

# Railtalk

## Magazine

Issue 53  
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**Farewell WSMR 2008 - 2011**



Welcome to Issue 53 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.  
We are into the second month of 2011 already and you thought last year went fast.

Sad new this month, that Wrexham, Shropshire & Marylebone Railway (WSMR) were ceasing operation,  
a shock to many, but not a surprise to some, and it does lead on to the question... Are other Open Access operators safe?

Through the doom and gloom of this month, we have also seen one of Freightliner's Class 70s sustain heavy damage as it was dropped while being unloaded at Newport dock at the start on the month. The future of this loco remains unknown and at the time of writing it was still on the docks at Newport awaiting collection. Another couple of Class 70s have also been in trouble with 70 005 destroying its engine and 70 009 destroying its bogies. However one good loco has been made out of the two and now 70 005 awaits a decision on the best way to repair it.

Apart from that its been a very quite month on the railway front, a distinct lack of charters and not many preserved events to attend.

Hopefully things will improve and we will have some brighter weather this month... Bring On Summer!

Thanks

## Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, CJ Sutcliffe, James Paice, Chris Morrison, Yorkie, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton and Darrel Hendrie, Geoff Barton, John Alsop, Chris Stanley, Lewis Mitchell, Richard Holmes and the guys at RailUK.

# Welcome

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## Submissions

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

**entries@railtalk.net**

Please include a detailed description and credits.

## Railtalk Magazine

Railtalk Magazine is published, at the beginning of each month.  
Published by Railtalk Group. © Railtalk

Front Cover: The closure of WSMR came as a shock for many in late January.  
This is Class 67 013 heading through Wellington on January 27th. [Richard Hargreaves](#)

This Page: Alstom's new eleven car Class 390 054 already nicknamed the  
"Extendalino" is seen here in unbranded condition passing Halebank whilst on test  
between Speke Jct. and Ditton Jct. on January 28th. [Dave Harris](#)



# Charter Scene



**UK Railtours - The Barmouth Bridge Express**  
On January 8th Class 67 021 and 67 030 are seen crossing Barmouth Bridge with  
1232 Euston - Barmouth. [Phil Martin](#)



After crossing the bridge at Barmouth, the tour heads for its destination of Barmouth Town. *Phil Martin*



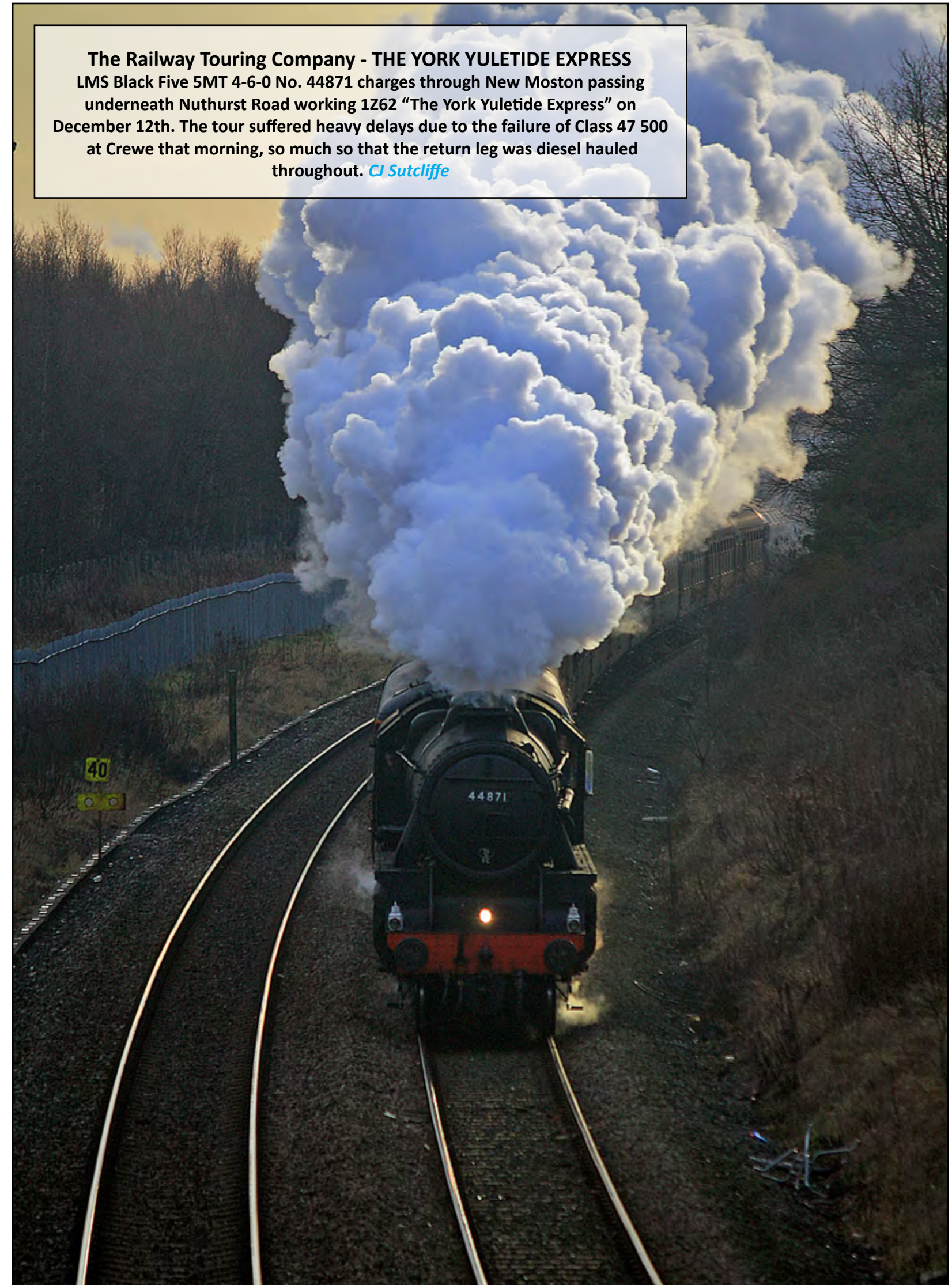




Above: Running as a pair at this point Class 67 030 and 67 021 pause at Welshpool with 1232 London Euston - Barmouth charter. [Carl Grocott](#)  
Below: Class 67 030 and 67 021 are seen crossing Barmouth Bridge on January 8th with the return charter, 1233 Barmouth - London Euston. [Carl Grocott](#)



The Railway Touring Company - THE YORK YULETIDE EXPRESS  
LMS Black Five 5MT 4-6-0 No. 44871 charges through New Moston passing underneath Nuthurst Road working 1262 "The York Yuletide Express" on December 12th. The tour suffered heavy delays due to the failure of Class 47 500 at Crewe that morning, so much so that the return leg was diesel hauled throughout. [CJ Sutcliffe](#)





### Pathfinder Tours - The Rother Don Rambler

On January 29th, Class 66 070 stands at Bristol Temple Meads with 1227 Bristol Temple Meads - Deepcar "The Rother Don Rambler" which featured the first pair of DCR Class 31s to feature on a railtour. [Lewis Mitchell](#)





Class 60 099 stands at Westhorpe run-round sidings awaiting to run onto 1227  
Bristol Temple Meads - Deepcar "The Rother Don Rambler" on January 29th.

*Lewis Mitchell*







Class 31 190 arrives into Birmingham International with 31 601 to work 1227 Bristol Temple Meads - Deepcar "The Rother Don Rambler" on January 29th.  
*Lewis Mitchell*





**Pathfinder Tours - The Rother Don Rambler**  
Pathfinder's Rother Don Rambler with Class 31 601 and 31 190  
on 1227 pictured in sun at Beighton Jct, enroute to Deepcar. [Carl Grocott](#)





Class 31 190 and 31 601 stand at Derby with the return working of  
Pathfinder's "The Rother Don Rambler" railtour on  
January 29th. [Richard Hargreaves](#)



# Railtalk

Calendar - 2011



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Class 37 059 and 37 610 are started up after having stood in the cold for a few days at York on January 29th. The locos were heading for Stockton to work a scrap train to Sheerness. [Class47](#)

# Pictures







Above: Freightliner Class 70 008 is seen stabled in Basford Hall yard on January 30th. [Brian Battersby](#)  
Below: Just a hint of sunshine as Class 70 004 heads through Warrington bound for Liverpool Docks with an empty coal train on January 29th. [Brian Battersby](#)



Above: On January 19th, Class 66 953 passes Silk Mills near Taunton with 6228, a Newton Abbot Hackney Yard to Eastleigh rail slinger train. [Jonathan Gill](#)  
Below: Freightliner's Class 70 008 heads south through Acton Bridge on January 29th. [Brian Battersby](#)







Below: As dawn breaks over Staffordshire, Freightliner's GE-built locomotive Class 70 007 passes through Rugeley Trent Valley station with the 4M45 Felixstowe - Ditton on December 23rd with just a few containers in the middle of the train! At the time 70 007 was the most recently delivered member of the class, having arrived from the USA via a transport exposition in Germany back in the autumn. [Gary S. Smith](#)





Class 20 301 stands at Bristol Temple Meads with 20 304, 73 209, 20 305 and 20 302 whilst working to Cardiff Tidal from St. Leonards on January 30th.

*Lewis Mitchell*





Problems with a preceding freight train saw DRS Class 20 303 and 20 309 crawl slowly past Ingatestone Box some 300 minutes late on a Willesden - Sizewell flask train on January 11th. [Charlie Robbins](#)





Class 67 023 and 67 027 are seen with the Fife Circle coaches cleaning run to Perth, This train runs normally on a Wednesday as 5L25 Millerhill Yard - Perth but unusually ran on Thursday January 20th seen here just before Gleneagles station. [Robert Duff](#)





The “Pretendolino” set has continued throughout January to be hauled by Freightliner Class 90s. On January 18th Class 90 047 is seen at Stafford whilst working 1K39 Euston - Crewe. [Carl Grocott](#)





Above: The Stockton to Sheerness Saturday's scrap train has produced quite a following, probably something to do with a pair of Class 37's on this heavy load. On January 15th, Class 37 510 and 37 688 head southwards on the Midland Mainline, working their way south via what seems a very long and tedious route. [Richard Hargreaves](#)  
 Below: On the same date the pair are seen heading through East Midlands Parkway. This train will take the best part of a full day to reach its destination. [Paul Godding](#)



Above: DRS Class 37 610 & 37059 are seen arriving into Derby on January 29th whilst working 6250 Stockton to Sheerness. A brief patch of light allowed the old roundhouse (now part of the University) to be illuminated, and the smart looking Type 3 pair to show off their compass liveries. [Richard Holmes](#)  
 Below: Class 37 510 and 37 688 power through Brockley Grove with 6274 Sheerness - Stockton on January 12th. [Wayne Radford](#)





DRS Class 37 682 with 4 National Express Mk3s in tow  
passes through Bowes Park with 5Z01 Norwich - Bounds Green  
on January 8th. [Wayne Radford](#)







Above: London Overground Class 378 214 stands at Willesden Junction with the 09.37 Euston - Watford Junction, on January 3rd. [Derek Elston](#)  
 Below: Class 332 014 is seen working the Heathrow Express circuit at Paddington on January 15th. [Derek Elston](#)



Above: Class 319 383 ascends the steep incline on the approach to Faringdon station, January 3rd. [Derek Elston](#)  
 Below: Class 313 214 is seen arriving at Brighton with a service from Seaford on January 20th. [Steve Madden](#)







Above: Freightliner Class 70 008 makes its debut on 4L97 Crewe - Felixstowe through Harrow & Wealdstone on January 13th. [Wayne Radford](#)



Above: Southeastern's Class 395 013 waits it's 10.42 departure time at London St. Pancras with a Margate service, on January 3rd. [Derek Elston](#)



On January 31st, Class 66 402 without DRS decals approaches Wellingborough Station with GBRF working, 6M09 Ferme Park – Wellingborough Up Sidings. [Steve Madden](#)





Freightliner Class 90 045 stands at Crewe Basford Hall with  
86 613 & 86 627 on January 29th. [Lewis Mitchell](#)



