

Railtalk

Magazine

Issue 65
February 2012

ISSN 1756 - 5030



Just a touch of frost

Welcome to Issue 65 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Well finally the longest day of the year has passed and we all (I'm sure) feel a lot happier for it. I must say Christmas feels along way away now, a distant memory at most. Lets look forward to Sun, Sand, Sea and a brilliant summer. But before I continue any further I must say a big welcome to all our new readers this month. There has been a massive influx and we would like to welcome you all. Look out for some new and quite exciting changes (for me at least!) in the next couple of issues, I promise that they are for the best (I hope).

I must also thank everyone who responded to our email regarding the i version of the magazine. We had though we have fixed the issue with the normal issue and tried to combine them both. But after feedback from yourselves, we realised that this wasn't the case and re-instated it promptly. As always your feedback is everything.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Phil Martin, Alan Usher, CJ Sutcliffe, 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, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Fred Gray-North, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Lorenzo D'aniello, Matthew Evans and the guys at RailUK.

Welcome

Contents

Pg 2 - Welcome
Pg 4 - Charter Scene
Pg 22 - Pictures
Pg 118 - News and Features
Pg 118 - Scot-Rail
Pg 124 - Fares Advice
Pg 140 - View from the Outside
Pg 142 - The Nosh Report
Pg 144 - Different View
Pg 150 - Preserved Railways
Pg 196 - From the Archives

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

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

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk

Front Cover: With just a touch of frost on the ground, Scotrail's Class 158 726 heads through Dalmeny on January 16th. [Richard Jones](#)

This Page: On January 15th Class 60 054 is seen pictured running around the 6H27 Margam - Llanwern at Tondy. [Lewis Mitchell](#)

Railway Touring Company - Winter Cumbrian Mountain Express

On January 28th, LMS Black 5s Nos. 44871 and 45407 are seen heading the Winter Cumbrian Mountain Express from Manchester to Carlisle, outwards via Shap and return via Settle. [Colin Irwin](#)

Charter Scene





Railway Touring Company - Winter Cumbrian Mountain Express
On January 28th, LMS Black 5s Nos. 44871 and 45407 "The Lancashire Fusilier" are seen on the outward leg heading for Carlisle at Brock.

Colin Irwin



Northern Belle

Above: Class 47 828 leads the 1240 Manchester Victoria to Kensington Olympia through Chorlton on January 7th. [Pete Cheshire](#)

Below: Unusually the train was both top and tailed by DRS liveried locos, with Class 47 818 bring up the rear, heading for Kensington Olympia, again photographed at Chorlton. [Pete Cheshire](#)



Real nuts blog at Railnuts.com



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.



West Coast Railway Co - ECS move
On January 12th, WCRC's Class 37 685 and 37 676 blast up
South Kenton in glorious light. with 16 MK1's in tow working 5Z37 Southall -
Carnforth empty coaching stock move. [Daniel Stanbridge](#)



UK Railtours - The Concrete Cow 2

On two Saturdays in January, UK Railtours ran from London Paddington to Wolverton and Fenny Stratford under the title of "The Concrete Cow". This is the second tour, on January 28th with Class 66 213 top and tailing 66 200 as they head through Wolverton Works. [Steve Madden](#)



Pathfinder Tours - The Abercot Generator

On January 14th, Class 66 002 leads the 1Z52 "The Abercot Generator" Bristol Parkway to Appleford Sidings through Leamington Spa. [Neil Davies](#)



Railway Touring Company - The York Yuletide Express
LMS Princess Royal Class 7P 4-6-2 No. 6201 is turned, coaled and
watered at York NRM whilst operating the York Yuletide Express on
December 11th. [CJ Sutcliffe](#)

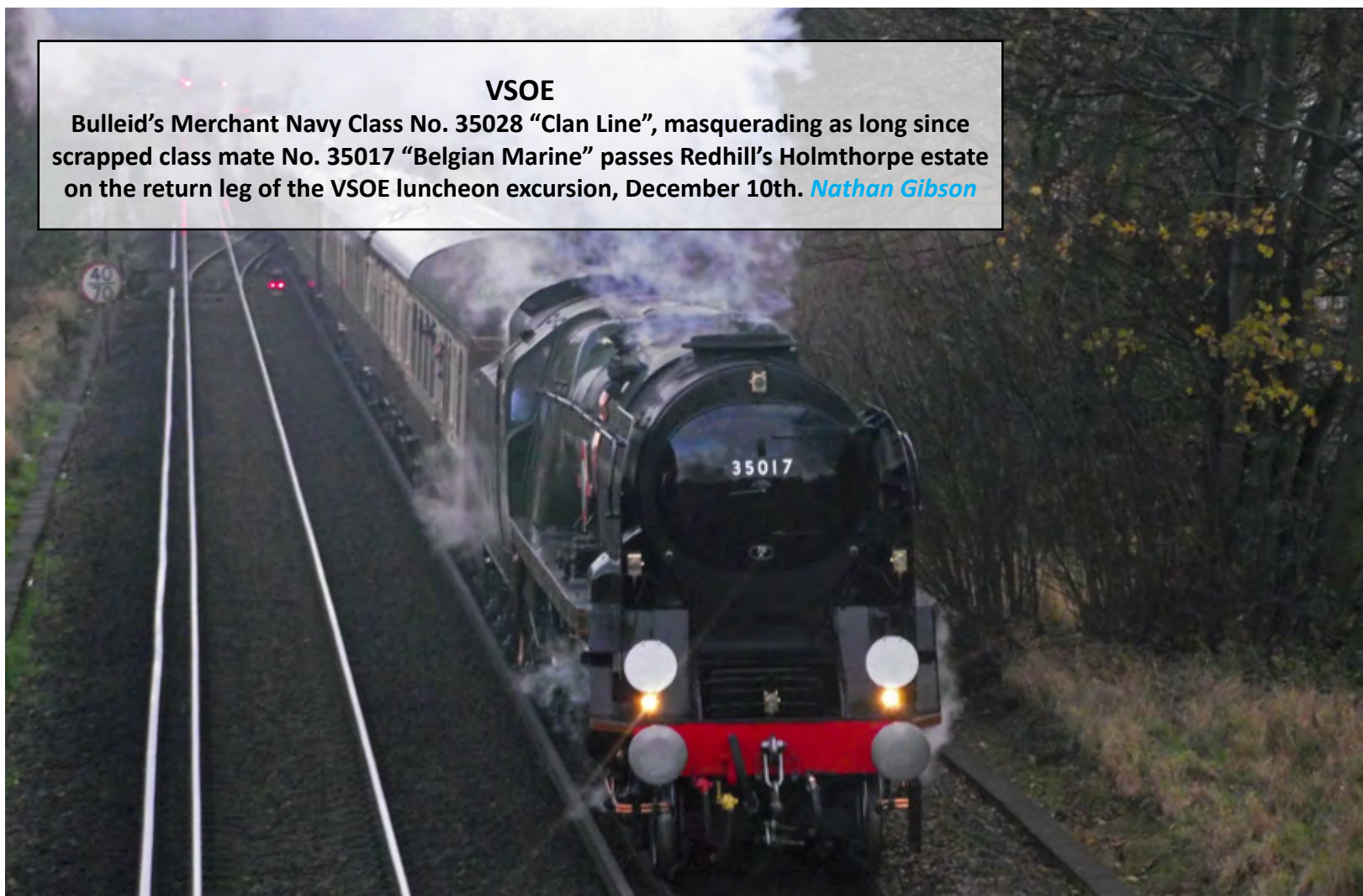




UK Railtours - The William Shakespeare
LNER A1 No. 60163 "Tornado" passes under the lattice footbridge at
Wilmcote en-route from Paddington to Stratford-upon-Avon on
December 30th. [Chris Morrison](#)

VSOE

Bulleid's Merchant Navy Class No. 35028 "Clan Line", masquerading as long since scrapped class mate No. 35017 "Belgian Marine" passes Redhill's Holmthorpe estate on the return leg of the VSOE luncheon excursion, December 10th. [Nathan Gibson](#)



Steam Dreams - The White Cliffs Circular

BR Battle of Britain Class Pacific No. 34067 Tangmere ahead of the penultimate railtour of 2011 passes Purley Oaks in late morning sunshine on December 22nd. [Nathan Gibson](#)

