cooked on the train by the elite team of chefs. First Class None Dining passengers and those in Standard Class have access to the licenced buffet car for light refreshment. Our steam hauled railtours are a wonderful day out for all, and are the ideal way to celebrate a birthday or anniversary.

Graeme Bunker, Operations Director, The A1 Steam Locomotive Trust, commented:

“We are really pleased to announce our new railtours giving more opportunities to travel with Tornado. These tours are promoted by the A1 Steam Locomotive Trust, with all profits go directly to the upkeep and maintenance of Tornado. There are tours to suit everyone, whether visiting the seaside in Great Yarmouth, crossing the Settle & Carlisle with its wild vistas and challenging climbs, or taking in the wonderful North Eastern cities of York, Durham and Newcastle. We look forward to welcoming everyone on board.”

For further information about these tours and to buy tickets, please contact our booking agent through www.ukrailtours.com or call 01438 715050. The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: © Liam Barnes/A1SLT - A photo that captures the essence of the S&C, Tornado on Ribbleshead Viaduct – February 2017.



Railtalk Magazine

Preserved
Railways





From the Archives



▶ Railfreight Distribution liveried Class 47 344 and 47 201 storm through Ashford with a rake of Ford parts wagons on June 17th 1998.

Paul Godding



▶ A Longsight based Class 108 DMU approaches Hyde North on August 30th 1991 working a Manchester Piccadilly - Marple service.

Michael Lynam



▶ Class 47 270 is seen stabled at Manchester Victoria on May 15th 1992. *Michael Lynam*





From the Archives



▶ LMS Black 5 Class No. 45187 heads towards Blackpool with a passenger train on July 31st 1967. *Dave Felton*

◀ Class 37 422 passes Lochaber on August 20th 1986 with the 08:40 Fort William - Glasgow service. *Nick Clemson*



From the Archives



BR Class 110 DMCL No. 51829 leads a Leeds - Rochdale service past Whitehall Jct. Leeds, on November 9th 1985. *Nick Clemson*



Class 37 418 is seen with a 'Club' train at Manchester Victoria on January 21st 1994. *Brian Hewertson*



All is not what it first seems as Class 50 012 and 50 014 are seen on a rake of wagons in Taunton Yard on March 26th 1989. The locos were actually on their way to Vic Berry's scrapyard in Leicestershire. *Brian Hewertson*