On January 20th, Artemis liveried Class 56 312 & Colas Rail liveried 47 739 "Robin of Templecombe", top'n'tail the Colas Rail HOBC through a frosty Norton Fitzwarren whilst enroute from its normal base of Tavistock Junction yard near Plymouth to the Plasser Works at West Ealing in London. [Jonathan Gill](#)







Above: On a dull January day, one of the remaining East Midlands Trains HST power cars to retain the old livery, 43050, passes through East Midlands Parkway heading for Nottingham. [Paul Godding](#)

Left: GBRf Class 66 706 "Nene Valley" takes the 4C77 Fiddlers Ferry - Kirby Thore Gypsum service through Sankey on January 18th with the power station clearly visible in the background. [Dave Harris](#)

Below: Class 60 010 heads into Warrington Bank Quay on January 17th with a coal train. [Richard Hargreaves](#)





Freightliner's EMD-built locomotive in the 'Shanks/Freightliner' livery, Class 66 522, passes the frozen angling ponds at Furnace Coppice on Cannock Chase, Staffordshire with an empty coal hopper train from the Rugeley power station on December 23rd.  
*Gary S. Smith*







Above: Still in Silverlink livery, Class 150 104 negotiates the building work for the new sidings at Bedford with the 10:57 Bedford – Bletchley service on January 31st. [Steve Madden](#)  
Below: Class 90 047 works 1G08 1145 London Euston - Birmingham New Street through Watford Junction on January 23rd. [Wayne Radford](#)



Above: Newly Repainted DB Schenker Class 60 011 passes Severn Tunnel Junction with 6B13 Robeston - Westerleigh tanks on January 15th. [Lewis Mitchell](#)  
Below: Virgin Trains continue to use Freightliner locos as in this shot of Class 90 045 seen at Stafford on the London Euston to Preston "Pretendalino" service, December 30th. [Phil Martin](#)







Above: Arriving into Brighton on 20th January is Class 171 722 with a service from Ashford International. [Steve Madden](#)  
 Below: Seen at Derby on January 29th whilst waiting to work forward to Leeds is 43285 on the rear of a CrossCountry HST set. 43303 was the leading power car. [Richard Holmes](#)



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







Above: Class 66 164 is seen returning to Lindsay from Preston Docks through Pleasington, Lancs with brand new bitumen tanks in the early morning sun on January 26th. [Chris Stanley](#)  
 Right: Tata liveried Class 60 099 heads out from Warrington Arpley on January 17th with a loaded coal train heading for Fiddlers Ferry power station. [Richard Hargreaves](#)

Bottom Left: Nearly blending in with the dull grey sky, Tata liveried Class 60 099 is seen at Warrington on January 16th. [Brian Battersby](#)

Bottom Right: And again as Class 60 099, heads towards Warrington with the 6F78 empty coal hoppers from Fiddlers Ferry power station. This time passing at Sankey foot crossing on January 18th. [Dave Harris](#)





On Bank Holiday Monday, January 3rd, Freightliner's Class 66 513 crosses the level crossing at Marquis Drive and passes through the site of the Brindley Heath halt at Moor's Gorse on Cannock Chase, Staffordshire with an empty hopper wagon train from the Rugeley power station to Barrow Hill. A cycle trail across Cannock Chase uses the level crossing and has become popular, resulting in several near-misses between trains and impatient cyclists. Network Rail had recently had the crossing gates replaced so that cyclists going in opposite directions used opposite sides of the road. On this occasion another cyclist decided to cross the railway AFTER the driver had given a warning from 66 513's horn; the driver was looking up the road at the escaping cyclist when the photo was taken. [Gary S. Smith](#)





Freight trains that normally leave the West Midlands via the West Coast Main Line were again diverted through Nottingham during the Christmas week at the end of 2010. Unfortunately there were dark overcast clouds across the Midlands on each day of the diversions. Freightliner's Class 66 571 trundles along the northern remnant of the South Staffordshire Railway, passing a foggy Alrewas with the 4L75 Basford Hall - Felixstowe North container train on December 30th. [Gary S. Smith](#)







Above: Network Rail Class 950 001 is seen working 2Q08 Derby RTC to Derby RTC at Doncaster on December 22nd. [John Martin](#)



Right: Freightliner's maintenance depot at Leeds Midland Road with Class 57 001 and 66 604 in view on January 2nd. The Class 57 has since moved to Barrow Hill for attention. [Dave Harris](#)

Bottom Left: Class 66 530 is seen at Worksop on January 14th whilst working 6E94 York Holgate to Cottam power station with a rake of HXAs. [John Martin](#)

Bottom Right: Freightliner's Class 66 522 is seen working from Cottam power station down through Worksop on the January 13th with empty HHAs. [John Martin](#)







Above: DRS Class 66 432 heads through Bolton-le-Sand with 4M44 Coatbridge - Mossend - Daventry Intermodal on January 18th. [Chris Stanley](#)

Left: Network Rail Class 97 302 and 97 304 are seen at Coalbrookdale with the 1Q09 Derby - Machynlleth shortly after departure from Ironbridge on January 10th. [Carl Grocott](#)

Bottom Left: Class 142 041 & 142 038 await their next duty and a snow shovel at Newton Heath depot on December 18th. [Colin Irwin](#)

Bottom Right: Recent arrival at Northern is Class 142 009, seen here at Newton Heath in the snow on December 18th. [Colin Irwin](#)





Having just been named at Liverpool St. earlier that morning, National Express Class 90 008 "The East Anglian" passes through Ingatestone as it heads for Norwich on a very cold morning, December 13th. *Charlie Robbins*







Above: Class 66 035 heads south through Derby with a loaded steel train on January 15th. [Class47](#)  
Below: The rising sun glints off London Midland Class 350 113 as it arrives at Rugeley Trent Valley station, Staffordshire with a late running Euston - Crewe service on a snowy December 23rd. [Gary S. Smith](#)



Above: Freightliner Class 70 009 passes Gloucester with 0225 Newport Docks - Crewe Basford Hall via Stoke Gifford on January 30th. Of note is that this locomotive is running with classmates' 70 005's bogies, following the latter's decision to blow up its engine and of course 70 009's bogies not having wheels that turn! [Lewis Mitchell](#)  
Below: Class 70 004 is seen working 6M55 Portbury to Rugeley power station coal through Preston nr Shrewsbury on January 18th. [Phil Martin](#)







Above: Class 156 411 departs East Midlands Parkway on January 15th with a Leicester to Lincoln via Nottingham service. [Paul Godding](#)  
Below: Class 156 401 stands at Derby on January 15th with a Matlock - Nottingham service. [Class47](#)



Above: Class 153 374 waits departure time at Doncaster on January 22nd with a Doncaster - Lincoln service. [Richard Hargreaves](#)

Below: On January 22nd, EMT Meridian Class 222 019 pauses at Doncaster with the Saturday York - London St. Pancras service. [Richard Hargreaves](#)







Above: Late night Ped Action as Class 31 602 is seen at Newtown working 3Q11 Derby - Derby on January 14th. [Carl Grocott](#)

Below: Freightliner Class 66 585 works through Cherry Tree Jct. with 4S42 Doncaster Decoy to Killoch on January 4th. [David Hollowood](#)

Above: Having been stabled at Carlisle for much of December, Class 86 101 moved south to Crewe and was seen stabled in the station on January 17th. [Richard Hargreaves](#)

Below: Freight trains that normally reach the West Midlands via the West Coast Main Line were diverted through Nottingham during the Christmas week in 2010. Unfortunately there were dark overcast clouds across the Midlands on each day of the diversions. On a gloomy Thursday December 30th, Freightliner's Class 66 953 moves away from Alrewas, Staffordshire with the diverted 4M81 Felixstowe - Ditton container train. [Gary S. Smith](#)





Green liveried C2C Class 357 010 departs Benfleet whilst working on a Shoeburyness service whilst passing National Express liveried 357 020 heading for London Fenchurch St. on December 9th. [Charlie Robbins](#)







Above: Class 60 003 “Freight Transport Association” is seen stabled on the Canal side of Toton Depot on January 2nd. *Dave Harris*  
 Below: An overview of the depot entrance at Toton with DBS examples of Class 60 and 66 in view. *Dave Harris*



Above: The only green liveried Class 60 081 formally “Isambard Kingdom Brunel” displays the bodyside damage caused as a result of a catastrophic engine failure, occurring near Beeston Castle. This locomotive has been withdrawn since 2005. *Dave Harris*  
 Below: Corus liveried Class 60 006 formally “Scunthorpe Ironmaster” lies dormant at Toton as a result of fire damage, withdrawn back in 2004. *Dave Harris*





## Scot-Rail - with Jonathan McGurk



## News and Features



Top Left: Class 334 012 is seen standing inside platform 7 at Glasgow Central High Level station while waiting to work the 19.15 2115 Glasgow Central High Level - Glasgow Central High Level Cathcart Circle service on January 10th. This fleet rarely visit the Cathcart, Newton and Neilston lines as most diagrams are covered by the Class 314 EMU fleet, though sometimes, like today, there are a shortage of this fleet and ScotRail use other fleets like the Class 334s to take over. This set has been in service in the 'rubbed down and partially painted Saltire' livery for nearly two months now. Hopefully soon the set will receive the full repaint into the new Transport Scotland 'ScotRail - Scotland's Railway' blue and white Saltire livery as this looks hideous!. [Jonathan McGurk](#)

Top Right: On January 16th, Class 334 026 is seen coming into stop at platform 1 at Partick station while working the 12.25 Helensburgh Central - Edinburgh Waverley Sunday service. [Jonathan McGurk](#)

Left: GLASGOW WEST END CITYSCAPE: A Class 320 EMU is seen at Finnieston from the Glasgow Science Centre area next to the River Clyde while working the 14.42 2M25 Bellgrove - Milngavie service on January 11th. To the left is Glasgow's Tall Ship, the Glenlee, in the background is Yorkhill Children's Hospital and to the right is the Strathclyde Police Helicopter airbase. [Jonathan McGurk](#)



# Scot-Rail - with Jonathan McGurk



Above: On January 29th, Class 156 449 in First ScotRail 'Barbie' livery is seen approaching and coming into stop at platform 2 at Pollokshaws West station while working the 13.27 2A36 Glasgow Central High Level - Barrhead service.

[Jonathan McGurk](#)

Below: Class 334 007 and 334 011 are seen approaching Partick station while working the 12.40 Edinburgh Waverley - Helensburgh Central via Singer. This photograph was taken from the public footbridge above the A814 Clydeside Expressway. Glasgow University (church like building) can be seen on the left, Kelvingrove Art Galleries & Museum in the middle and Yorkhill Children's Hospital on the right. [Jonathan McGurk](#)



Above: Despite major teething troubles with the new ScotRail Class 380 EMU fleet, built by Siemens, driver training runs are still on going while the teething problems are still in the process of being rectified. Here, at platform 4 at Paisley Gilmour Street we see Class 380 110 + 104 en - route towards Ayr while working the 12.33 2Z03 Glasgow Central High Level - Ayr driver training run. [Jonathan McGurk](#)

Below: Class 334 036 is seen having just departed Partick station, heading east towards Charing Cross while working the 13.25 Helensburgh Central - Edinburgh Waverley Sunday service. [Jonathan McGurk](#)





# Scot-Rail - with Jonathan McGurk



Class 334 006 in the new Transport Scotland 'ScotRail - Scotland's Railway' blue and white Saltire livery is seen reflecting off the passenger windows of Class 334 010 at Glasgow Central High Level station. [Jonathan McGurk](#)



Above: On January 23rd, Class 67 018 departs Perth with the Aberdeen portion of the Caledonian Sleeper 1B16 Perth - London Euston. This working was diverted due to engineering works at Monfieth and Barry Buddon, it worked ECS 5A25 Aberdeen - Inverness and then 5B16 Inverness - Perth. [Robert Duff](#)

Below: Class 156 509 and 156 510 both in the new Transport Scotland 'ScotRail - Scotland's Railway' blue and white Saltire livery are seen departing from platform 2 at Pollokshaws West station while working the 13.18 2J24 Glasgow Central High Level - East Kilbride service. [Jonathan McGurk](#)





# Fares Advice with RailUK

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

## Merseyrail's massive fare increase

Q: I've just been onto thetrainline.com to check the price of tickets for a day out on Saturday from Liverpool LS to Chester. I know that fares increased at the beginning of the year but it didn't really affect my normal day-to-day travel.