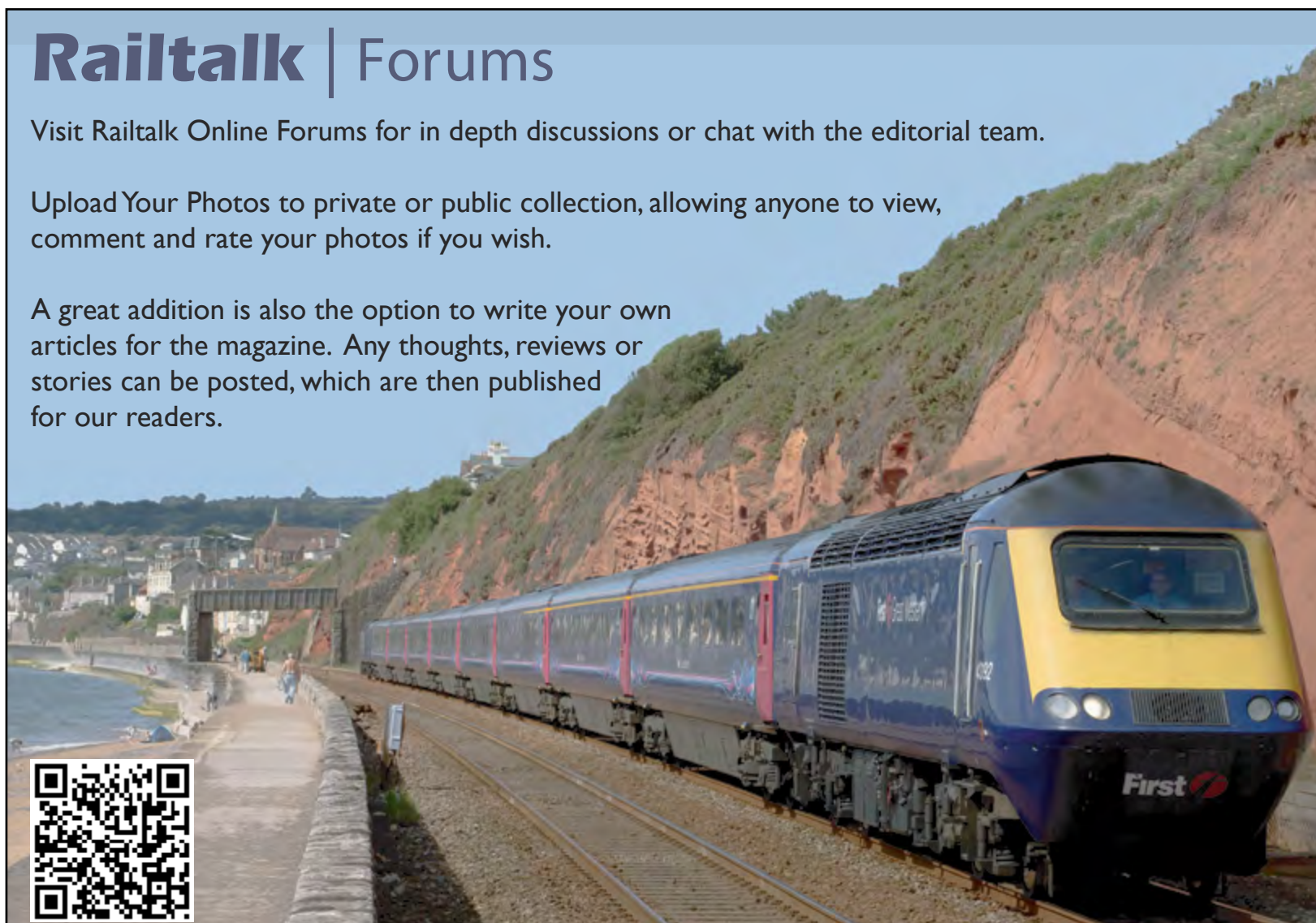


Railtalk | Forums

Visit Railtalk Online Forums for in depth discussions or chat with the editorial team.

Upload Your Photos to private or public collection, allowing anyone to view, comment and rate your photos if you wish.

A great addition is also the option to write your own articles for the magazine. Any thoughts, reviews or stories can be posted, which are then published for our readers.





Network Rail's Class 97 301 and 31 285 are seen heading through Lea Marston with the 1206 Derby - Grove Park on January 2nd.

Carl Grocott



Class 20 301 “Max Joule” and 20 305 “Crewe Gresty Bridge” lead 20 302 and 20 304 with barrier wagons and new S class tube stock for trials, past Drakelow on the Burton on Trent - Coalville branch, working 7X23 Derby Litchurch Lane - Old Dalby on January 27th. [Stuart Hillis](#)

Freightliner's Class 70 013 is seen working the 6M11 Killoch to Fiddlers Ferry Power Station as it passes through Pleasington on January 23rd. [Chris Stanley](#)





Above: DB Schenker liveried Class 60 091 works the 6E54 Kingsbury - Humber empty tanks through Burton on Trent station on January 11th. [Stuart Hillis](#)
Below: Under a very peculiar coloured sky, Class 97 301 heads through Wombridge with the 1Q20 Longsight - Derby on January 13th. [Carl Grocott](#)



Above: On January 5th, DBSO No. 9703 and Class 31 602 pass Branston crossing heading southbound in full sun, with the 3Z15 Derby - Eastleigh test train. [Stuart Hillis](#)



Class 37 510, 37 194 and 37 409 assist 66 007 with the 6M58 Liverpool Bulk Terminal - Ratcliffe power station seen here passing Barrow upon Trent on January 28th. The DRS trio were sent to assist the Class 66 when it failed on Longton Bank between Stoke and Uttoxeter and assisted as far as Toton.

Carl Grocott



Network Rail's Class 31 285 is seen pictured passing Bridgend 24 minutes early with the 1Q06 Landore - Landore Structure Gauging Train on February 1st. [Lewis Mitchell](#)





Above: Back on January 11th, Network Rail's Class 950 001 crossed Cannock Chase in Staffordshire on its way to the Rugeley Trent Valley station and from where it should have returned to Hednesford, however, the unit did not re-appear and was later reported as being back at Derby for repairs. Another attempt was made a fortnight later and on January 25th the unit is seen leaving Brindley village as it enters the Cannock Chase for the first time that day, whilst forming the 2Q08 Water Orton - Tyseley TMD. [Gary S. Smith](#)

Below: Class 37 612 heads a Network Rail test train through Stratford on January 30th. [John Coleman](#)



On January 28th, Class 158 849 returns from Carlisle heading for Leeds in heavy fog through Lazonby. [Colin Irwin](#)





Above: On a couple of days in late January, due to a shortage of HST power cars in its own fleet, CrossCountry hired No. 43052 from East Midlands Trains. It is seen here on January 25th at Taunton on the front of the 1S51 Plymouth to Glasgow Central service. This was the first time an EMT liveried HST power car had visited the South West. [Jonathan Gill](#)
Below: DRS Class 37 409 works the 5Z02 Derby - Cardiff, through Cardiff Central on January 30th before reversing at Canton to park up for the night above the River Taff, with saloon "Caroline". [Lewis Mitchell](#)



Above: First Capital Connect Class 365 539 arrives into Peterborough on January 15th, whilst working the 1P17 Kings Cross to Peterborough. [John Martin](#)
Below: An unidentified Cross Country Class 220 crosses the river at Wychnor Junction on January 6th. [Pete Cheshire](#)



Returning home after the end of the Anglian RHTT season, DRS
Class 57 004 leads 47 841, 37 510, 370 69 and 57 003 on
0255 Norwich Jubilee Sidings - Crewe Gresty Bridge as they head through
Stafford on December 15th. [Daniel Stanbridge](#)



Class 66 082 drags EMU 465 003 past Chelmscote with the
Saturdays only 6X48 Wolverton Works to Slade Green on January 28th.

Steve Madden



Class 57 312 leads the 7299 Tonbridge - Ashford - Tonbridge snow train test trip at Tonbridge on January 28th. Class 57 305 was on the rear.

Wayne Radford



On January 13th, HNRC's Class 08 507 shunts out the loaded steel wagons at Boston Docks to form 6M08 Boston Docks to Washwood Heath. Also present can be seen D3871 which is still stabled in Boston Docks but is not fit to run. Boston Stump can be seen in the background. [Steve Madden](#)



On January 15th, DB Schenker liveried Class 60 054 is seen pictured hauling the 6H27 Margam - Llanwern as it heads through Wildmill. [Lewis Mitchell](#)





Above: A view over 'the alps' as it is known locally due to mining subsidence, as Class 20 227 and 20 142 leading barrier wagons and new S Class tubestock with 20 901 and 20 905 on rear work the 7X23 Derby Litchurch Lane - Old Dalby, nears Moira West signal box on the freight only Burton - Coalville branch, January 17th. [Stuart Hillis](#)
Below: Freightliner's Class 66 623 "Bill Bolsover" heads through Burton on Trent with loaded ballast boxes working 6C64 Mountsorrel - Carlisle on January 11th. [Stuart Hillis](#)



Above: DRS Class 37 610 and 37 603 head the 6Z10 Stowmarket DGL to York Works, returning RHTT sets after the season had finished. Seen here leaving Peterborough on December 16th, along with Class 37 667 on the rear. [John Martin](#)
Below: Colas Rail's Class 47 727 is seen on the 6M08 Boston Docks - Washwood Heath steel working through Stenson Junction on January 17th. [Wayne Radford](#)





On January 23rd, Class 70 009 heads the 4L92 Ditton to Felixstowe freightliner working through Acton Bridge.
Brian Battersby



Network Rail's Class 97 303 heads the 6W70 ballast working through Newtown on January 9th. [Carl Grocott](#)

Anyone order lunch? On December 19th, Colas Rail's Class 47 739 "Robin Of Templecoombe" and 47 749 "Demelza" lead 12 FGW buffet cars and barrier coaches working 5Z25 Eastleigh - Carlisle Yard - Kilmarnock. These buffet cars are being converted into extra standard coaches.

Daniel Stanbridge



Network Rail's Class 97 302 pauses at Sutton Bridge Jct. for a driver change, before heading to Newtown on a ballast working, January 17th.
Phil Martin



On January 14th, Class 70 016 heads over the magnificent Coalbrookdale Viaduct with empties from Ironbridge power station, heading for Liverpool. [Phil Martin](#)



Colas Rail's Class 66 742 heads the 6H30 Tyne Dock - Drax biomass working along the Durham Coast Line near Hartlepool on January 6th. [Michael J. Alderdice](#)





Above: DB Schenker liveried Class 66 152 stands outside the servicing shed at Warrington Arpley on January 21st. [Brian Battersby](#)

Below: Class 66 161 passes Madeley Junction heading back to Bescot with an engineers train on January 15th. Of note is the severed connection in front of the box which led out of the siding and on to the Shrewsbury line. [Phil Martin](#)



Above: After a time stored at Crewe and a visit to Barrow Hill for repairs and a repaint, another fine DRS EE example returns to use. Class 37 606 leads 73 138 and test train on the mainline through Mill Hill Broadway working 1212 Grove Park - Derby RTC on December 12th. [Daniel Stanbridge](#)

Below: East Coast liveried Class 91 117 and matching stock are seen working the 1507 Kings Cross to Edinburgh down through Doncaster on January 6th. [John Martin](#)



On January 16th, Class 20905 and 20 901 lead 20 142 and 20 227
through Millbrook, south of Bedford with the
6M11 12:30 West Ruislip - Derby Litchurch Lane.

Lorenzo D'aniello



On January 6th, Class 66 414 passes Australia Farm Crossing, March
whilst working the 4L85 12:28 Doncaster - Felixstowe. [Lorenzo D'aniello](#)



On January 8th, freight from Margam was diverted via Tondy & the Vale line, with Class 60 054 working 6H25 Margam - Llanwern, and 60 071 'Ribblehead Viaduct' working 6H27 Margam - Llanwern. However the little used Margam - Tondy freight only diversion route proved a challenge for the 'Super' Tug and its counterpart, which resulted in arrival at Tondy over 80 minutes late, and with 60 071 waiting for the ex 'Charles Babbage' to clear the route, a clocked a time of over two hours to Tondy. The blame was put at poor Rail Head conditions, Rusty/Wet Rails and limited sand available on the locos, which struggled to climb Cefn Bank. This is Class 60 054 arriving at Tondy. [Lewis Mitchell](#)



On January 5th, DBS Class 67 025 "Western Star" is seen at the rear of 1Q18, a Network Rail test train from Doncaster to York with test coach "Mentor" in the consist. Class 67 019 was hauling the train. The Class 67s were used to try to identify a fault on the overhead line equipment causing pantograph damage during high speed running.