Just for the record, I normally travel from Broad Green to Liverpool LS which with my railcard is £1.40 off-peak. A rise of 10p. Which isn't really much to complain about as it's still cheaper than my local bus services into the city centre.

Anyway, back to my point. When I input Liverpool and Chester into the query on thetrainline I was amazed to see that the fare has taken an hike in price from £2.90 on December 4, 2010 (which was when I last travelled to Chester with Merseyrail) to £4.25. Remembering this is with a railcard.

Can anyone tell me what on earth is going on here? Why has Merseyrail increased the price of this ticket by £1.35, whilst most other services have only increased their fares only slightly?

A: It's because Merseyrail have withdrawn all off peak day returns. The only options now available are the Anytime returns, and/or the Daysaver ticket.

Extract from Merseyrail's website; From the 5th of September 2010 cheap day return tickets will be replaced with an all day rail ticket, which allows unlimited off peak travel across all Merseyrail Wirral and Northern line services. You can

purchase your day saver ticket at any Merseyrail ticket office or any ticket vending machine.

The Daysaver ticket does attract a railcard discount, but it's only valid on Merseyrail services.

## Cancelled Train Obligations

Q: What are the obligations of a TOC towards passengers on the cancellation of a train? Recently the Grand Central(GC) 15.57 service to Bradford was cancelled. (I am led to believe that this is not an isolated example) Now, we are planning to travel on the same service having reservations for that train and GC only return tickets. Should the service be cancelled what are our options?

Do we have to wait for the 19.27 GC to Bradford? This is too late for us to get home by public transport upon arrival in Bradford at 22.36

Can we get the 18.20 GC to Sunderland and change at York (and then Leeds)? Again will be too late when we reach Bradford.

Can we get an alternative TOC service, either East Coast (via Leeds) or Virgin (via Manchester) to get home, and will GC pay for this or give us some sort of authorisation?

A: Grand Central only have an obligation to get you to your destination, which could mean their next service. However, open access TOCs tend to be more generous in these circumstances. For example, when my GC service was terminated at Grantham due to a train failure, passengers were provided with super off-peak singles route any permitted free of charge to complete their journeys.

There was a press release about better relationships with East Coast which implied East Coast would accept the ticket via Leeds. In the past it was wait for the next service or pay again.

When the 0803 Sunderland service was unreliable Grand Central were giving passengers tickets for East Coast at Kings Cross. They will get you home. As an open access operator they need to treat customers well or they will never return.

## The Great Escape

The Great Escape is back – and it's bigger and better than ever! Travel off-peak between 19 February and 6 March and go anywhere on London Midland trains for just £10 – or treat yourself to first class for just £10 more. Visit as many or as few places as you like – the price covers your travel all day. Thousands of Great Escape tickets are available on each day of the promotion. To qualify, you'll need to download your special voucher and bring this with you to any staffed station on the London Midland network so that we know which day you're travelling and how many tickets you're entitled to buy.

## 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.

# LONDON BRIDGE BILLBOARD GIVES PASSENGERS SOMETHING TO THINK ABOUT

Passengers travelling through London Bridge station this month will be met with a powerful message from Network Rail's charity partner Cancer Research UK. Network Rail has teamed up with its chosen charity and donated a giant billboard at London Bridge station to help raise awareness of the risks of cancer.

Located near the main entrance of the station, the impactful billboard aims to catch the attention of the 70,000 passengers passing through the station every day. Network Rail has donated the space for at least three months, during which time the charity hopes to keep the message on the amount of people affected by cancer in the forefront of passengers' minds.

Back in April this year, Cancer Research UK was voted by Network Rail employees as their charity of choice for 2010 – 2012, with the aim of raising £1m over the next two years to help beat cancer.

Michelle Cartoon, corporate responsibility executive at Network Rail said: "London Bridge is one of the country's busiest stations so thousands of people will get to see the important message from Cancer Research UK. The advertising space at our stations allows us an unrivalled opportunity to support our charity of choice. We're really proud to help Cancer Research UK push out their powerful message."

Speaking of the opportunity, Sara Rees, business development manager at Cancer Research UK, said: "We wanted to showcase the incidence of cancer in a highly relevant way and by using these numbers we feel we will achieve an immediate then sustained impact amongst commuters. We would like to thank Network Rail for this kind donation, and for raising invaluable funds and gifts-in-kind over the last nine months for our life-saving research. We are very much looking forward to continuing this fantastic partnership."





# RAIL IMPROVEMENTS ON LINCOLNSHIRE COAST

Passengers on the Boston to Skegness line are to benefit from the second phase of track improvement works along the route – as well as improvements at Skegness station.

Work has begun on the next phase of a £21m investment which will see the old track renewed – improving reliability and giving passengers a smoother ride. At the same time work to improve Skegness station by removing redundant buildings from its front will start next week.

The track work will pause over the busy summer tourist period and be completed in the Autumn. The work at the station will be complete by March.

Kevin Preece, area general manager for Network Rail, said: “This track investment will deliver huge benefits to the thousands of people who use this route. We are getting extra value by using recycled materials on an unprecedented scale. That will result in massive amounts of track replaced in a very short timescale saving money and carbon.

”The station works will clear old buildings from the front of the station, making the area more pleasant for passengers and allowing for future landscaping and development at the station.”

The track between Boston and Skegness was opened in 1873 and has suffered from years of underinvestment. It is an important line for both residents and visitors and this work will give a new lease of life to the route.

Phase one of work was completed in November 2009. In January and February the line between Boston and Skegness will be closed at weekends from 21:40 on Saturday night to 06:20 on Monday mornings. Between February and May additional work will also take place during shorter, midweek overnight closures. All changes to services will be publicised by East Midlands Trains and information posted on National Rail Enquiries.

The third and final phase of track work is scheduled from late September to December 2011.

Statistics:

In the final two phases the line will be renewed the line with:

- 73,000 yards of rail
- 42,000 steel sleepers
- 9,800 concrete sleepers
- 106,000 tonnes of ballast

Green credentials:

All concrete sleepers are recycled and it is intended that at least 50% of the rail will be recycled. Network Rail is exploring further opportunities elsewhere in the business to identify any other opportunities to increase the green credentials of the track work.

# Club 55 Returns

Arriva Trains Wales is pleased to announce that it has re-launched its Club 55 offer as of Sunday 9 January 2011. Club55 allows anyone over the age of 55 to travel anywhere on the Arriva Trains Wales network for just £15 return. The offer will run until 9 April 2011. Passengers with a senior railcard can save a further £2 per return journey with Arriva Trains Wales.

ATW has also teamed up with London Midland, Cross Country Trains and other train operating companies to offer an additional Club 55 discount rail travel. It means that over 55’s can take advantage of additional rail discounts to destinations such as Birmingham, Liverpool, Greater Manchester and Southport.

Vanessa Schotes, Head of Marketing for Arriva Trains Wales said: “We’re are delighted that Club55 was so well received in 2010 and are therefore happy to announce that the offer will return to Wales and the Border Regions to celebrate the New Year. We have received countless letters from customers telling us of their positive experience of making journeys using Club55 and are delighted to again make this popular offer available to allow anyone over the age of 55 to explore the delights the Arriva Trains Wales network at this sensational price.”

To add further value to Club55 customers, Arriva Trains Wales has negotiated special deals with many accommodation providers and key attractions across its network. Details of these, along with full terms and conditions for Club55 can be found on [www.arrivatrainswales.co.uk/Club55](http://www.arrivatrainswales.co.uk/Club55).

Passengers travelling with a Club55 ticket will need to carry proof of age for their journey

# DB Schenker Rail invests in ‘Super 60’ high power locomotives

DB Schenker Rail (UK) Ltd is to invest £3 million to upgrade seven class 60 locomotives creating a new fleet of “Super 60’s”.

During the first half of this year seven class 60 locomotives will be overhauled in a programme to improve their reliability and to extend the life of each locomotive by 15 years.

A further 14 class 60 locomotives are also planned to be refurbished, creating a fleet of over 20 ‘Super 60’ locomotives. A fleet of this size ensures DB Schenker Rail has the capacity to meet growing demand from its bulk customers to move more by rail.

These powerful locomotives will be especially suited for customers in the steel and aggregate sectors where a high performance locomotive is required.

Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd said: “I am pleased to announce that the first of the Super 60 locomotives has been released into operations. The Super 60 represents one of the most powerful locomotives in Britain today, delivering unsurpassed and proven traction capability. This investment illustrates DB Schenker’s programme of continuous improvement to deliver industry leading levels of reliability, while having the capacity to deliver solutions to our customers that meet their specific market needs”.

# Virgin Trains to the rescue for stranded WSMR passengers

Virgin Trains has confirmed that it will carry passengers who will be left stranded by the cancellation of all train services by open access train operator Wrexham, Shropshire and Marylebone Railway (WSMR).

The announcement comes as German State Railway-backed WSMR said that it will cease operations from the end of January

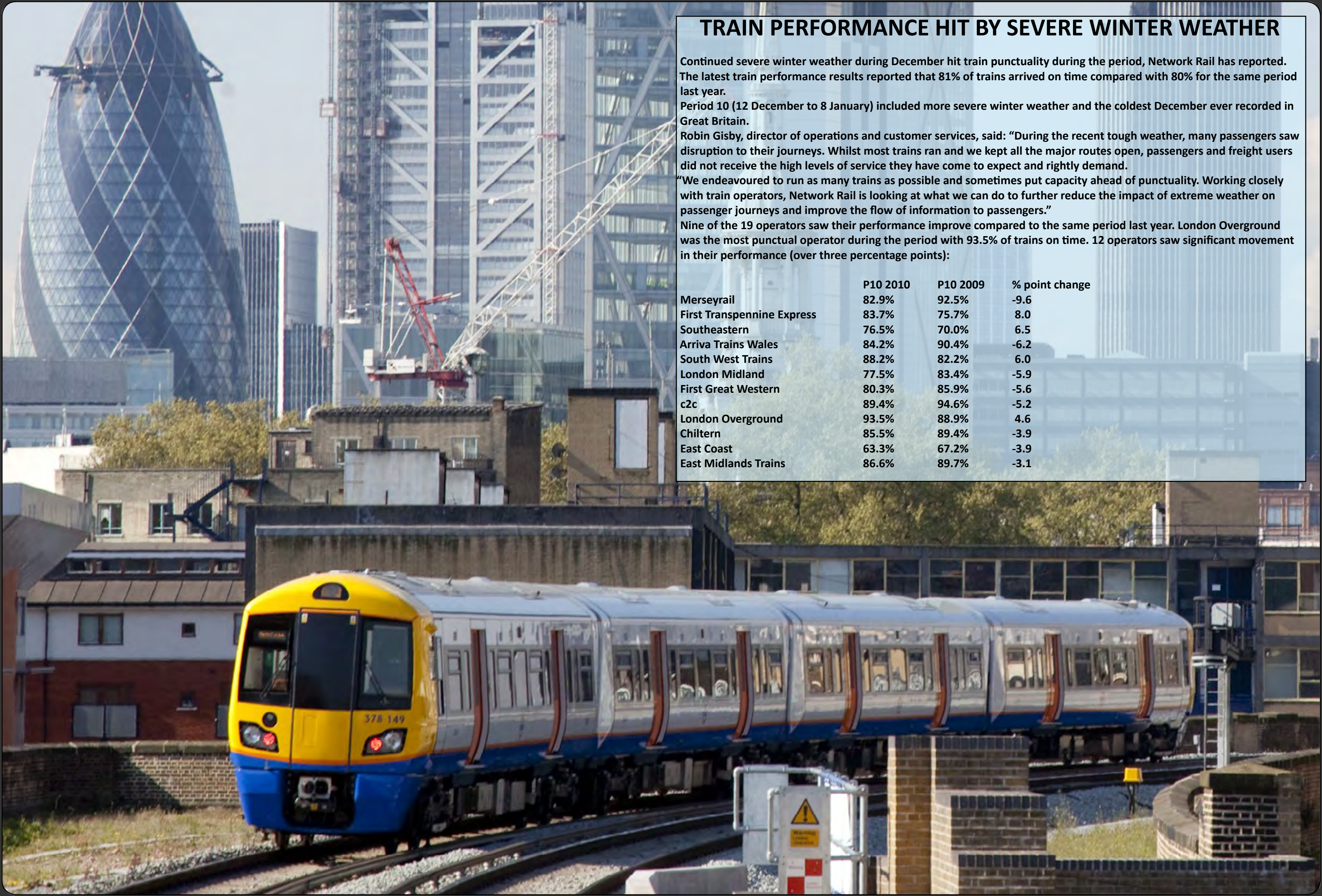
Passengers who have bought WSMR tickets will be able to use them on Virgin Trains between Chester and London, including the direct train each day between Wrexham and London, as well as trains on the Wolverhampton-London Euston route which also serve Birmingham New Street and Birmingham International stations.