Dave Harris





Above: Freightliner's Class 70 004 runs round its rake of coal hoppers at Warrington Latchford Sidings on January 14th. [Brian Battersby](#)
Below: Arriva Trains Wales Class 158 830 heads past the old station at Waverton on January 22nd. [Brian Battersby](#)



Above: On January 8th, Class 60 071 "Ribblehead Viaduct" heads a diverted 6H27 Margam - Llanwern freight through Tondur and onto the Vale line. [Lewis Mitchell](#)
Below: On January 18th, Class 158 821 pauses at Newtown with an Aberystwyth - Birmingham service. [Phil Martin](#)





Above: Central Trains liveried, but now operated by Northern, Class 150 115 arrives into Manchester Victoria on January 13th. [Colin Irwin](#)
Below: Wabtec's Class 08 669 "Bob Machin" shunts in the yard at Doncaster on January 5th. [Dave Harris](#)

Above: DBS Class 60 045 heads out of a frosty Warrington on January 14th with a loaded coal train bound for Fiddlers Ferry power station. [Richard Hargreaves](#)
Below: Freightliner's Class 70 014 still looking fresh, passes Branston Jct on January 25th with the 4Z68 Ratcliffe Power Station - Liverpool coal empties. [Stuart Hillis](#)





Above: On January 11th, First Great Western HST power cars 43137 and 43186 speed through Coombe between Truro and St Austell working the 14:00 Penzance - Paddington. [Barry Beeston](#)
Below: On January 4th, Class 70 015 heads an Ellesmere Port - Warrington coal working through Helsby. [Brian Battersby](#)



Above: Ex Scotrail, now in unbranded livery, Class 322 485 has now commenced working for Northern on the Leeds - Doncaster circuit, seen here at Doncaster on January 21st. [Richard Hargreaves](#)
Below: By comparison to the unbranded unit above, Class 322 482 has had Northern branding applied to each coach, again seen at Doncaster on January 21st. [Richard Hargreaves](#)



On December 12th, London Midland's Class 172 337
heads through Bordesley with a Kidderminster - Dorridge working.
Paul Godding





Above: DRS Class 66 302 leads 57 008 and 57 007 through Doncaster on January 21st with a Carlisle - March light engine move in connection with some engineering work near Stowmarket. [Class47](#)
Below: On January 14th, CrossCountry Class 220 033 heads the 10:00 Penzance to Edinburgh Waverley seen passing Coombe between Truro and St Austell on the Great Western main line. [Barry Beeston](#)



A relatively new flow through Worksop is for the Flyash output from the power station. This is Class 66 604 working 6E08 Earles sidings to West Burton power station up through Worksop on January 9th with a rake of PCAs. [John Martin](#)



Above: On a frosty January 16th, DBSO No. 9714 leads Class 97 301 with the 3Z68 Derby RTC - London Euston. [Stuart Hillis](#)
Below: Brand new Class 70 016 heads the 4Z68 Ratcliffe - Crewe empty HHA coal hoppers through Stenson Junction on January 17th. [Wayne Radford](#)



Above: On January 17th, Network Rail's Class 57 306 heads through Kettering Headlands. [John Coleman](#)
Below: East Midlands Trains Class 158 774 and 158 858 head the 1R94 Norwich to Manchester Piccadilly service, pausing at Peterborough on January 15th. [John Martin](#)





Above: Another Northern Rail unit that still carries its old livery is Class 150 103, seen here at Manchester Piccadilly in Network West Midlands colours on January 13th. [Colin Irwin](#)
Below: Harry Needle Railroad Company's Class 20 901 and 20 905 are seen stabled in the station yard at Doncaster on January 5th. [Dave Harris](#)

Above: Freightliner's Class 70 013 cruises with a very late running 6M11 to Fiddlers Ferry through Cherry Tree Junction on January 23rd. [David Hollowood](#)
Below: DBS Class 66 060 leads 66 047 on the 10:25 4L45 Wakefield Europort to Felixstowe up through Doncaster on January 6th. [John Martin](#)





Above: On January 21st, under a very dark sky, Class 66 199 heads south through Doncaster with a well loaded intermodal service. [Class47](#)

Below: On January 25th, Class 20 905 and 20 901 work the 7X09 Old Dalby - Amersham S Class tube stock move, with 20 142 and 20 227 bringing up the rear. Seen here passing Moira on the Coalville - Burton branch. [Stuart Hillis](#)



Above: Freightliner's Class 66 620 heads through Waverton on January 22nd with a rake of ballast wagons bound for Crewe Basford Hall. [Brian Battersby](#)

Below: Class 180 110 heads the 1H02 Kings Cross to Hull into Doncaster on January 6th. [John Martin](#)



Colas Rail's Class 47 727 "Rebecca" heads a diverted 6M08 Boston - Washwood Heath through Burton On Trent on January 16th.

Stuart Hillis





Above: After receiving attention at Crewe, Class 60 039 returned to the Fiddler's Ferry MGR circuit in mid January. It is seen here on January 21st with 6F74 Liverpool Bulk Terminal to Fiddlers Ferry power station heading through Rainhill. [Dave Harris](#)

Below: News from Lincolnshire if that now that the RHTTs have finished, we are desperately looking around for something else of interest. The best that can be found at the moment are the former DRS Class 66s now working to FLHH and here we have Class 66 419 at Appleby working 90-odd minutes late with the 6R71 Immingham - Eggborough Power Station. [Steve Thompson](#)



A pair of East Coast HST power cars Nos. 43290 and 43318 stand in London Kings Cross station on January 15th. [Class47](#)





Above: Class 47 739 "Robin of Templecombe" passes Hubberts Bridge Signal Box with 6E07 05:14 Washwood Heath to Boston Docks empty steel wagons on January 13th. [Steve Madden](#)
Below: Inspection saloon "Caroline" is being pushed by Class 37 409 "Lord Hinton" on the 5Z02 "Managers Special" from Derby RTC - Cardiff Canton, seen here heading southbound through Burton on Trent on January 30th. [Stuart Hillis](#)



Above: Freightliner's Class 66 603 heads the 4Z68 Ratcliffe power station - Liverpool coal empties, passed Burton on Trent, January 27th. [Stuart Hillis](#)
Below: Class 66 059 is seen working 6M34 12:06 Ferme Park to Croft empty stone train through Uffington on January 13th. [Steve Madden](#)



On January 11th, First Great Western HST power car 43186 is seen on the rear of the 14:00 Penzance - Paddington. [Barry Beeston](#)



The Liverpool Docks to Fiddlers Ferry Power Station MGR coal workings have had a traction change recently with Class 60 011 and 60 039 replaced by 60 045 and 60 099. The latter can be seen here in Tata Steel livery with the 6F74 Liverpool Bulk Terminal to Fiddlers Ferry power station working passed Winwick Jct. on January 17th. *Dave Harris*





Above: Euro Cargo Rail Class 66 071 heads a Colas liveried autoballaster working through Doncaster on January 21st. [Richard Hargreaves](#)
Below: DRS Class 57 003 sits in the newly relaid Parcels Sidings at York on January 21st. [Class47](#)



Above: Ex DRS, Ex Advenza, Ex Colas Rail, now operated by GBRf, Class 66 744 passes Reading working the 6278 Dollands Moor - Didcot Yard new car carriers on December 2nd. [Daniel Stanbridge](#)





Above: Class 31 190 speeds through Acton Bridge on January 23rd with a route learning working. [Brian Battersby](#)

Right: In connection with radio communications testing on the rarely used freight only Burton - Coalville branch, the 1Q13 test train emerges from Gresley tunnel passing Swains Park, on route to Coalville with Class 37 607 leading, and 37 606 on the rear, January 5th. [Stuart Hillis](#)

Below: Colas Rail's Class 66 846 is seen powering away from Margam on January 3rd with the 6078 Margam - Dollands Moor. [Lewis Mitchell](#)





On January 25th, Class 60 091 passes Frodingham Jct. in charge of the 6E32 Preston - Lindsay Oil Refinery, it's 14 ICAs still looking clean over a year after their introduction. [Steve Thompson](#)

Class 66 741 heads the 6R45 Maltby Colliery - Tyne Dock,
"Slurry in Tubs" along the Durham Coast on January 5th.