Virgin Trains’ Chief Operating Officer Chris Gibb said: “The withdrawal of WSMR services is devastating for those passengers who have already made travel plans and are now stranded. WSMR’s collapse is also bad news for UK railways where passengers want to be able to plan travel with confidence. We hope that by offering them an alternative means that they will be able to travel stress free

and will not have to cancel plans to visit their families and loved ones, or for business.”

Chris Gibb also confirmed that Virgin Trains remains committed to Wrexham and will continue to run the current Monday to Friday direct service to London leaving at 07:00 and arriving in London at 09:38) and the return service which leaves London Euston at 18:10 and arrives Wrexham at 20:38.





## TRAIN PERFORMANCE HIT BY SEVERE WINTER WEATHER

Continued severe winter weather during December hit train punctuality during the period, Network Rail has reported. The latest train performance results reported that 81% of trains arrived on time compared with 80% for the same period last year.

Period 10 (12 December to 8 January) included more severe winter weather and the coldest December ever recorded in Great Britain.

Robin Gisby, director of operations and customer services, said: “During the recent tough weather, many passengers saw disruption to their journeys. Whilst most trains ran and we kept all the major routes open, passengers and freight users did not receive the high levels of service they have come to expect and rightly demand.

“We endeavoured to run as many trains as possible and sometimes put capacity ahead of punctuality. Working closely with train operators, Network Rail is looking at what we can do to further reduce the impact of extreme weather on passenger journeys and improve the flow of information to passengers.”

Nine of the 19 operators saw their performance improve compared to the same period last year. London Overground was the most punctual operator during the period with 93.5% of trains on time. 12 operators saw significant movement in their performance (over three percentage points):

|                            | P10 2010 | P10 2009 | % point change |
|----------------------------|----------|----------|----------------|
| Merseyrail                 | 82.9%    | 92.5%    | -9.6           |
| First Transpennine Express | 83.7%    | 75.7%    | 8.0            |
| Southeastern               | 76.5%    | 70.0%    | 6.5            |
| Arriva Trains Wales        | 84.2%    | 90.4%    | -6.2           |
| South West Trains          | 88.2%    | 82.2%    | 6.0            |
| London Midland             | 77.5%    | 83.4%    | -5.9           |
| First Great Western        | 80.3%    | 85.9%    | -5.6           |
| c2c                        | 89.4%    | 94.6%    | -5.2           |
| London Overground          | 93.5%    | 88.9%    | 4.6            |
| Chiltern                   | 85.5%    | 89.4%    | -3.9           |
| East Coast                 | 63.3%    | 67.2%    | -3.9           |
| East Midlands Trains       | 86.6%    | 89.7%    | -3.1           |



## South West Trains says goodbye to one of its longest-serving employees

### Salisbury based driver retires after 50 years of dedicated service to the rail industry

South West Trains has said goodbye to one of its most experienced train drivers, who has retired after working in the rail industry for five decades.

Steve Anderson, a driver based at Salisbury, retired after 50 years of service on the last day of 2010 (Friday 31 December). Back in 1961 when Steve joined British Rail, John F Kennedy was inaugurated as US president and the Berlin wall was built. In the same year, the first automatic level crossing in the UK was installed in Spath, Staffordshire.

Steve started his career on the railways at 15 as an engine cleaner at Salisbury, when steam engines still ruled. Steve was quickly promoted and as soon as he hit the age of 16 in 1962, he became a fireman.

Following his childhood dream of becoming a driver, Steve then trained as a driver and qualified in 1969. He took up his first job as a driver at Crystal Palace. He subsequently worked as a driver at Selhurst, Swanley and Orpington before moving to Salisbury in 1982 where he has worked and lived ever since.

Jan Chaudhry, Operations Director for South West Trains said:

"We are very fortunate at South West Trains to have so many staff who have stayed with us for so long and who can draw on many years of experience on the railways. Over the years the rail industry has seen many changes, and it's still changing now. But one factor that I believe has remained a constant for companies like South West Trains is the dedication and professionalism of staff who are part of the 'railway family'. I would like to thank Steve for his exemplary service and wish him a long, happy and healthy retirement."

Steve Anderson said: "Since I was a little boy, I have wanted to become a train driver. I have really enjoyed my time driving trains, especially steam trains, and the proudest moment of my career was when I became a train driver back in 1969.



"Compared with when I started in the industry 50 years ago, the trains used today offer much more comfort and safety, both for the driver and its passengers. However one thing remains the same; people of all ages carry on waving at me when I drive past a road or bridge."

Steve's last train arrived back at Salisbury depot in the first hour of the New Year - at 00.42 on 1st January.

With two sons also drivers at South West Trains, the story will continue.

## Virgin Trains celebrates 250 million passengers as satisfaction figures hit record levels

Virgin Trains has celebrated carrying 250 million passengers on its West Coast services - equivalent to the combined populations of the United Kingdom, France, Spain and Germany - by handing out free rail travel to 26 lucky passengers. The celebrations took place just days before Virgin Trains hit a new record level for Overall Satisfaction for long-distance train operators in the latest independent National Passenger Survey carried out by rail watchdog Passenger Focus.

Renee Little from Glasgow was one of the passengers onboard Virgin's 08:52 train from Edinburgh to Birmingham on 20 January, when Virgin Trains' Chief Operating Officer Chris Gibb jumped onboard at Warrington Bank Quay. Renee received a First Class pass offering unlimited travel for a complete month. A number of other passengers on the train were invited to join the celebrations and received a free First Class return journey anywhere on the Virgin Trains network.

Renee Little was travelling with her daughter Elaine, Marketing Manager at Dentistry on the Square in Glasgow and the Principle Dentist at the practice. Members of the practice were travelling to a dentistry conference. On accepting her travel pass Renee said: "I'm not really a frequent train traveller but I'm having a nice day out today and looking forward to doing some shopping in Birmingham. The one month travel pass is a really nice surprise: I will be travelling to the south of England in April for my niece's 21st birthday soon and I'll definitely be going by train now. I'll be able to have shopping trips to London with my daughter too."

Daughter Elaine said: "I like being able to plug in my laptop. I've been able to work on the train and do some final preparation for my conference presentation, and I had a nice baguette and cup of tea earlier from the Shop." The group had considered flying from Glasgow to London but were pleased that they chose the train.

"We thought about flying but we're glad we didn't," said Dr Mark Skimming. "When you take into account travel to the airport then the wait in the airport, the journey time by train is about the same and so is the cost but on the train it's much more comfortable, you get more room to move and with Wi-Fi and power sockets you can get some work done while you travel."

Virgin Trains has also given away a monthly First Class pass and a further 25 First Class return tickets through Social Media using its Facebook site and Twitter account.

Chris Gibb said: "Virgin Trains has transformed rail travel on the West Coast routes over the last 14 years. This franchise has gone from strength to strength, with more trains, more customers, more services and better performance. We have achieved so many improvements over recent years and will strive even harder to bring further benefits to customers." Virgin Trains took over the West Coast franchise, operating from London to the West Midlands, North West, North Wales, Cumbria and Glasgow in 1997. It added the Birmingham-Scotland services to its West Coast operation in 2007. Passenger numbers have more than doubled from 13.5 million a year in 1997 to 28.2 million in 2010.

Since 1997 a new train fleet worth over £1billion has been introduced and a route upgrade completed, with a doubling of train services to 330 a day and faster journey times. On board facilities have been totally transformed with a Shop selling a range of hot and cold snack and drinks and magazines. An at seat service is provided for First Class customers on weekdays as well as power points, enhanced mobile phone reception and Wi-Fi throughout the train. The continued improvements Virgin Trains has made to its train services over the last 14 years continue to be reflected in the high scores achieved in the latest National Passenger Survey carried out by rail watchdog Passenger Focus. Latest figures show that Virgin Trains has received the highest score for franchised long-distance achieving 90% Overall Satisfaction (average 87%) and 65% Value for Money (average 59%). Virgin Trains also scored highly on ticket buying facilities at stations (85% against average 82%) and Connections with Public Transport (82% against average 77%). The availability of staff at stations, as well as the attitude and helpfulness of staff at stations score above the long-distance average.

Virgin Trains' Chief Operating Officer added: "It's a great boost for all our staff, from those on stations, the trains, to Control staff and support teams that we are consistently achieving high scores in the survey by Passenger Focus. We know that high scores only come in the areas where we are doing well, so will be focusing on the other areas to ensure that we can deliver improvements for our passengers."



## STUDY ON REOPENING AMLWCH RAIL LINE BEGINS

A feasibility study to examine the prospect of restoring passenger services on the disused branch line between Llangefni and Gaerwen has started. Working with the Welsh Assembly Government and the Isle of Anglesey Council, Network Rail will begin the first stage of the study next week by examining the surrounding habitat of the abandoned line.

The Amlwch branch line was closed to passenger traffic in 1964, but remained in use for chemical freight until the early 1990s. Today, the route is heavily overgrown with vegetation since it was left disused.

As part of the study, the overgrown vegetation has to be removed to allow ecologists to study the natural environment along the branch line, so that rare plants and species can be identified and protected if the plan to re-open the line does go ahead.

Engineers will also be looking at 31 bridge and culverts, 4.5 miles of track and earthworks as well as examine the feasibility of refurbishing the Llangefni station building and its disused platform.

Mike Gallop, principal programme sponsor, Network Rail said: "The Amlwch branch line has been disused for nearly two decades and bringing it back to passenger use will be tough. Today we are taking that first step, working together with the Welsh Assembly Government and the council, to see if it is possible to meet the aspiration of restoring services the line.

"For passenger trains to run on the line again, we may need to modernise the existing signalling system, repair and replace the disused track, bridges and culverts, which are no longer fit for purpose. The study will be vital to help us examine the feasibility and identify a cost-effective solution."

The study is commissioned by Welsh Assembly Government to investigate the business case of introducing regular passenger services between Llangefni and Bangor.

If the scheme is delivered, it will improve rail connectivity to Anglesey and Bangor and will also encourage greater use of the rail network by linking Llangefni with the national rail network, reducing road congestions over the Menai Straits.

Photos: Showing current state of the track (Middle Right), an old photo of a DMU on the branch (Top Right) and Llangefni station on Amlwch branch line (Below) ©Network Rail





## NATIONAL EXPRESS LAUNCHES WI-FI ON NORWICH – LONDON INTERCITY SERVICES

### Project delivered with help of EEDA and Norfolk and Suffolk County Councils

In a major boost for rail passengers National Express East Anglia (NXEA) has fully introduced wi-fi facilities on its Norwich to London intercity service from 1 February. The completed initiative was formally launched by key representatives from the region's business community on an NXEA intercity service on Tuesday 1 February. NXEA secured a contribution last year of £346k from the East of England Development Agency (EEDA) and Norfolk and Suffolk County Councils towards the installation of the equipment involved, and the programme to modify the intercity coaches has now been completed.

NXEA worked with partners on a compelling business case to secure funding for the installation costs of the scheme and to bring forward the upgrade within the operator's current franchise. Business organisations in the region have also been supportive of the initiative with the economic case for installation very strong. According to the business case, the total capital investment provided by EEDA and the County Councils will more than pay for itself in year one by making business travellers on the services more productive, and ensures significant benefits in subsequent years.

As well as being great news for commuters, the scheme represents a tremendous example of EEDA, local authorities and National Express working in partnership to achieve an outcome which provides widespread benefits for people and businesses along the mainline route corridor. Moreover, this investment will enhance perceptions of the Norwich to London train service by offering access to wi-fi which is increasingly seen as a key component of an intercity rail service.

NXEA has proactively pursued a collaborative approach in developing this customer-focused programme which involves operating costs for the company of over £200k a year. Without this commitment and the partners' funding support the installation of wi-fi would not have taken place this quickly.

Andrew Chivers, Managing Director, NXEA said: "The project to install wi-fi on our intercity trains is a tremendous example of how a regional partnership can deliver a successful outcome in such a short period of time, ensuring major and significant benefits for rail passengers in the East of England, and illustrates our ongoing commitment to invest in improving train services for our customers. I would particularly like to thank EEDA and Norfolk and Suffolk County Councils for their funding support towards the upgrade."

Shona Johnstone, EEDA board member, said: "Wi-fi has been identified as a key priority for business travellers on the Norwich to London line. It is just one of the improvements in our vision for the Great Eastern Main Line, which also includes faster journey times and greater capacity on trains. Achieving this vision would bring significant benefits to businesses in economically-important towns on the line such as Norwich, Ipswich, Colchester and Chelmsford – and make them prime locations for job creation. These improvements will also make rail a more attractive mode for business travellers, reducing road-based travel and congestion, and reducing carbon emissions too."

Graham Plant, Norfolk County Council Cabinet member for travel and transport said: "Wi-fi on all Norwich to London Intercity trains will be a boon for businesses. The train journey to and from Norwich will be transformed from travel time to valuable office time, and to know that it will be available on every intercity train will be particularly pleasing for business travellers."

Councillor Guy McGregor, portfolio holder for roads, transport and planning at Suffolk County Council said:

"Train services from Ipswich to London and Norwich are part of important intercity routes and I am delighted to be able to support this significant enhancement."

## GBRf opens first Daventry to Italy service

Container shipper, DFDS, is one of the first to sign a contract with GBRf and Europorte Channel to haul a mixed goods multi-modal train from Daventry through the Channel Tunnel to France and then on to Novarro in Northern Italy. The train will initially run three days a week.

Since Group Eurotunnel acquired GB Railfreight (GBRf) for its Europorte subsidiary in May 2010, restructuring and contract negotiations have been running side by side.

John Smith, GB Railfreight Managing Director has now also been given responsibility for the management of Europorte Channel and has put in place a team, headed by Kevin Walker, Operations Director of Europorte Channel, supported by Neil Crossland, Commercial Director, who have taken on responsibility for developing rail freight services through the Channel Tunnel. The combination of GBRf and Europorte Channel means that the Group can now provide a one-stop shop for hauliers wishing to send goods by rail from the UK through the Channel Tunnel to France and beyond.

GBRf hauled the first train from Daventry to Dollands Moor with 66731, the first of the fleet to be branded with the new GBRf/Europorte logos. At Dollands Moor the loco was changed for Class 92 92028, now owned by Europorte Channel, and hauled through the Channel Tunnel to Frethun, France, at 120kph, overnight between Monday 10 January and Tuesday 11 January 2011.

Jacques Gounon, Chairman and Chief Executive of Groupe Eurotunnel SA, stated, "Bringing GB Railfreight into the Eurotunnel Group was intended to give us a foothold in the UK rail freight market and help us boost the growth of rail freight through the Channel Tunnel. John Smith is the right person to drive this market for us and this first contract for GB Railfreight and Europorte Channel is just the start of what we can achieve."

John Smith continued, "The combination of GB Railfreight and Europorte Channel gives us a fabulous opportunity to develop rail freight services between Great Britain and continental Europe. It is a huge market with great potential. The rail freight product offers so much to hauliers in terms of volumes, value for money and environmental benefits. GBRf's well-known qualities of reliability, customer service and innovation are perfectly suited to this challenge".

## Virgin Trains is best in Class

Virgin Trains has once again topped the performance league among companies operating long-distance rail franchisees.

The rail watchdog Passenger Focus carries out large-scale independent research across the industry twice a year. Continuing an upward trend, 90% of Virgin Trains passengers were 'satisfied' or 'very satisfied' with the overall service they received. This is the highest score any long-distance franchisee has achieved in the last nine surveys, and matches a table-topping 90% in the last survey.

On the other key marker of 'Value for Money' Virgin Trains extended the lead it has held for eight of the last nine surveys, topping the table with 65%, a full five percentage points ahead of the nearest long-distance franchisee.

Virgin Trains' Chief Executive Officer Tony Collins said: "Six years ago we carried 14 million passengers. Last year 28 million people chose to travel with us. That's because we have a winning combination at Virgin Trains. We have state-of-the-art trains and the best staff in the business. These outstanding satisfaction ratings are a fantastic tribute to Virgin Trains' people, those who work for our train partners Alstom and Bombardier, and those at Network Rail who maintain our routes.

We want to continue delivering the high quality services passengers have come to expect, so we'll be putting in a strong and innovative bid to run the next franchise, which runs from 2012 to 2026."





## RAIL IMPROVEMENT FOR BRITANNIA BRIDGE

A major scheme to strengthen the 160-year-old Britannia bridge, which spans the Menai Strait, has started. A joint effort by Network Rail, the Welsh Assembly Government and the UK Highway Agency, the investment of nearly £4m will help safeguard the future of the road and rail link.

More than 50 engineers will be working round the clock in the next four months to improve the railway and road bridge. To keep the railway and roads open during the improvement work, engineers will be using innovative techniques, including a barge, abseilers and installing a movable platform on the rail deck to access the structure.

Mark Langman, route director for Network Rail said: "Britannia bridge is a landmark and a strategic gateway linking the Isle of Anglesy to mainland Wales, carrying thousands of tonnes of road and rail traffic daily. The bridge has stood for 160 years and we want to keep the structure strong to serve Wales for many years to come.

"The bridge is uniquely located but we are determined to minimise disruptions and protect any rare plants and species within the conservation area while our work is being carried out."

Reliability of the 830 metres long bridge will be improved as engineers replace the eroded steelwork, faulty drainage system on the highway, old bridge parapets and stonework.

The steel portals on the approach of the bridge will also be freshly painted. A detailed inspection will also be carried out in the internal chambers of the three towers – remotest parts of the structure - to examine the condition of the structure. A special walkway will also be built to enable engineers to access the structure safely and swiftly to carry out ongoing inspections of the masonry piers. Special efforts will be made to protect the listed structure and the surrounding environment, this include using special paint to minimise pollution, decontaminating all equipment before bringing them to site and recreate a new habitat for plants to flourish.

Photo: © Network Rail



# View from the Outside

I didn't know what to write in my article this month because Andy didn't take me out anywhere train related, and still he expects me to write an article about trains.

Well firstly I may start telling you about how I have been driving a lot this month because I am learning to drive. It is more fun when you first start driving although I am sure some of you may be far too old to remember those days! (that will be my only insult of the article, I promise!) Anyway like I have said driving is fun, so let us drive around all day and take pictures of cars for a hobby instead, we will call it "car bashing", however I'm sure that it will get boring eventually.

Then again trains do give us the ability to travel with more people, and we won't have the problem of car sickness whilst reading or taking pictures on a train, but trains do have their problems as we aren't often guaranteed a seat and even then we might get sat next to complete strangers that have loud crying kids with them, or worse....chavs.

I will move on now to something that happened to me this month which is my cousin asking to borrow my railcard, I said yes...I didn't have the heart to say no since she hasn't much money for such things as going on a train (just

shows how expensive train travel is these days), that was until Andy told me that if she was caught pretending to be me, she would be taken to prison, her friends would be kicked off at the next station and my railcard would be taken away. So I told her this and funnily enough she didn't want to borrow it anymore! Is the risk worth it? Or would you prefer to save some money by committing so called 'fraud'?

In the Daily Mail this month Andy told me about an article about a family that got kicked off a train because they got on the wrong one and were treated appallingly. Now fair enough getting kicked off for doing something on purpose, but getting on the wrong train by accident, and being treated like a criminal even though they are paying customers is just not fair. I would like to know how you all feel about train staff and all their rules and regulations. Is it overpowering the way they have all of these 'policies', perhaps you agree with me and think that people should scrap policies and start worrying about real issues such as world hunger instead of people getting on wrong trains.

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

megan.thomason@railtalkmagazine.co.uk

## Environmentally-friendly Stourbridge railcar scores 99.5% reliability in 2010

London Midland's innovative Stourbridge branch line service has recorded 99.5 % reliability in 2010 while providing nearly seventy thousand services for passengers.

In the first full calendar year of operation for its lightweight, low-energy Class 139 railcars, the proportion of timetabled services operated on schedule and on time was 99.5%.

Over 68,000 timetabled trips along the line were made by the two railcars in 2010. The number of passenger journeys made on the branch during the year was 465,000. Passenger numbers rose by around 20% compared to 2009, indicating the popularity of the service with the travelling public.

The operation is not only a technical innovation, but an operating one as well. The flywheel-hybrid Parry People Movers railcars are operated and maintained under subcontract by Pre Metro Operations Ltd, bringing a totally new approach to the provision of cost-effective short branch line rail services, but keeping the operation clearly identified as part of London Midland.

John Parry, chairman of the railcar suppliers Parry People Movers Ltd, said: "Our vehicles are designed to operate in all conditions and 2010 shows that they can do just that. The teamwork of the operators, engineers and support staff has come together to produce a great result.

Neil Bamford, engineering director of London Midland, said: "The Parry People Movers railcars are our smallest trains, but they're gaining a good reputation for reliable service. We're pleased to be involved with the first full application of this innovation in engineering and operation, and are delighted to see these results for 2010. All involved are to be congratulated for their contribution to this outcome

## LOCALS URGED TO FIND OUT MORE ON KING'S CROSS RENAISSANCE

In just over a year, Network Rail's dramatic new western concourse opens at King's Cross station, marking a significant milestone in the area's ongoing renaissance. Residents are being urged to visit an exhibition and find out more about the changes at the station and in the surrounding area.

As well as providing improved facilities for passengers, Network Rail found in a recent survey that nine out of 10 station users (89%) thought the redeveloped station would have a positive impact on the image of the entire area. More than eight out of 10 people questioned (83%) also thought it would benefit the local economy. The project supports a number of local charities too, including the West Euston Partnership, which was set up by residents in 1992 to help make their area a better place to live and work.

Councillor Sarah Hayward, cabinet member for communities, regeneration and equalities, said: "I will be delighted to see the opening of the new concourse at King's Cross. This development builds on the huge investment we are making in the area and we will continue to support projects like these, which further improve and regenerate our borough."

Just to the north of the station is King's Cross Central, the largest mixed use scheme in central London. The 67-acre site, which is being developed by the King's Cross Central Limited Partnership, offers new community facilities alongside theatres, independent cinemas, exhibition spaces, and annual festivals to complement the area's established and thriving creative scene. The scheme will also provide 1,900 homes, 20 new streets, 10 major public spaces and up to 500,000 sq ft of retail space which will be available to independent shops as well as high-street names.

People can visit a permanent exhibition in the German Gymnasium on St Pancras Road, opposite the domestic entrance to St Pancras International, where a large model depicting plans for the entire area takes centre-stage.

Ian Fry, King's Cross programme director for Network Rail, said: "The redevelopment of King's Cross station will give passengers what they want – a bigger, better, brighter station. It's a massively important part of the regeneration of this quarter of London, continuing the improvements that have already taken place in recent years.

"We're excited to be a little over a year away from the opening of the new concourse next spring and we hope passengers, residents and Londoners as a whole are excited too."





# The Nosh Report

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

Well after hearing about the exploits of the RailUK crew on a recent trip to Bo’ness I travelled up there myself recently and visited (upon recommendation) “The Four Marys” in Linlithgow

An excellent eating establishment with fine quality food and steeped in history. If you are ever in the area it is highly recommended.

*curtain said to be hers all hang on the walls. Furniture too reflects the heritage of the building, with mahogany seats, reclaimed antique tables and two attractive display cabinets containing a selection of bottled beers from down the years.*

Anyway it is about 5 minutes from the station, down the hill and turn left at the bottom, they are on the left. The address is 65 - 67 High Street, Linlithgow and they are open from 12–3pm and 5–9pm Mon to Fri and all day Sat and Sun.