Michael J. Alderdice





Above: Class 90 007 pauses at Stratford station on January 30th with a Liverpool St. - Norwich working. [John Coleman](#)

Right: After climbing the incline through Coalbrookdale, Freightliner's Class 70 002 powers away from the old Lightmoor Junction, Telford with the 4293 Ironbridge - Basford Hall empty coal hoppers on December 3rd. [Gary S. Smith](#)

Bottom Left: On January 14th, Class 60 011 heads out of Warrington Arpley with a loaded MGR working for Fiddlers Ferry Power Station. [Richard Hargreaves](#)

Bottom Right: On January 28th, Class 37 612 leads 37 601 and two others south through Brock, on a Carlisle - Crewe move. [Colin Irwin](#)



As early morning mist wafts over the River Severn below, Freightliner's Class 70 002 crosses the Albert Edward Bridge at Coalbrookdale, Telford as it leaves the Ironbridge power station with the 4Z59 empty coal hoppers to Basford Hall on December 2nd. [Gary S. Smith](#)





Above: De-branded and ready for the franchise change from National Express to Abellio, Class 321 440 stands at Stratford station on January 30th. [John Coleman](#)
 Left: Virgin Trains Class 57 308 is seen at Shrewsbury on January 24th with the Cardiff - Holyhead "WAG" service, standing in for a failed Arriva 57 313 the night before. [Phil Martin](#)
 Below: Network Rail's Class 97 301 heads through Ashton working 1Q68 Derby RTC to Euston test train on January 16th. [Steve Madden](#)



A rare sight these days as Class 60 024 passes Cholsey
working 6E55 Theale OS - Lindsey OR empty tanks
on November 12th. [Daniel Stanbridge](#)



On January 4th, Northern Class 142 067 and an unidentified Class 150 are seen working a Sheffield Midland to Manchester Piccadilly service through Marple. [Matthew Evans](#)



Above: Ex Freightliner now Colas Rail Freight operated, Class 66 846 passes up through Hungerford, on the Berk and Hants line working a diverted 6078 Llanwern - Dollands Moor steel train, December 4th. [Daniel Stanbridge](#)
Below: A rather dirty Class 97 304 "John Tiley" heads south through Burton On Trent on January 16th. [Stuart Hillis](#)



As it rushes towards the Rugeley Trent Valley power station, Freightliner's GE-built Class 70 006 passes Bishton, Staffordshire with the 6Z60 Liverpool Bulk Terminal - Ratcliffe Power Station loaded coal train on January 2nd. [Gary S. Smith](#)





A CrossCountry Class 221 comes out of the fog at South Queensferry and onto the Forth Bridge on January 16th. [Richard Jones](#)

Scot-Rail - life north of the border

East Coast power cars Nos. 43308 and 43277 along with the ex EMT set emerge from the fog at Dalmeny on January 16th. [Richard Jones](#)



Scot-Rail - life north of the border



After crossing the fog shrouded Forth Bridge, Scotrail's Class 158 867 is seen at a cold and frosty Dalmeny on January 16th. [Richard Jones](#)

Fares Advice with RailUK

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

Penalty Fare - sitting in First Class on a Standard Ticket

Q: Recently, my boyfriend and I travelled on the 09:06 train from Brighton to London Victoria. When we got on at Brighton the carriage we entered was full. We walked through 3 carriages and found an area of some seats empty at the back. They were identical to the normal seats with a small "first class" bib over the headrest. The service was busier than normal, with no available seats and several people were also stood in the gangway of the other carriages. There were not enough standard seats for the passengers, yet these seats (a group of 8) were left vacant.

A member of the Southern Rail staff sat opposite, asked to see our tickets, and explained we were in the first class area. We got up and he said 'sit back down'. We explained the situation, that other seats were full, and there was no difference in service in first class, he told us regardless of that, we were still due a penalty fare (£69 each - £136 total) I asked if we must pay now and was told, in a raised and intimidating voice, "Yes, cash or card. Not paying is a criminal record".

As a part time student and an intern (yes, here comes the sob story - sorry, I know it may not be relevant) it would have made things much easier if I could have paid only the £20 on the train, and the full penalty fare afterward.

He started writing the notices straight away, then gave it to me to sign. When I paused to read what I was to sign, he stood, tapped the paper, and raised his voice "Sign there or

criminal record". I paid the full charge by debit card.

Leaving empty, identical seats as first class, while standard class paying passengers must stand, seems unfair. Of course, had we been asked, we would have stood without questioning it (and also if there had been any first class passengers).

A: First of all having a ticket doesn't guarantee you a seat - so unless first was declassified, then you shouldn't have been there in the first place.

Unfortunately, the National Rail Conditions of Carriage (which the ticket is subject to) states:

If you have a standard class ticket and you travel in first class accommodation without permission (which includes occupying seats or standing in any part of the carriage), you will have to pay:

(a) the difference between the price of that ticket and the price of the first class ticket for the accommodation you have used; or (b) where Condition 4 (b) applies, a Penalty Fare.

So you were actually caught red handed and rightly given a Penalty Fare.

I'm not an expert on Penalty fares (and am willing to be corrected), but I think failure to pay at least the single fare at the time the Penalty Fare is given, could be grounds for prosecution, but AFAIK the RPI should have given you the choice to pay it all there and then, or pay the remainder later. Failure to pay the full amount within a given time (assuming any appeal is unsuccessful) I believe is grounds for prosecution. I'm not convinced the RPI telling you there were only two options ("pay or criminal record") is grounds for an appeal, but if you feel you were harshly treated that might be an avenue to explore.

If you choose not to travel because of possible bad weather, can you get a refund

Q: I've got prebooked tickets from Doncaster to London on a £10 flat fare deal, but looking at the weather forecast, there's a significant possibility of disruption on my return journey late Saturday evening due to heavy snow. I expect my outward journey should be fine, but I'm a bit dubious about the return as I'm not due back in Doncaster until 21.12 and still have to make a connection to my local station. So if I decide not to travel and then it turns out the snow is nowhere near as heavy as forecast and trains run as normal, do I still get a chance of a refund or is it just tough luck?

A: These are non-changeable/ non-refundable tickets (Except of course if the TOC is unable to provide a service). The dilemma is that you won't know whether or not they'll be able to provide a service until the bad weather hits, by which time you may already be stranded! However if the worst comes to the worst, remember you are entitled to overnight accommodation at the railways expense if things get really bad.

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.

South West Trains and Network Rail joint plan to improve passenger journeys

South West Trains and Network Rail have recently announced a joint 10-point plan to deliver more punctual and reliable journeys on one of the busiest and most complex rail networks in Europe. The move follows a significant drop in performance in the past three months on the rail network in the south and south-west of England, which has more than 200 million passenger journeys a year.

Annual performance is running at 92.5%, but punctuality for the most recent four-week period to 7 January has dropped to 86.8%. Over the last year, fatalities on the line have more than doubled, and delays caused by cable theft incidents have increased by almost 500% year on year. Latest results from the independent National Passenger Survey published today also show that overall customer satisfaction with South West Trains has dropped from 87% in autumn 2010 to 84% in autumn 2011. South West Trains operates nearly 1,700 trains a day in and out of London Waterloo, which is used by 86m passengers a year making it Britain's busiest station. There are eight different lines alone between London Waterloo and Clapham Junction, Europe's busiest rail interchange. Network Rail has responsibility for some 482 sets of points between Waterloo and Berrylands / Wokingham, some of which are moved 40,000 times a year. The network serves more than 200 stations and has more than 600 miles of electrified track as well as 1,750 signals. The route is managed on a day-to-day basis through a joint 24-hour integrated control centre at London Waterloo station, staffed by South West Trains and Network Rail operations teams.

The new action plan has been developed following detailed work and feedback at South West Trains and Network Rail. It will focus on:

- more preventative track and signalling maintenance, with improved access for engineers
- better prioritisation of infrastructure work
- strengthened arrangements at London Waterloo to help run more trains during times of disruption
- better reporting of train and infrastructure faults
- faster service recovery after fatalities and cable theft incidents
- training for volunteer managers to provide extra assistance when required
- extra shift support for the integrated control centre
- investment in new station radios at London Waterloo
- more customer information screens at key stations
- better customer information, including alternative route plans to help passengers plan their journeys during disruption

The plan will build on measures already underway to improve journeys for passengers. South West Trains has already launched a dedicated Twitter-feed, personalised email travel alerts and a new mobile website to help customers to access information on the move. Network Rail has also started a series of infrastructure improvements, including the replacement of 100 pieces of track at Clapham Junction. In addition, it checks hundreds of points every morning on the critical lines between London Waterloo and Clapham Junction, and has invested millions of pounds in technology to remotely check the condition of track and signalling.

Tim Shoveller, Managing Director for South West Trains, said: "Running one of the busiest and most complex commuter rail networks in Europe is a challenge for us and Network Rail. The volume of passengers using our rail network continues to grow, and just like the road network, it is particularly difficult when problems happen at busy times and at congested interchanges. "But our customers rightly expect a reliable train service and we understand their frustration. When disruption happens, they deserve clear information and a quick response to get trains running normally. We are sorry we have let our passengers down recently. We are absolutely determined to work closely with Network Rail to restore their trust and our normal high levels of service."

Richard O'Brien, Network Rail's route managing director for Wessex, said: "In recent months South West Trains passengers have not had the high levels of service and punctuality they have been used to for which we apologise. "There is no single cause of the problems which have affected passenger journeys recently and unfortunately a number of them have occurred between Clapham Junction and Waterloo, which is the busiest part of the route and causes the most disruption. The new plan we have developed with South West Trains will make it easier for our engineers to access the railway to try and prevent infrastructure failures before they cause delays and help us respond better to incidents, both those in and those out of our control, such as fatalities and cable thefts."

PASSENGERS SET TO BENEFIT FROM NEW NETWORK RAIL / TRAIN OPERATOR ALLIANCES

Network Rail has plans to form alliances with at least half a dozen train operators as it looks to work more closely with operators and deliver passenger benefits more quickly. Streamlined decision making and the delivery of a more passenger focused operation at lower cost are at the core of the move.

Alliance framework agreements have so far been made, or about to be made with:

Abellio Greater Anglia
c2c
ScotRail
Northern
Southeastern

Discussions continue with all other operators on how we can work more closely together and these may lead to further alliance agreements. Network Rail is also discussing the opportunity for further alliancing as part of refranchising.

A potentially different kind of alliance, called a ‘deep’ alliance, is being developed involving the Wessex route (one of Network Rail’s devolved operational regions) and South West Trains. This may see the establishment of a single, senior joint management team formed to look after both train and track on the Wessex route operating out of Waterloo - a much more integrated way of working. This potential alliance is being discussed with government, the Office of Rail Regulation, employees and other operators.

David Higgins, chief executive, Network Rail, said: “Working more closely with the train operators, with decision making devolved to the front-line and better aligned incentives, will, I believe, bring substantial benefits. The alliances will deliver a better service for passengers and freight users and at lower overall cost to the taxpayer.”

Key principles of the alliances have been agreed, but discussions continue to identify and develop tangible changes that can be made to deliver a better service. Final proposals may also be subject to approval by governments and regulators.

These alliances form part of the substantial changes underway within the rail industry as Network Rail pushes decision making and accountability from its headquarters to its 10 geographic operating regions and encourages much closer collaboration with train operators to speed up improvements for passengers and freight users alike.

It is fundamental that both parties in any alliance retain their existing accountabilities and Network Rail will remain focused on delivering its obligations to all parties, protecting the interest of all customers whilst maintaining the seamless operation of the whole network.

The alliances will be discrete individual agreements with each operator but all the agreements have some common features including:

- Network Rail and the operator will remain separate entities
- Employees will continue to have the same employer (with their current terms and conditions)
- Each company continues to be ultimately accountable for their own areas of responsibility
- The interests of other passenger rail companies and freight operators are protected

The agreements in place commit the companies to working together and to work up specified projects where there is an opportunity for more integrated working and an opportunity to improve the service to passengers or reduce cost. The alliances may look at how stations can be better managed to provide a better service to passengers, how engineering work can be better planned or how improvements to train punctuality can be delivered.

David Higgins concluded: “Demand for our railway continues to grow and we need to work smarter with our rail industry partners if we are to continue with the improvements we have made to services over the last decade. Maintaining high levels of performance on an ever congested network, while investing billions of pounds and cutting costs, is a major challenge for all of us, a challenge that alliances will help to tackle.”

Ruud Haket, managing director of the soon to operate Greater Anglia franchise said: “We welcome the closer working relationships with Network Rail. Greater Anglia has committed to improving customer service and transparency in operational performance. A key part of service delivery will be the provision of operational information for staff and customers to help them make decisions during times of disruption.”

Dean Finch, chief executive officer, National Express Group said: “In developing this alliance with Network Rail, through our industry-leading train operator c2c, National Express is demonstrating its commitment to be at the forefront of industry efforts to deliver cost savings. The new alliance will also help us to build upon our industry leading performance and deliver further service improvements for our passengers in East London and South Essex.”

Ian Bevan, managing director, Northern Rail said: “We have worked closely with Network Rail since the start of our franchise in 2004 to deliver a better service for our passengers. Our partnership approach has been integral to the improvements we have achieved so far. The reopening of Allerton maintenance depot on Merseyside, to help cater for our recently enhanced fleet, is a prime example of this.”

“We operate 2500 services every day with a network spanning three Network Rail routes and interfacing with 11 other train operators. This presents its own unique challenges when considering the context in which an alliance will work. However, our successful partnership to date meant we were keen to develop this. We began discussing an alliance with Network Rail in early 2011 to establish a more formal context to make real progress with the industry’s strategic agenda, driving down costs while improving services for passengers.”

Steve Montgomery, managing director of ScotRail, said: “The comprehensive restructuring of Network Rail which has devolved power to the Scottish level will allow more efficient and effective management through a closer working relationship between ScotRail and network infrastructure operator. We believe long-term cost savings for the industry and government can be achieved and eagerly anticipate playing our part in delivering that goal.”

Tim Shoveller, managing director of South West Trains, said: “We operate one of the busiest commuter rail networks in Europe and we have a real opportunity to build on the close partnership working we already have in place with Network Rail. Our joint proposals for a ‘deep alliance’ have the potential to deliver a better service for our passengers, ensure faster and more customer-focused decisions, give better value for money to taxpayers and create a more efficient railway for the long-term.”

Charles Horton, managing director Southeastern said: “We have always had a close working relationship with Network Rail and have developed innovative projects together in the past, such as installing anti-ice tanks on passenger trains and setting up an integrated control room.

“This new alliance is the next logical step and will serve to formalise our existing close relationship. It will help us continue to improve the railways performance for passengers and help drive efficiencies across Southeastern and Network Rail.”

Britain to have new national high-speed rail network

Britain will have a national high speed rail network providing vital new capacity and faster journeys across the country from 2026, Transport Secretary Justine Greening has announced.

HS2 will be a Y-shaped rail network with stations in London, Birmingham, Leeds, Manchester, Sheffield and the East Midlands linked by high speed trains conveying up to 26,000 people each hour at speeds of up to 250mph.

High speed trains will also connect seamlessly with the existing West Coast and East Coast main lines to serve passengers beyond the HS2 network in Edinburgh, Glasgow, Newcastle, Durham, York, Darlington, Liverpool, Preston, Wigan and Lancaster.

It will be built in two phases. The first will see construction of a new 140 mile line between London and Birmingham by 2026, the detailed route of which has been published. The second phase will see lines built from Birmingham to Leeds and Manchester by 2033. A formal consultation on second phase routes will begin in early 2014 with a final route chosen by the end of 2014.

The first phase of HS2 will include a connection to Europe via the Channel Tunnel. On completion of HS2 the network will include a direct link to Heathrow Airport.

Key points:

- HS2 will increase dramatically passenger capacity along the key transport corridors of Britain with up to 26,000 extra passenger seats running each hour that will relieve congestion on existing intercity routes as well as roads and air routes.
- HS2 will mean very substantial time savings between Britain’s cities, reducing a Birmingham to Leeds journey from 2 hours to just 57 minutes and a Manchester to London journey from 2 hours 8 minutes to only 1 hour 8 minutes. Birmingham to London journeys will be almost halved from 1 hour 24 minutes to 45 minutes, 4 minutes less than the fastest 49 minute service featured in the consultation.
- Even cities and towns off the HS2 network – like Edinburgh, Glasgow, Liverpool, Preston, Wigan, Lancaster, Newcastle, Darlington, York and Durham – will be served by high speed trains able to use both HS2 and existing intercity lines seamlessly to save up to an hour on journeys to London. HS2 will effectively act as a rail “motorway” network offering greater capacity and speed while not restricting train services to stations on the HS2 network.
- There are no credible alternatives to a new railway line. Network Rail has judged that alternative packages of rail upgrades and improvement on existing lines are no substitute to the long-term and sustainable capacity increase that HS2 provides.
- A high speed line will deliver £6.2bn more of economic benefits than a line running at conventional speed – and around £3.5 more revenues – at a cost of only £3bn more than building a conventional speed equivalent. HS2 will cost a total of £32.7bn.
- The benefit cost ratio (including wider economic benefits) for HS2 is £1.80-2.50 benefits for every £1 spent on the cost of the project. The BCR has been revised downwards slightly due to the current economic climate but remains convincing.
- A commitment to reducing the effects of HS2 will see 79 miles of the 140-mile line between London and Birmingham running in tunnels or cuttings. The 22.5 miles in tunnel announced today is a 55% increase in the amount of tunnelling in the consultation route.
- HS2 runs through 13 miles of the Chilterns Area of Outstanding Natural Beauty (AONB) but fresh mitigation measures announced today mean that less than two miles will be at or above surface level.
- HS2 will benefit rail, road and air users. It will free up capacity on existing rail routes for more commuter, regional and freight services. It will take an estimated 9m journeys off the road network and cut up to 4.5m air journeys each year.
- HS2 trains will be up to 400 metres long with 1,100 seats, travelling at speeds of up to 250mph. Double decker trains could be introduced to run on the HS2 network and would be compatible with HS1 and the Channel Tunnel. Services using HS2 and existing rail lines will use standard-size non-double decker high speed trains.

Transport Secretary Justine Greening said:

“A new high speed rail network will provide Britain with the additional train seats, connections and speed to stay ahead of the congestion challenge and help create jobs, growth and prosperity for the entire country.

“HS2 will link some of our greatest cities – and high speed trains will connect with our existing railway lines to provide seamless journeys to destinations far beyond it. This is a truly British network that will serve far more than the cities directly on the line.

“HS2 will deliver up to 26,000 more seats for rail passengers each hour and journey times slashed by as much as half. By attracting passengers off existing rail lines, roads and domestic air services, its benefits will be felt far beyond the network. No amount of tinkering with our Victorian rail infrastructure will deliver this leap in capacity.

“It is not a decision that I have taken lightly or without great consideration of the impact on those who are affected by the route from London to Birmingham. I took more time to make this decision in order to find additional mitigation which now means more than half the entire 140-mile line will be out of sight in tunnels or cuttings. I am certain this strikes the right balance between the reasonable concerns of people living on or near the line, who will be offered a generous compensation package, and the need to keep Britain moving.

“More than a century ago the Victorians built railways that continue to serve us to this day and just over 50 years ago the post-war generation chose to invest in motorways, bringing higher road capacity and faster journeys to millions. Both transformed the economic and social fabric of this country: HS2 is our generation’s investment in Britain and our children.”

- Confirmation that the new network will be built follows one of the largest public consultation exercises ever undertaken, which set out both a high level plan for a complete network and a detailed route for a first phase from London to Birmingham. Today, Transport Secretary Justine Greening has unveiled a package of alterations to the proposed London to Birmingham route to help ensure the lowest possible impacts on local communities and the environment. These include:
- A longer, continuous tunnel from Little Missenden to the M25 through the Chilterns
 - A new 2.75 mile (4.4 km) bored tunnel along the Northolt Corridor to avoid major works to the Chilterns Line and impacts on local communities in the Ruislip area.
 - A longer green tunnel past Chipping Warden and Aston Le Walls, and to curve the route to avoid a cluster of important heritage sites around Edgcote
 - A longer green tunnel to reduce impacts around Wendover, and an extension to the green tunnel at South Heath.

The net result of the changes means that:

- around 22.5 miles of the route will be completely enclosed in tunnel or green tunnel – compared to 14.5 miles for the consultation route;
- around 56.5 miles will be in cutting – significantly reducing the visual and noise impact of the line;
- around 40 miles will be on viaduct or embankment – around 10 miles less than the consultation route.

There will be significant improvements for those living near the route, specifically:

- Fewer than five properties will experience high levels of noise
- Only 60 dwellings will experience noise levels sufficiently high to qualify for statutory noise insulation, compared to 150 for the consultation route – a reduction of over 50%
- The number of properties that would experience a noticeable increase in noise would be reduced by a third, from 4,700 to around 3,100
- There will be four fewer residential demolitions than the route that went for consultation and there would be far fewer dwellings at risk of land take – reducing from 342 to 172

The network will be built in two phases with the line from London to Birmingham expected to open in 2026 with the onward legs to Manchester and Leeds opening in 2032-33. The Government estimates the cost of the complete ‘Y’ shaped network at £32bn and expects it to generate benefits of £47bn and fare revenues of up to £34 billion over a 60-year period.