I had the Classic Mixed Grill which at £10.99 might seem a bit steep but rest assured there was a huge plateful to get through, and it was definitely good value for money. However if you are visiting during the day, they also offer



Just a brief bit about the place itself:

*It is a rare find to discover a hostelry that retains a strong connection with its past and that has remained true to itself. Indeed, visit many a pub today and you may well be greeted by a contemporary décor complemented by the flashing lights and chimes of a noisy fruit machine. The Four Marys however hails from a different world, for it is a building with a long and well chartered history, and as a pub has a proud reputation for its long established quality and standards.*

*The interior of the pub has a timeless quality to it with exposed stone work, heavy cast iron radiators and two open fireplaces all adding to the charm. The décor has an atmospheric feel to it with many mementos of the ill fated Mary, Queen of Scots who was born at nearby Linlithgow Palace. Pictures, written records and a piece of bed*

a good range of sandwiches and soups very reasonably priced.

Top marks for this place in Linlithgow, it's just a shame that it is too far to travel to for me on a regular basis. However if you live in the Edinburgh area - Lucky You!

As I always say, if you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

[steve.roberts@railtalkmagazine.co.uk](mailto:steve.roberts@railtalkmagazine.co.uk)

Stephen W Roberts

## First Capital Connect Driver Prevents Track Theft

The actions of a First Capital Connect driver recently led to the arrest of a suspect who was in the process of stealing railway equipment on the side of a tracks line near Peterborough.

Nigel Pilgrim, based in Peterborough, was driving a King's Cross to Peterborough service on the evening of Monday 24th January when he was alerted by a Network Rail signal controller of sparks on the side of the track between Huntingdon and St Neots.

When passing the scene Nigel was able to identify someone at the trackside trying to hide. However the lights of the train illuminated the registration plate of the thief's car and Nigel was able to note it down. He reported the number back to the Network Rail signaller who in turn alerted the British Transport Police, where the number was traced and an arrest made.

Figures published by the Association of Train Operating Companies this month revealed that during the 12 months to October 2010, vandalism and cable theft caused nearly 10,000 trains to be cancelled entirely or cancelled part way through a journey – representing a 40% rise on the previous 12 months.

Tony Holland, FCC's Crime Prevention Manager, said:

“Line side theft is a serious problem for the rail industry and can cause of hours of delays for passengers. Nigel did an excellent job and First Capital Connect cannot thank him enough for his efforts.”

## PETERBOROUGH STATION TO RECEIVE £2.5 MILLION REDEVELOPMENT

Peterborough station will become a vibrant gateway to the city in a major £2.5 million redevelopment scheme being funded by train operator East Coast and Network Rail.

The entire station will be transformed with a smart new frontage outside and a lighter and brighter interior, giving passengers and staff a much-improved travelling and working experience.

Under the plans, the size of the concourse will be increased with easier accessibility to the platforms. Travellers will also be given better access to information and assistance, with new information points being installed.

The plans also include more seating, a new waiting room and refurbished toilets as well as automatic ticket gating to improve security and revenue protection at the station which is a major commuter hub.

Work is due to start in the summer with completion expected by the end of the year. Nearly five million people a year use the station.

East Coast who is investing £875,000 in the scheme and rail infrastructure owner Network Rail is providing £1.7 million in funding which it has received via the Department for Transport's National Stations Improvement Programme.

Train operator East Coast believes the project will help to revitalise the surrounding area as well as the station itself.

East Coast Managing Director Karen Boswell said: “This is an important project for us and for Peterborough as the station will become a modern and vibrant gateway to the city for visitors arriving by train.

“The redevelopment is an excellent example of how the partnership between East Coast and Network Rail can bring about a positive change in the travel experience for passengers and staff.”

Network Rail route director Richard Lungmuss said: “The improvements being made at Peterborough will give passengers what they want – a safer, brighter, more spacious station providing an improved environment for everyone travelling by train.

“Britain relies on rail and the planned new facilities are a great example of how the rail industry is working together to bring Britain's stations into the 21st century, encouraging even greater use of the railway network.”

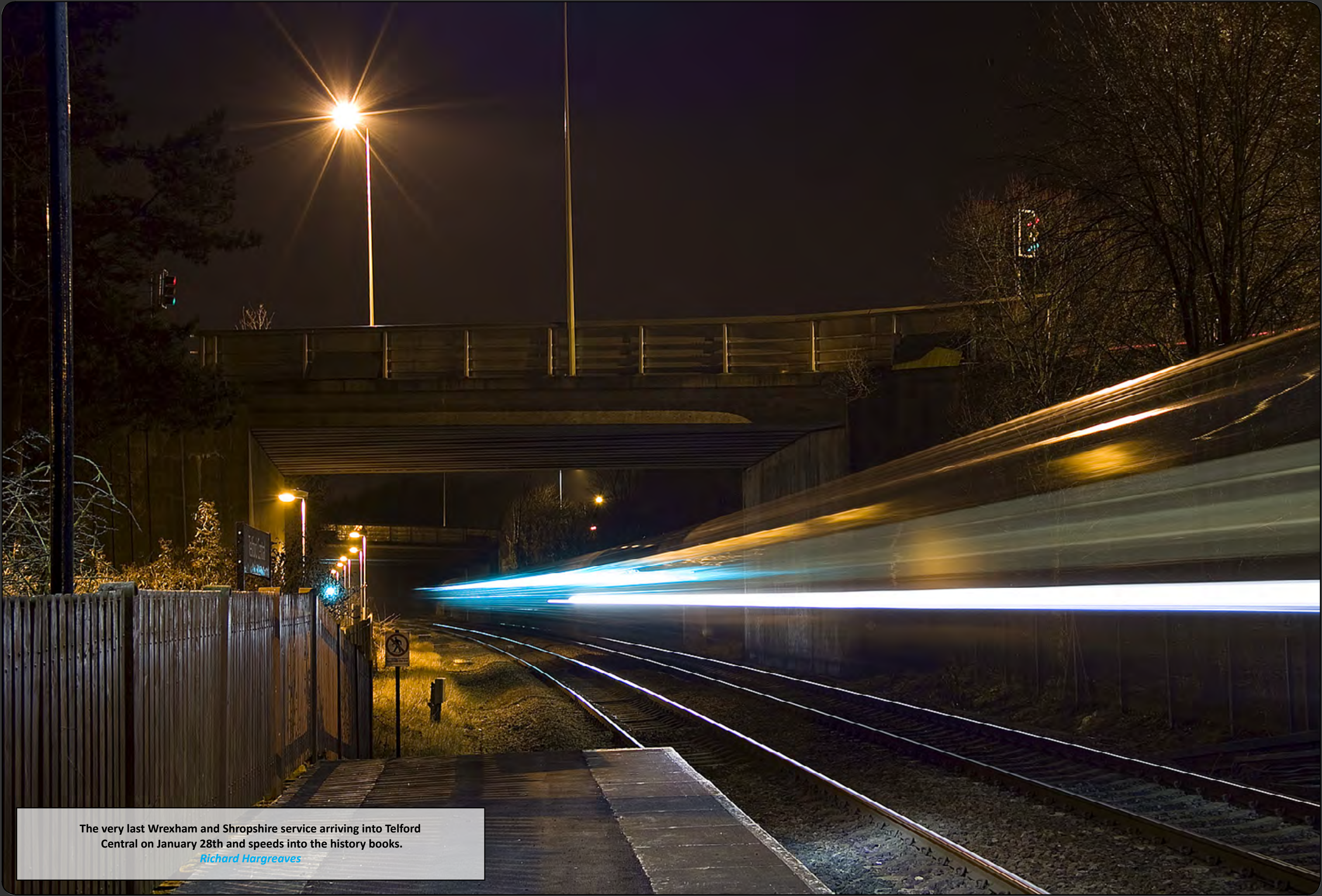


Freightliner's Class 66 610 hides behind coal wagons at Crewe Basford Hall on January 2nd. [Dave Harris](#)

# A Different View

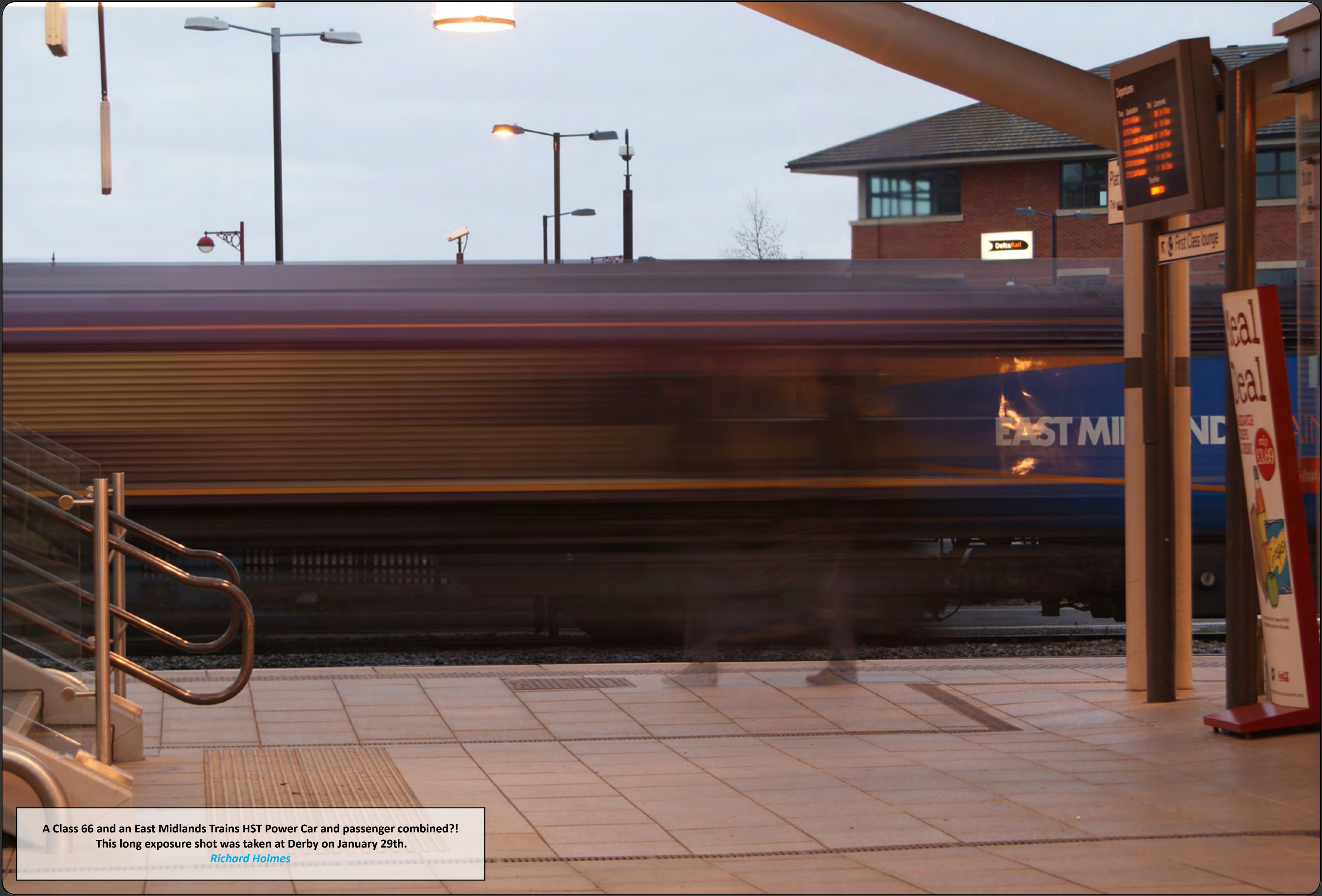






The very last Wrexham and Shropshire service arriving into Telford Central on January 28th and speeds into the history books.  
*Richard Hargreaves*





A Class 66 and an East Midlands Trains HST Power Car and passenger combined?!  
This long exposure shot was taken at Derby on January 29th.

*Richard Holmes*





### ELR Winter Steam Gala

An immense sense of power and speed in this shot of BR 8P 4-6-2 No. 71000 "Duke Of Gloucester" heading northbound through Burrs Country Park on a service from Heywood to Rawtenstall on January 23rd. [Colin Irwin](#)







BR Standard 5 4-6-0 No. 73129 heads BR 8P 4-6-2 No. 71000 on a "Caprotti Double Header", with the Duke having run from Heywood and the Standard 5 being attached at Bury, seen here at Irwell Vale on January 23rd. [CJ Sutcliffe](#)





The Dukes driver looks to the head of the train as No. 71000 banks No. 73129 on a service from Rawtenstall to Heywood, seen preparing for departure from Irwell Vale. [CJ Sutcliffe](#)





BR Standard 5 4-6-0 No. 73129 heads BR 8P 4-6-2 No. 71000  
into Irwell Vale on January 23rd. [Colin Irwin](#)





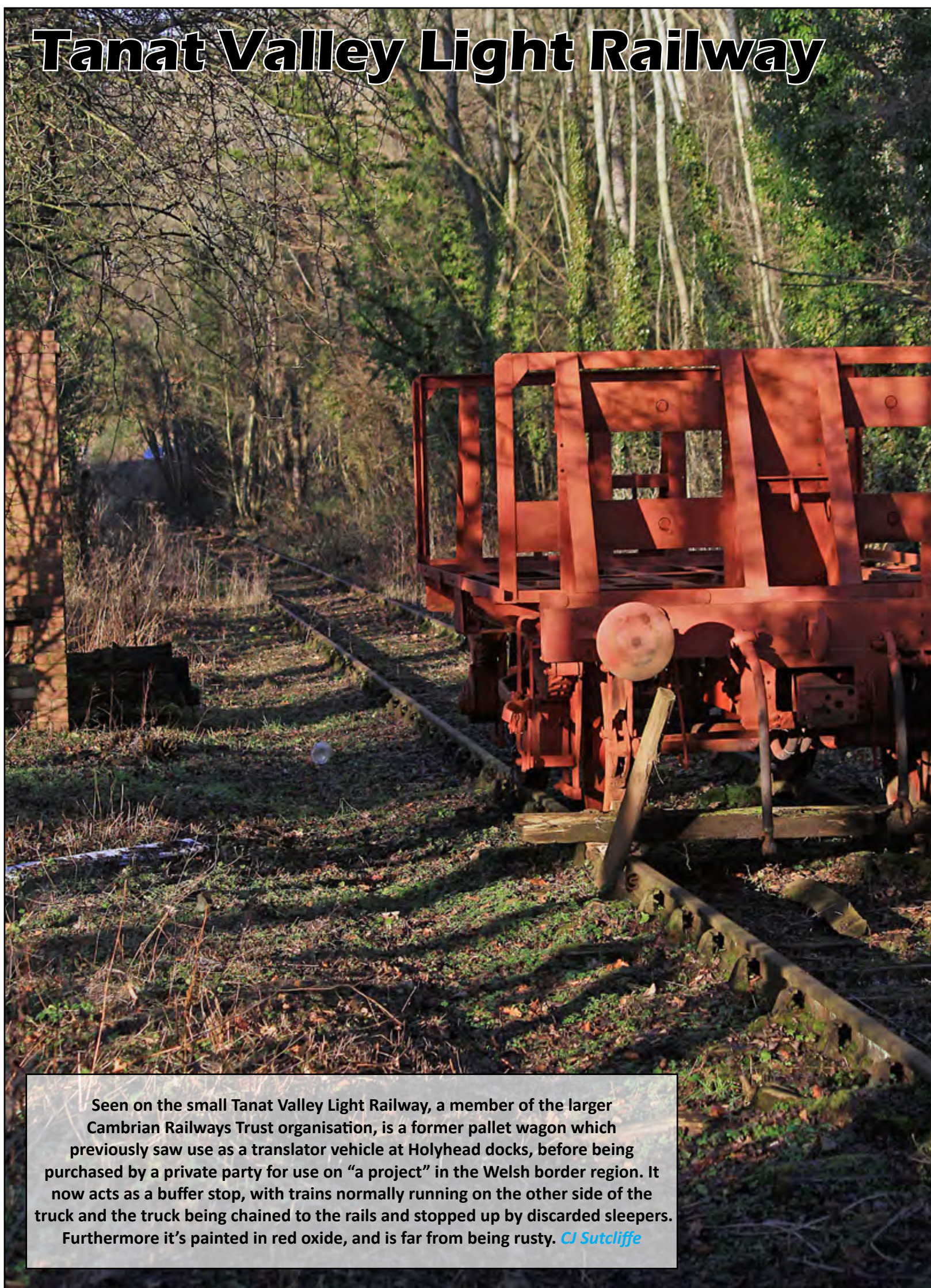
# Northampton & Lamport

Class 31 289 shunts the stock at the Northampton and Lamport railway on January 2nd in preparation of the days services, [Derek Elston](#)





# Tanat Valley Light Railway



Seen on the small Tanat Valley Light Railway, a member of the larger Cambrian Railways Trust organisation, is a former pallet wagon which previously saw use as a translator vehicle at Holyhead docks, before being purchased by a private party for use on "a project" in the Welsh border region. It now acts as a buffer stop, with trains normally running on the other side of the track and the truck being chained to the rails and stopped up by discarded sleepers. Furthermore it's painted in red oxide, and is far from being rusty. [CJ Sutcliffe](#)



The Cambrian Railways Trust has also restored 0.77 miles of track along the former Oswestry and Newtown Railway alignment at Llynclys, with a station at Llynclys South and a halt at Pennygarreg Lane. The trust wants to restore the trackage into Llynclys station itself by next year, however this is just a dream. At present the railway has a Class 08, a Class 03, an unidentified industrial shunter and two Class 101 DMUs from the western region of BR. Both the 101s are seen in a deserted Llynclys South station. [CJ Sutcliffe](#)



# Great Central Railway



Winter Steam Gala - The Banbury Cross  
An atmospheric shot of the evening departure of the mail train from  
Loughborough Central on January 29th. [Class47](#)





Above: Great Western Small Prairie 4575 Class 2-6-2T No. 5526 worked at the gala with the autococh. [Class47](#)  
Below: LMS Black 5 No. 45305 departs Loughborough with the mail train. [Richard Hargreaves](#)



## A Heritage Railway First Drive a Freight Train!

On 3, 4, 10, March GCR will be offering Drive a Loco experiences with guest loco No 3850 (ex GWR 2-8-0). Besides this being a unique opportunity to drive a heavy, powerful freight loco along GCR's double track railway there will also be the chance to enjoy brake van rides.

The train itself will consist of up to twenty wagons, either mixed goods or mineral wagons.

Steve Saunders, Driving Experience Coordinator says "This will be a wonderful opportunity to step back in time on a main line once famous for its freight services"

There is a Silver experience at £615 which offers shared driving (with one other person) over two return trips - some 32 miles. If the second person is a friend or family member then the cost for the latter is just £535.

There is also a Gold experience at £1,800 which offers a full day's driving exclusively for one person - four return trips - some 64 miles. This can also be shared as a group.

As always with a GCR driving experience there are many extras as set out on the Driving Experience page of the website <http://www.gcrailway.co.uk/datex.aspx>

Photo: © Russ Hillier





Great Western 2800 Class No. 3850, recently repainted into in BR Black livery, makes a rousing departure from Quorn and Woodhouse on January 29th.

*Jon Jebb*





Great Western Hall Class No. 4953 "Pitchford Hall"  
is seen stabled for the evening at Loughborough.

*Richard Hargreaves*







Above: Great Western City Class No. 3717 "City of Truro" heads along the Leicestershire countryside with the morning mail train on January 29th. [Class47](#)

Below: GWR 2-8-0 No, 3850 rests at Loughborough on the evening of January 29th. [Richard Hargreaves](#)



Join the **CLASS 58 LOCOMOTIVE GROUP** and help support 58016's return to operational condition!

There are various ways to help support the C58LG:

- Become a member!
- Make a donation!
- Sponsor a part through our "£58 for a 58!" scheme!
- Join "The Fifty Eight Club"!



**C58LG**

CLASS 58  
LOCOMOTIVE  
GROUP

Visit our website at  
[www.c58lg.co.uk](http://www.c58lg.co.uk) for all the  
up to date news on 58016!



LNER K4 No. 61994 "The Great Marquess" pulls into a crowded Quorn and Woodhouse. The gala was very well attended, with most trains full to capacity. [Richard Hargreaves](#)

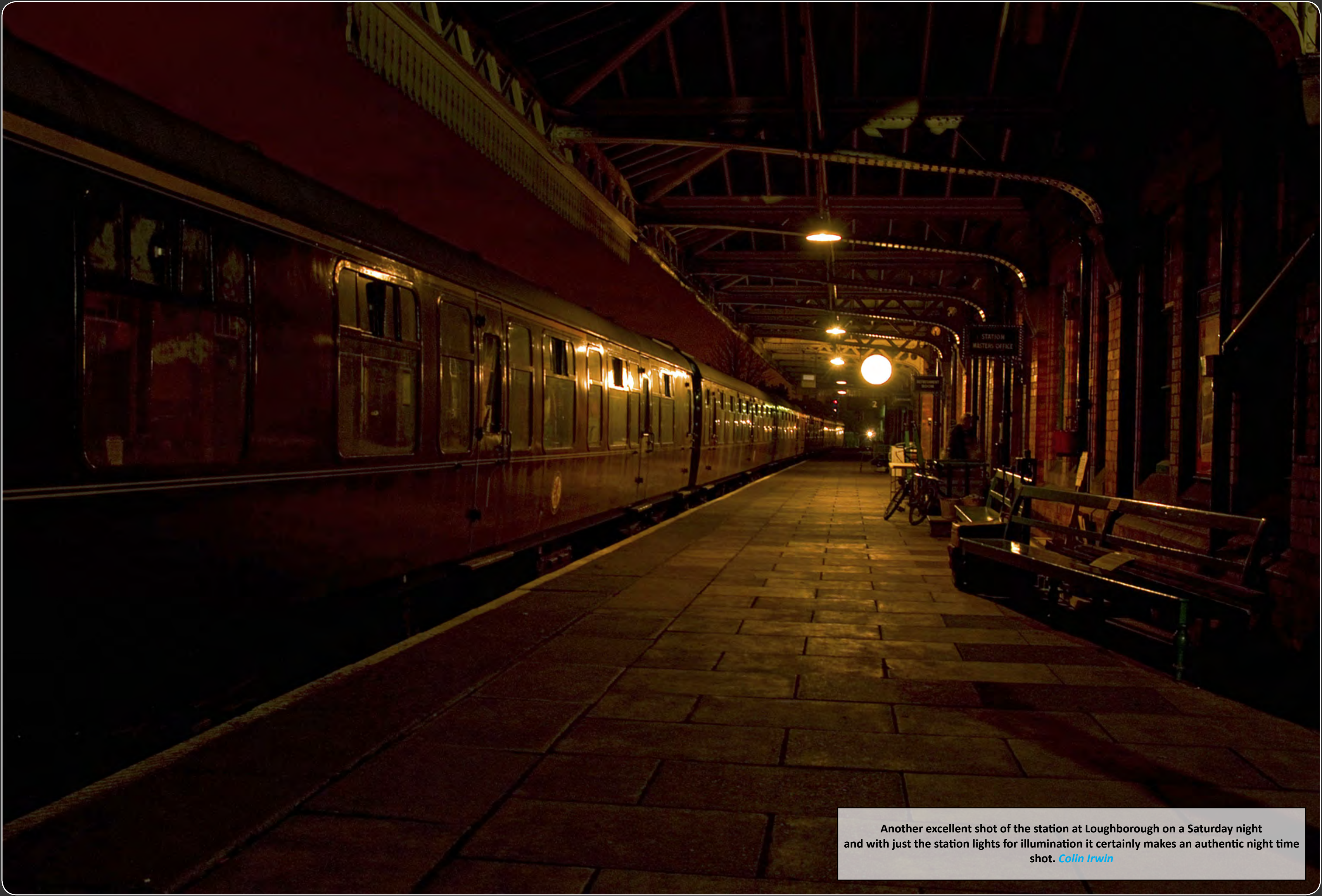




Loughborough on a Saturday night and Southern N15 Class No. 30777 "Sir Lamiel", Great Western Hall Class No. 4953 "Pitchford Hall" Great Western 2800 Class No. 3850 all rest after a hard days work. This shot comes complete with a curious shot of a telegraph pole! [Jon Jebb](#)







Another excellent shot of the station at Loughborough on a Saturday night and with just the station lights for illumination it certainly makes an authentic night time shot. [Colin Irwin](#)



GWR 2-8-0 No, 3850 blasts through with a train load of mineral wagons. [Colin Irwin](#)



Above: Southern Region's King Arthur Class No. 30777 "Sir Lamiel" makes a fine sight as it speeds through the Leicestershire countryside. [Colin Irwin](#)  
Below: GWR 2-8-0 No, 3850 passes GWR No. 1450 Auto Tank at Quorn and Woodhouse. [Colin Irwin](#)





# Turkish Delight



## From Turkey with Love

In November 2010 two LMS Stanier Class 8F steam locomotives returned to the UK from Turkey where they had been operating until the 1980s. Part of an original shipment that was sent over to Turkey during the 1940s there number totalled 20. However they were designed for British conditions, and the 8Fs were not really suited to Turkish circumstances. Though large for British engines, they were underpowered by Turkish standards and so could not ascend the steep grades unassisted. Their lack of drop grates also prevented them from long-distance working. They were thus relegated to shunting and local trip freights. The Turkish railwaymen referred to them as "Churchills" after British prime minister Winston Churchill.