- The Department is writing to all those whose homes may be affected by the new railway and has also announced a new package of measures to help those affected by the scheme. These include:
- The introduction of a streamlined purchase scheme to simplify the statutory blight process for property owners
 - A sale and rent back scheme to give homeowners in the safeguarded areas more flexibility
 - The introduction of a streamlined small claims scheme for construction damage which will allow individuals and businesses who are entitled to compensation under existing law to claim it more quickly and simply
 - A Package of measures to reinforce confidence in properties above tunnels
 - A refreshed hardship scheme

SOUTH WALES COAL TRADE GETS GREEN WITH TRAINS

An eight-miles long disused freight line at Cwmgrach has been brought back into use to enable coal produced by Unity Mine to be transported by freight trains to Aberthaw. This successful initiative owes to a collaboration between Network Rail and DB Schenker Rail.

The new rail freight services will help remove over 49 lorries per day from already congested roads in the country, whilst significantly cutting carbon footprints. The freight train, which is operated by DB Schenker, will haul 21 wagons with 70 tonnes of coal on each wagon and will be moved three times a week from the siding in Cwmgrach to Aberthaw. Mark Langman, route managing director from Network Rail Wales said: "Wales relies on rail and the value of rail freight is considerable. For businesses, rail freight can offer a cheaper, quicker and more practical alternative to moving goods by road."

"Almost £700m of social and environment benefits each year can be attributed to freight traffic on Britain's railways. For instance, around 80,000 tonnes of waste from Bristol are removed by rail annually."

"Without the railway, the anticipated growth in freight traffic over the next 30 years would mean an extra 1.5m lorry journeys on Britain's roads each year. Each freight train can take up to 60 lorries off the roads and by shifting traffic from already congested roads to rail will bring greater future benefits."

MORE RAIL APPRENTICES WANTED IN WALES

The railway in Wales needs more skilled engineers to support its continuing growth, says Network Rail Wales as it announces its latest advanced apprenticeship scheme for 2012.

Network Rail Wales is looking to increase its intake of apprentices, particularly to be trained in electrical engineering skills, in order to be ready for the forthcoming electrification of parts of the railway in south Wales. The company will also be actively promoting its apprenticeship scheme outside the major cities in a bid to encourage more applicants from rural areas.

Mark Langman, route managing director at Network Rail, said: "The railway in Wales is growing and we have big plans, including the £200m re-signalling and enhancement project in Cardiff and main line electrification. We need talented and ambitious young people to join us and be part of a 1,300 strong team in Wales helping millions of people get to their destinations safely and reliably. "We have six depots across Wales generating potential employment opportunities to prospective applicants from across the region, including those from rural areas. Beyond their apprenticeships, employees have the opportunity to undertake a higher national certificate, a foundation degree and then a full degree in engineering. They can earn while they learn and go as far as their aptitude, attitude and ambition can take them." Applications officially opened on Monday 6 February, when the company launches a new Facebook page - www.facebook.com/ontrack - with videos, profiles and content run by current apprentices who can respond directly to any enquiries and showcase the opportunities on offer.

The apprentices will spend a year training alongside the Royal Navy at Europe's largest engineering training facility at HMS Sultan in Hampshire. Here they will learn both the technical skills required to work on the railway and develop leadership and teamwork behaviours, which will make them more effective in their roles.

During that training, there could also be opportunities to work on site for a week to gain practical experience. Since last year, Network Rail has been partnering with the Ffestiniog & Welsh Highland Railways to assist with renewing the infrastructure on the heritage railway by providing its first year track apprentices over a period of five weeks. They will then continue their training for two further years on-the-job at depots across Wales before returning to HMS Sultan for additional courses. Adam Sargeant, a second year Network Rail electrification and plant apprentice from Newport, said: "I applied to Network Rail to seek a career in electrical engineering. I researched the scheme and it ticked all the right boxes offering me the opportunity to be involved in developing Britain's railways. With so much investment and vision for the railways there was no better time to apply."

STATION TRANSFORMATION GETS GO-AHEAD



Network Rail has been given the all clear by Cheshire West & Chester council to completely refurbish the former station master's house at Frodsham, which dates back to 1850.

Having been given listed building consent, the rail company has appointed Spence Refit Ltd to carry out the work which has to be done in keeping with the heritage of the Grade II listed building.

Network Rail building surveyor Chris Dawson explained: "The listing describes the building as having such things as 'Flemish bond brown brick' and 'rusticated rock-faced quoins' among a number of other features. It concludes by calling it 'a substantial, little altered and relatively little damaged mid 19th century main station building'. Consequently, all the work that we carry out has to be sympathetic to the original design."

In effect, the building will be brand new inside because all the structural timbers affected by rot will be replaced, as will the concrete and wooden ground and first floors and the stairs linking them.

The Welsh slate roof will be removed to renew the underlay and insulation before it is put back and the chimney stacks will be re-pointed using a traditional lime mortar.

External doors and windows will be renewed on a like-for-like basis to match the Victorian originals using materials agreed with the local conservation officer.

Finally, all the external masonry will be cleaned and repaired with isolated patch re-pointing, again using lime mortar.

Work on the £400,000 project is expected to be finished by the end of May and won't have any effect on the running of train services from the station.

While the work is being carried out, Network Rail will market the building with the aim of finding a tenant. Possible future uses could include office accommodation, a restaurant and/or bar – subject to planning consent and licensing – art studios/workshops or some form of community use.

New West Coast rail franchise to deliver 28,000 more seats

Passengers travelling between London, Birmingham, Manchester and Glasgow are set to benefit from an extra 28,000 seats a day under a new flexible franchise agreement which will allow more services to be scheduled around busy periods.

In addition, a long franchise of up to 15 years for the West Coast Main Line will encourage the new operator to invest in improvements at stations and help drive down excessive costs. Other benefits for passengers will include the introduction of smart ticketing technology, Rail Minister Theresa Villiers said in January as she launched the Invitation to Tender.

Theresa Villiers said: "Passengers will welcome the 28,000 additional seats this new franchise will deliver everyday on what is becoming one of the UK's busiest rail lines. A longer, more flexible franchise will encourage private sector investment, for example in improving stations. It will also promote greater efficiency to enable improvements to be made whilst driving down costs.

"The introduction of new requirements on passenger satisfaction will mean the operator has to focus strongly on the issues that matter most to passengers; and the roll out of smart ticketing will provide many more passengers with greater convenience and the sort of advantages already enjoyed in the capital."

The new franchise will run from December 2012 to March 2026, with an option for the Department to extend for up to 20 months.

A total of 106 new 'Pendolino' carriages are being added to the West Coast route, enabling four new train sets to be introduced and 31 existing trains to be lengthened from nine to 11 carriages.

A new flexible franchise agreement gives bidders the flexibility to vary timetables on individual days of the week to cater for changes in demand, enabling the future operator to provide better services for passengers, whilst protecting existing services by specifying a minimum number of stops at each station.

RAIL FUNDING TO SUPPORT REGENERATION OF WAKEFIELD KIRKGATE CONFIRMED

The transformation of Wakefield Kirkgate station is a significant step closer after Network Rail successfully secured more than £1.5m of new industry funding. Ambitious plans to transform the listed station building have been drawn up by Groundwork Wakefield with support from Network Rail, Northern Rail, West Yorkshire PTE (Metro), Wakefield council and Railway Heritage Trust. It is this scheme which has been awarded £1.039m from the Station Commercial Project Facility fund (SCPF). This funding has been supplemented by £0.5m directly from Network Rail.

Phil Verster, route managing director at Network Rail, said: "This is excellent news for Wakefield. Kirkgate is a station in need of improvement and we have already completed improvements to CCTV, subway and entrance lobby with more work scheduled this year on the canopies and to remove the spine wall. "However the listed station buildings have been empty for many years and are in need of attention. This funding announcement is the result of many months hard work by the rail partners to find a solution which benefits both passengers and the community. We will continue to work with all of the partners to support the scheme."

Speaking about the SCPF, rail minister Norman Baker MP added: "The work at Kirkgate is much overdue and I'm pleased that the rail industry has come together and made this project a reality. Better and more attractive stations are vital if we are to encourage more people to travel by rail and I'm sure this will be warmly welcomed by local people."

Ken Taylor, executive director for Groundwork Wakefield, said: "The funding confirmation is excellent news for all those involved so far in the redevelopment of the Station. Groundwork, along with partners, is committed to bringing the station back to its former glory and it will be a catalyst for the regeneration of the entire Kirkgate area." "Not only will the redevelopment provide a safe and welcoming gateway to the city, it will provide facilities for local communities, enterprises to grow in and foster a sense of community pride into the area."

Drew Haley, client and stakeholder manager for Northern Rail, comments: "The confirmation of this latest funding is fantastic news for our customers through Wakefield Kirkgate, and is a great example of a successful partnership between all those involved in the regeneration of this station."

"Metro welcomes this funding, complementing the £250,000 we have committed to the scheme," added Metro chairman Cllr James Lewis. "We are working with Wakefield Council to make the station and surrounding environment much better for passengers as it becomes a more important gateway to the City Centre and the Hepworth Gallery."

NEW LIFT BRIDGE TO IMPROVE ACCESS TO BOTH PLATFORMS AT MACHYNLLETH

The Cambrian Railways Partnership has welcomed the announcement that Machynlleth Railway Station will be getting a specialised lift-bridge to allow easier access to both platforms for those with mobility issues. Currently, passengers who are unable to use stairs to access platform 2 from the station's ticket office are required to exit the station premises, and return to the site from an alternative route along a narrow pavement and up an inclined path to the platform.

Rhydian Mason of the Cambrian Railways Partnership has welcomed the announcement, stating that when it comes into being, the new lift-bridge will allow all passengers to access both platforms, ticket office, café and waiting room from the main station entrance.

"There have been calls for an improvement in access to the station's second platform for many years, and whilst the existing passenger bridge is more than adequate for the able bodied, for those with mobility issues it poses a problem. We are very pleased that the Welsh Government has seen fit to address this issue with a purpose made solution. "Machynlleth is seen very much as a transport hub to the area, and is a main link point to both the Cambrian main line and the Cambrian coast line, and as such a high proportion of tourist and visitors use the lines each year."

Councillor Mansel Williams said that he was also pleased to hear of the announcement and that he was particularly grateful to all who worked towards making this possible: "This new bridge and lift is greatly welcome and will make a huge difference for access at this busy interchange, particularly for elderly people and for those passengers with special mobility needs." Local councillor Trevor Roberts from Barmouth was also pleased to hear of the announcement: "I am absolutely delighted with the announcement by the DfT of the £1 million towards the access project at Machynlleth Station. My thanks to Welsh Government Officials, ATW, Network Rail, TraCC Officers and the Meirionnydd Access Group who had originally requested to kick start the long process of seeing a successful conclusion to this subject.

This is not the first time that the Cambrian Lines have featured in improved mobility projects. The 'Harrington Hump' at Aberdyfi is another such example which was part developed there and is used across the UK as a cost effective and reliable adaptation allowing station platform heights to be raised to reduce the 'step' between platform and carriage. A fleet of refurbished 158 class carriages are now also operational on the line with many aesthetic and technical improvements for passengers. "Indeed, the Cambrian lines have many new developments that have been implemented by a number of groups – projects such as the Borth Station Adoptee group heritage centre and the Harlech Adoptee group station enhancements are both projects which have seen the train operator, the railway partnership and volunteers work closely in partnership with each other for the benefit of all rail users. "The partnership has also produced a wide range of publications from window gazers, on-train safaris, golfing and real-ale trails, station to station walks and other initiatives designed to give tourists, visitors and locals further ideas and reasons to travel sustainably by rail," added Rhydian.

GB Railfreight and Drax unveil The Eco Express

GB Railfreight (GBRf) and Drax Power Limited (Drax) have celebrated their partnership in delivering renewable energy with the unveiling of a special locomotive at the National Railway Museum in York on Wednesday 18th January.

The Eco Express has been named to reflect the efficient movement of renewable and sustainable biomass material from the Port of Tyne in South Shields to Drax Power Station, near Selby.

The name was chosen by Sophie English, aged nine, winner of a children's competition at the Great Yorkshire Show. She was guest of honour to unveil the class 66 locomotive, No. 66 734, with John Smith, managing director of GB Railfreight and Drax chief executive Dorothy Thompson.

Sophie explained that she came up with the name because she liked the sound of eco for environment and express for train, hence The Eco Express

John Smith said: "I am very pleased to name this locomotive The Eco Express and congratulate Sophie on her competition win. This naming further underlines our partnership with Drax."

Dorothy Thompson added: "Our partnership with GBRf and the naming of this locomotive by Sophie English today demonstrates our joint commitment to strong, efficient rail links and a low carbon future."

A year since freight trials began GBRf currently moves 500,000 tonnes of biomass fuel from the Port of Tyne to Drax, where it is burnt to produce low carbon, cost effective, reliable and flexible electricity.

GBRf's ground-breaking biomass business helped the company pick up the top prize for Freight and Logistics Achievement at the National Rail Awards 2011.

Drax Power Station is now the largest single source of renewable power in the UK. Its co-firing facility, the biggest in the world, already gives the power station the capability to produce 12.5% of its power output from renewable sources and reduce emissions of carbon dioxide by over 2.5 million tonnes a year, but with an appropriate level of regulatory support, not only would this capability be used to the full, but Drax would be able to transform itself, over time, into a predominantly renewable generator. On its way to making deliveries to Drax, The Eco Express will pass by the National Railway Museum as does Drax Power Station, another locomotive previously named by GBRf.

Virgin Trains' Cheshire stations are the best

Virgin Trains has scooped two top awards in the annual Cheshire Best Station awards, held on 18th January 2012.

Both Crewe station (for the fourth year running) and Runcorn station (third year running) won awards this year.

Crewe (Principal Stations Award)

John Hulme, Organiser of Cheshire Best Kept Station, said: "Our Principal Stations Award celebrates Cheshire's larger railway stations which we know are a challenge to upkeep especially if that station is used by over three million

passengers a year. New Station Manager, Sheila Breeze, has certainly stood up to that challenge and it is obvious that Virgin's elite customer training, matched with a manager that has worked up through the ranks of the company, has played a large part in the success of the station. All this has certainly led to Sheila and her team at Crewe understanding passengers' needs and requirements."

Sheila Breeze, Virgin Trains' Station Manager for Crewe, began her railway career at the station in 1998. Sheila said: "I am delighted that the hard work and enthusiasm of the Virgin Trains' staff at Crewe have been recognised. We have a great team here and it has been a pleasure to lead them since I became Station Manager a year ago."

Runcorn (Best Staffed Station Award)

John Hulme said: "Our Best Staffed Station Award is for the staffed station that provides its customers with the best customer experience. Keith Millard and his staff at Runcorn Station should be congratulated on the impeccable service that this busy customer friendly station provides its passengers. Once again, it is clear than Virgin's investment in its people shines through in the reports we receive from the travelling public."

Keith Millard, Virgin Trains' Station Manager for Runcorn, said: "This award is an accolade for my team who pride themselves on providing excellent customer service, which they deliver consistently day in, day out. I am very proud to be part of the team at Runcorn as Station Manager."

Photos: Crewe (Principal Stations Award): Sheila Breeze, Station Manager, Crewe (left); David Roberts - Special Guest and Retired Managing Director, Roberts Bakery.

Runcorn (Best Staffed Station Award), left to right: David Roberts - Special Guest and Retired Managing Director, Roberts Bakery; Keith Millard - Station Manager, Runcorn; Cllr Keith Morley - Mayor, Halton Borough Council.



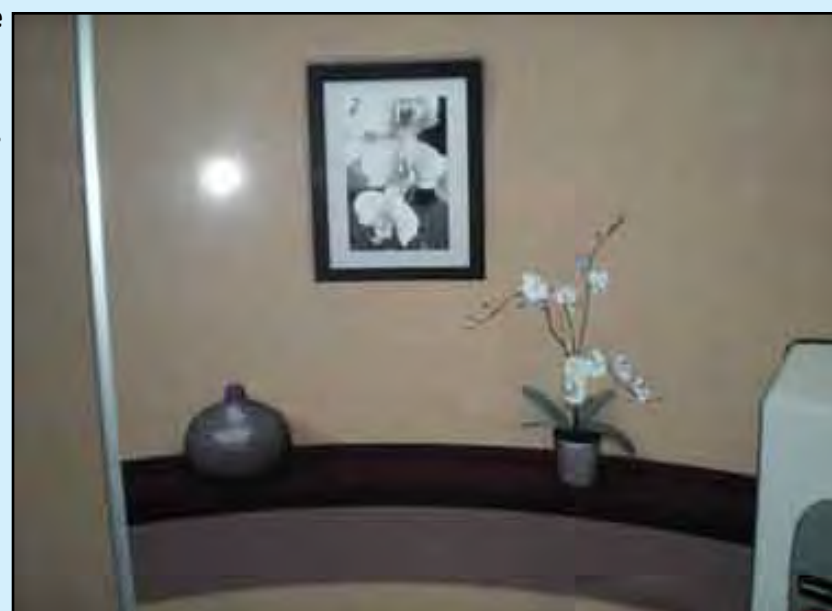
ScotRail launches '3D' graphics trial in train toilets

ScotRail is trialling the use of '3D' graphics to brighten the look of train toilets. The walls are being covered with laminated images featuring designs using a 'deceive the eye' technique to give the impression of being in 3D.

They have been introduced on a train serving key cities including Aberdeen, Edinburgh, Glasgow and Inverness. The pilot programme will be rolled out on 16 Class 170 trains. A ScotRail spokesman said: "Although latest National Passenger Surveys show that customer ratings for our train toilets are five percentage points higher than the UK average, we accept there is more work to be done. "We are determined to further improve and brighten the overall environment of our train toilets as well as ensure that faults are rectified quickly."

He added: "A pilot programme is being rolled out on the 32 toilets in 16 of our Class 170 trains.

"If further expanded, it is likely that we will include other designs throughout the toilet areas to enhance their overall appearance." The '3D' wall covering is thought to be a first-ever in the UK rail industry, but has been used successfully abroad.



Virgin Trains is best in class again

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

The rail watchdog Passenger Focus carries out large-scale independent research across the industry twice a year. For the fifth successive survey, Virgin Trains was ranked top of long-distance franchised operators, with 89% of passengers 'satisfied' or 'very satisfied' with the overall service they received.

Virgin Trains leads the franchised long-distance operators in many categories - out of 33 categories judged by customers, Virgin Trains is ahead of its sector average in 27.

Virgin Trains significantly outscores average scores of long-distance operators in the following areas - frequency of trains; value for money; train cleanliness; ease of getting on/off trains; dealing with delays; and connections with other forms of public transport. In addition, customers have given a massive thumbs-up to a major investment programme in car parks, in partnership with the Department for Transport and Network Rail, with a 13 percentage point increase in satisfaction with car parking facilities

Virgin Trains' Chief Executive Officer, Tony Collins said: "We recently achieved record numbers of customers, with more than 30 million people travelling with us last year, double the number of six years ago. But the key to retaining those customers - and attracting more - is making sure they are satisfied. These figures show that we continue to lead in most areas of our business, by focussing on customer service and offering a service that is second to none among the long-distance franchise operators.

"However, we are certainly not complacent and there is still work to do to improve some scores. Satisfaction about punctuality has dipped, following a series of infrastructure problems during the summer and autumn and we have made clear to Network Rail that these need improvement."

The Office of Rail Regulation has issued Network Rail an enforcement notice to bring improvements in punctuality on long-distance services, including on Virgin Trains' services.

Three years of successful operation for East Midlands Parkway station

- East Midlands Trains celebrates station's third birthday
- Record numbers of passengers using the station in the last year
- Continuing £10m investment to improve stations across the network

East Midlands Parkway station celebrated its third birthday in January, and East Midlands Trains has announced a successful three years of operation, with record numbers of passengers using the station in the last year. Since 2009, the station's first year of operation, the number of passengers travelling from East Midlands Parkway has increased by almost 120%, increasing to around 450,000 journeys. East Midlands Trains offers a regular service from East Midlands Parkway to key cities including London, Derby, Leicester, Nottingham and Sheffield. The journey time to London is just 1 hour and 35 minutes, making it an attractive option for business and leisure travellers.

Marc Turley, Head of Commercial for East Midlands Trains, said: "Since the opening of East Midlands Parkway in January 2009, we've seen the number of passengers using the station steadily growing as more and more people become aware of its convenient location, easy parking and fast links to London. "With regular services to key cities such as London, Derby, Leicester, Nottingham and Sheffield, we hope that even more passengers will give East Midlands Parkway a try for a greener, smarter travel experience."