There has long been a desire to bring some back to the UK and in November that dream became a reality with the landing of No. 45166 and No. 45170. Many believe of course that getting them to the UK was the easy part. The task of returning them to traffic will be challenging, but we look forward to seeing them in full steam once again in the not too distant future.

These photos are of the pair upon arrival at Portbury Docks, Bristol on January 11th. [John Alsop](#)



# East Lancashire Railway

## Diesel Theme Day

On January 8th, the ELR kicked off its 2011 season with an excellent day of diesel haulage.  
Here Class 47 No. D1501 runs round its train at Rawtenstall. [Class47](#)







Above: Class 37 901 runs round at Rawtenstall, in typical dull weather. But it was only January! [Andy](#)  
Below: Late afternoon sun reflects on Class 50 015 "Valiant". [Richard Hargreaves](#)



### SHUNTERS TAKE CENTRE STAGE! GCR WINTER DIESEL EVENT 12th and 13th FEBRUARY 2011

No fewer than three shunters are poised to take over the GCR's double track for a weekend of action in February. The line's resident Class 03 and Class 10 will be joined by a guest Class 08 courtesy of Rail Care in Wolverton. While the precise identity of the guest locomotive is yet to be confirmed, it is understood to have never hauled a passenger service before.

The event is also expected to feature Class 20 D8098 and Class 37 255. It will be the first time the 'tractor' has been in passenger action for a number of years.

Some trains will be double headed and the shunters are expected to work 'top and tail shuttles' on the double track section of the GCR between Loughborough and Rothley.

On Saturday evening a shunter special will run all the way to Leicester hauling a special service with real ale on board. There will also be a steam service during the

weekend. Bill Ford, President of the Great Central Railway said, "This is a first time opportunity for Diesel enthusiasts to clock up some miles behind the mystery Class 08"

### THE BIG, THE BOLD & THE BEAUTIFUL TAKE PART IN GCR FEBRUARY MINI GALA

Three locomotives are lined up to take part in a mini-gala at the Great Central Railway on the 26th & 27th of February. GWR heavy freight 2-8-0 No. 3850 makes up the 'big' part of the story. This popular visiting engine was the star of the show at the recent Banbury themed gala, appearing in BR black livery for the first time in preservation. The bold is the small loco that can. LMS 3F Jinty No. 47406 returned to traffic last year, but despite being small in size has proved itself worthy of all types of traffic on the GCR. Returning to action after a period on shed over recent months, the 0-6-0 will be hauling passenger trains at this event. Finally the beautiful is LMS Black 5 No. 45305.

Recently returned to steam the loco is one of the class synonymous with the last days of the GCR main line to London and looks right at home on the restored double track railway. Richard Patching, Commercial Manager of the Great Central Railway, said "This is an exciting line up of engines, and best of all, we're holding our normal fares this weekend. Come and enjoy a winter warmer with us"

Trains will run to a 45 minute timetable, with hot meals available on some departures.



Class 33 108 double heads Class 47 No. D1501 on a departure from Bury heading for Heywood. [Andy](#)



Another shot of Class 50 015 “Valiant” as it runs round its train at Rawtenstall. Splendid weather this year for this early January event. If I remember correctly there was snow on the ground last year. [Andy](#)







Above: Class 55 022 "Royal Scots Grey" provided an enthusiastic run along the line. [Class47](#)  
Below: End of the day and Class 33 108 heads for Bury and a rest. [Andy](#)



## CO-OPERATIVE SUSTAINABLE TRAVEL PILOT SERVICE TO BE INTRODUCED IN HAMPSHIRE

GOCO Mid Hants Link rail trial to be postponed

GO! Co-operative Limited trading as GOCO, a multi-stakeholder sustainable travel co-operative, has announced that the trial period for its Mid Hants Link rail service – originally scheduled to begin on 24 January 2011 – is now postponed until further notice.

Following technical issues encountered during the testing programme, it has not been possible to repair the vehicle ahead of the scheduled launch of the public service. Work will continue to address the technical issues with the existing vehicle and during this time, alternative options for a replacement vehicle will also be considered.

Chris Phillimore, Business Development Director for GOCO, said: "We have been very heartened by the overwhelmingly positive response to the concept of the service and feel more confident about its long term success than even when we began planning six months ago. We are committed to providing a reliable high-quality service and will not commence operations with any type of vehicle until we can be satisfied that this can be delivered. We are confident that a suitable solution can be identified and that the trial will go ahead in the very near future."

Further announcements will be made when the technical issues have been resolved or an alternative vehicle has been sourced. Posters will be distributed and GOCO staff will be present at Alton and Medstead & Four Marks stations on Monday 24 January 2011 to inform any passengers of the postponement of the trial service.

The demonstration ultra light rail service from Medstead & Four Marks to Alton in Hampshire will connect with South West Trains' service to London Waterloo. It will be wearing GOCO livery and will be the first GOCO service to paying passengers. Assuming that the demonstration is successful, it is aiming to be a permanent service during 2011.

These lightweight railcars are capable of serving locations that would normally be considered too small for a rail service (though the Parish does have a population of 7,000 including many London commuters looking for a connection to the mainline). The railcar has a flywheel to store energy, allowing the use of a smaller engine and hence minimises emissions. Also, we will be looking into sourcing waste oils that can be recycled into biodiesel, so that we can truly describe the service as 'zero carbon'.

Chris Phillimore, Business Development Director at GOCO, commented: "These lightweight railcars are capable of serving locations that would normally be considered too small for a rail service."

The pilot service is an example of the strengths of our co-operative business model, 'big society' in action and of the benefits of sustainable travel. Based on the success of the demonstration, we will be aiming to move to a permanent service during 2011."

Councillor Mel Kendal, Hampshire County Council's Executive Member for Environment added: "Hampshire County Council is delighted to support this local business venture, aimed at meeting sustainable local travel demands. Not only does the service integrate with the existing transport infrastructure but it also addresses the low carbon agenda. We wish the service every success and await the outcome of the trial."



# East Lancashire Railway

EMRPS photo shoot at Bury  
Class 55 022 "Royal Scots Grey" poses for the cameras at Bury on January 29th  
as part of an EMRPS photo shoot. [Carl Grocott](#)





Class 50 015 gleams in the night lights at Bury on January 29th.

*Carl Grocott*





# Great Central Railway



LMS Black 5 No. 45305 heads the 1.30pm from Loughborough through Woodthorpe Lane on the final grey day of 2010. [Derek Elston](#)





Above: AC Railcars W79976 is seen under heavy repair at Loughborough. Certainly a long term project! [Derek Elston](#)

Below: Push pull coach 178 is propelled by Small Prairie No. 5526 away from Loughborough with the 12.30 to Leicester North on December 31st. [Derek Elston](#)



The A1 Steam Locomotive Trust  
New Steam for the Main Line

### Tornado Winter Maintenance Update

The A1 Steam Locomotive Trust have announced that Tornado's boiler would be returning to its manufacturer, DB Meiningen, in Germany, following the discovery that more extensive repairs to Tornado's firebox were needed than originally anticipated when the winter maintenance was planned. Although the full extent of the repairs has yet to be agreed with DB Meiningen, they will include the replacement of several hundred fixed stays and a number of flexible stays as well as repairs to cracks in the two back and two front corners of the foundation ring. Only a very small number of weeping stays were identified out of the more than 2,000 in the firebox and therefore the overwhelming majority of the firebox stay replacements are precautionary to prevent further unplanned work during periods in traffic. The boiler will be lifted from Tornado's frames at the NRM, York, and sent by road and ferry to Germany where a full assessment of the required work will be made and a rectification plan agreed with Trust engineers.

The Trust decided to return the boiler to its manufacturers due to their intimate knowledge of the construction of this type of firebox and the resources they have available to rapidly effect the agreed repairs. The firebox has already been inspected by the Trust's boiler inspector and representatives from its VAB, insurance company and operators.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:

"Although these problems with Tornado's firebox are part of learning about the locomotive in today's operational environment, they are a source of great disappointment to all of Tornado's supporters and customers and our customers' passengers. As a part of our commitment to get Tornado back on the main line as soon as possible the Trust decided that the most appropriate course of action was to return the boiler to its manufacturers.

We are working as hard as we can to bring Tornado back to full health and onto the main line at the end of April."





Network Rails's Class 37 198 stands in the sidings at Rothley on January 29th. [Richard Hargreaves](#)







Class 304 001 is seen at Birmingham New St. in August 1979 with a service heading for Stafford. [Chris Morrison](#)





Above: 97 252 a former Class 25 is seen on stock heating duties at Fort William. Date unknown. [Derek Elston](#)  
Below: Class 47 461 is seen at Inverness on May 28th 1987 in attractive Scotrail livery. [Derek Hopkins](#)

Above: Class 50 030 heads towards London through Dawlish Warren on July 30th 1988. [Richard Hargreaves](#)  
Below: Class 31 154 and 31 466 are seen at Crewe, having worked an engineers train to Basford Hall. [Brian Battersby](#)







Above: Unique Class 50 149 heads a freight through Plymouth on August 1st 1988. This loco was the only one converted from the entire class specifically for freight traffic. [Richard Hargreaves](#)  
Below: Loadhaul liveried Class 37 884 leads 37 668 through Cardiff on April 7th 1999. [Richard Hargreaves](#)



Above: Class 08 620 shunts the motorail train at Stirling. Date unknown. [Derek Elston](#)  
Below: Summer Saturday extra trains in the West Country were still timetabled up to the mid-eighties, as there was still spare rolling stock available for such services and specials. However, many of these trains whilst to cater for holidaymakers, became very popular for "haulage bashers". For example, here I photographed double-headed Class 25's on September 1st 1979 - 25 264 and 25 265 working the 09.34 Leicester - Paignton through Dawlish. These services also attracted the interests of railway photographers and I often pilgrimaged to Dawlish for a day's photography during that period. Sadly, the booked passenger additional along the sea wall are now memories. [David Mead](#)







Above: In faded BR Blue livery, Class 08 921 waits its next duty at Crewe on January 18th 1995. [Richard Hargreaves](#)  
 Below: Central Trains branded Class 156 404 is seen with WMPTE/Centro 150 132 at Telford Central on February 21st 1999 with a working to Birmingham New St. [Paul Godding](#)



Above: BR Blue liveried Class 47 626 heads towards Dawlish on August 3rd 1988. [Richard Hargreaves](#)  
 Below: Class 25 230 tows LNER A4 No. 4498 south through Northampton. Date unknown. [Derek Elston](#)







Above: In attractive Northern Spirit livery, Class 158 810 passes through Northallerton on April 3rd 1999. [Paul Godding](#)  
 Below: Speeding along through Eastdon on August 2nd 1988, Class 47 585 heads up a 10 coach cross country service whilst the sheep carry on oblivious. [Richard Hargreaves](#)



Above: A busy period at Perth with a Class 37 on tanks waiting whilst a Class 47 departs on passenger. [Derek Elston](#)  
 Below: A Class 73 works an MGR train through Clapham Junction. Date unknown. [Derek Elston](#)





# The Back Page

Thanks for reading this issue,  
see you again next month.



A Nottingham - London St. Pancras HST approaches East Midlands Parkway on January 15th. [Class47](#)