East Midlands Trains – part of Stagecoach Group - has been the most punctual long distance train operator in the UK for over three years. Customer satisfaction is higher than the UK national average, with the most recent independent National Passenger Survey published on 26 January, showing that 87% of passengers are satisfied with their train service. Overall satisfaction with stations also scored favourably amongst passengers, with 82% of passenger saying they were satisfied with East Midlands Trains stations, again higher than the UK average of 78%.

East Midlands Trains is continuing to invest to improve stations across its network through a £10 million investment programme which has delivered improvements such as better customer information, improved waiting facilities as well as more car parking and cycle spaces. East Midlands Parkway station is located 5 minutes from Junction 24 of the M1. Daily car parking is available for just £6.50 everyday, with room for 850 cars in the station's car park.

Freightliner Heavy Haul sign new deal with EDF Energy

Freightliner Heavy Haul Ltd and EDF Energy have confirmed that they have entered into a new rail haulage agreement for coal deliveries into EDF Energy's power stations at Cottam and West Burton.

The revised, long term deal gives EDF Energy increased capacity to meet its future requirements and builds upon the excellent service performance record and relationship that has developed over the last 10 years.

Jim Beynon, Head of Upstream Commercial Management, EDF Energy commented: "We have worked to develop this innovatively structured deal that gives us the flexibility, reliability and security that we need to meet our future coal haulage needs. Our rail requirements become increasingly challenging in the coming years and we are pleased that this deal gives us a sound basis to meet those challenges."



Martin Wilks, Director Coal & Deputy Managing Director, Freightliner Heavy Haul Ltd added: "Our relationship with EDF Energy is longstanding and we have worked well together over the years. We have always worked very closely with customers and industry partners and this new deal represents the continuation of the strong relationship that we share with EDF Energy, supplying haulage from UK mines and also imported coal from a number of ports."

London Midland's Great Escape

From 4th to 19th February London Midland customers can take advantage of 'Go-Anywhere' unlimited travel on any of London Midland's trains across the whole London Midland network.

For just £15 (£5 for children) customers can buy a day's unlimited off-peak travel. (Adults with railcards only pay £9.90). For an additional £10, customers can upgrade to first class.

The London Midland network stretches from Liverpool and Birmingham to London, with services running to destinations including Shrewsbury, Worcester, Hereford, Stratford-upon-Avon, Milton Keynes and Northampton.

From 23rd January simply download a special voucher from the London Midland website (or apply by phone on 08451 28 00 89). Vouchers can then be exchanged for a ticket at any of our station ticket offices.

To find out more information and download a voucher visit www.londonmidland.com/greatescape

HS2 COULD FREE UP SPACE FOR FASTER, MORE FREQUENT TRAINS ON BRITAIN'S BUSIEST RAIL LINE – NEW STUDY

Passengers on Britain's busiest rail route could benefit from faster, more frequent trains, less crowding and better connections if the first phase of the proposed high-speed rail line between London and Birmingham goes ahead as planned.

Those are the conclusions of a report published recently by Network Rail and Passenger Focus, which sets out the improved level of service passengers on the West Coast Main Line could experience thanks to the extra capacity and 125mph trains which would become available if long-distance services migrate to High Speed 2.

One of the biggest groups to benefit would be commuters travelling between Northampton, Milton Keynes, Watford Junction and London, where the worst overcrowding is forecast in the coming years as demand for rail continues to grow. Initial analysis suggests as many as twelve trains per hour could operate on this section of the route in the busiest peak hours.

Other key beneficiaries would be passengers travelling between the major towns and cities of the West Midlands and between London and destinations in the Trent Valley, as well as companies that rely on moving goods by rail freight. There are also likely to be opportunities to improve connectivity between the south end of the route and towns and cities further the north.

More than 5,000 current passengers and almost 1,000 potential new rail users were surveyed by Passenger Focus, highlighting the key priorities for the capacity which would be released if a new rail line such as HS2 is built.

Anthony Smith, Passenger Focus chief executive said, "Passengers know that with more people using the West Coast Main Line it is only a matter of time before capacity runs out. If a new line was to free up this much-needed route passengers, especially commuters, have signalled they want to be able to get seat as well as more direct services."

Passengers clearly stated first and foremost they want to be able get a seat. Direct services were also high up the list of priorities for both current passenger and non-users. In the additional comments section punctuality and reliability also featured.

Network Rail used these survey results to produce nine overarching goals or 'outputs' – such as shorter journey times between London and the Trent Valley or additional direct services between major towns and cities in the West Midlands – which could form the building blocks of a future WCML timetable.

Paul Plummer, Network Rail group strategy director, said: "The West Coast Main Line is Britain's busiest and most economically vital rail artery – but by 2024 it will be full, with no more space to accommodate the continued predicted growth in demand. HS2 would not only transform travel between our major cities, it is also the best way to solve the capacity crunch facing passengers and businesses on the West Coast Main Line.

"This joint study with Passenger Focus means we now know what commuters, business and leisure travellers and freight companies want from their railway, so we can work with our customers and government to help plan for a future West Coast Main Line which best meets the their needs and supports rather than stifles economic growth."

In the majority of cases Network Rail has concluded that the outputs identified in the study could be delivered when the proposed new line between London and Birmingham opens. The second stage of this study will develop a more detailed understanding of any trade-offs between outputs in order to provide the best overall level service on the West Coast Main Line in the future.



View from the Outside

This month Andy took me to Lille, France on the Eurostar and we stayed in a lovely hotel for the second time, we would definitely recommend it so feel free to give me an email for details! The Eurostar was quite quick and easy compared with when you think about the fact it takes two long hours on the train from say York to London, and to another country such as France it is only one hour. The complaint I must however address is the fact that the train people booked us sitting backwards for both York to London and London to France which makes me extremely sick, I wish they would stop doing this to me. Do they not understand people just can't cope with sitting backwards on a moving vehicle?! Get it sorted train people!

This month Andy also took me to Great Central where they charged us £5 just to get in to the car park yet had a sign on the street outside advertising the cafe to passers by, not mentioning that you have to pay a fiver just to use the cafe? Made no sense to us!

It was a very busy day with all the car parks full as it was their steam gala. People seem to enjoy steam trains. I made friends with a ladybird and that was my favourite part of the day, and the chip buttie I had along the way, oh and the hot chocolate on the way home.

I have another complaint everytime we go to Great Central in Quorn we always come home poorly. Not necessarily from the food but just by coincidence. Maybe it is the long drive there and back.

I feel very hungry now talking about Quorn,

Until next month, happy training.

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

megan.thomason@railtalkmagazine.co.uk

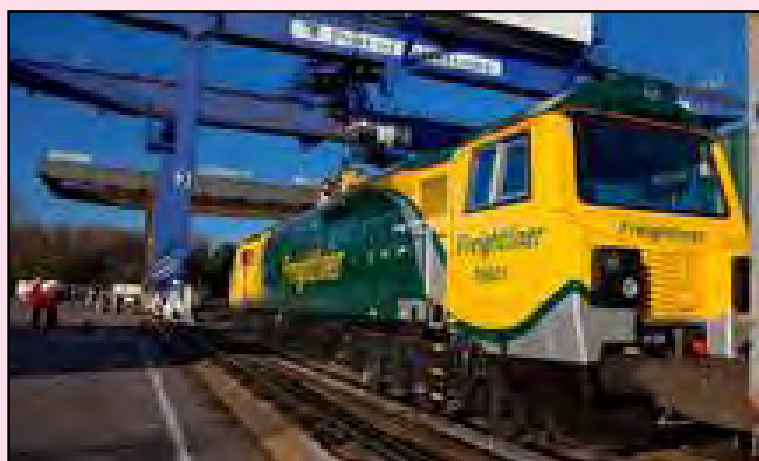
Freightliner Ltd and MSC (UK) renew contract

MSC one of the world's leading container shipping companies has renewed their contract with Freightliner Ltd, the UK's leading intermodal rail freight operator increasing railed container volumes to the North West.

The renewed contract is an expansion of the existing Freightliner/ MSC service, moving 30,000 container moves per annum. The increase in volumes will remove over 6,000 additional lorry journeys per year from the UK's congested road network.

This announcement follows the transfer of MSC's services at The Port of Felixstowe to the ports newly developed, state of the art berths 8 and 9.

Adam Cunliffe, Managing Director, Freightliner Limited said; "We are delighted to have renewed our North West service with MSC and look forward to further developing this key rail route from the Port of Felixstowe with MSC. The contract helps to support the additional capacity that MSC is providing through the new berth 8 and 9 at Felixstowe that are able to support the new generation 14,000 teu container ships. In addition, it is intended that the service will be hauled by Freightliner's new PowerHaul locomotives which uniquely combines, longer trains enabling increases in container volumes with reduced CO2 emissions."



Kelvin Wilden, Operations Director, MSC (UK) Ltd commented; "MSC (UK) Ltd is delighted to have renewed its North West contract with Freightliner that has proven to be so successful over the last five years. We have a long standing relationship with Freightliner supporting a number of services on a daily basis. Reliability and flexibility are a prerequisite of all our rail service providers and need to be proven before awarding any new contract. MSC is committed to supporting its rail product demonstrated by running some of the best utilised intermodal trains in and out of the Port of Felixstowe. Freightliner as an existing service provider remains well placed to help us maintain this commitment now and into the future."

First Hull Trains £5million modification programme

First Hull Trains has announced the beginning of a major mechanical and electrical modification and reliability improvement project on the company's fleet of trains.

Part of a £5million overhaul of the entire Class 180 fleet, all four of the company's trains, along with those of other train operating companies, will go through a comprehensive programme to enable us to offer an improvement to our reliability in the future.

Work will include improvements to the provision of on-board heating and air conditioning, the fitting of newly re-furnished bogies to improve ride quality and enhancements to ensure that electrical supplies are constantly maintained within the passenger areas of the train. Overall the programme involves 15 "mini-projects" on each train unit with the work taking approximately three weeks per train and the whole programme should be completed by early summer 2012.

The first train unit has already started the programme at Loughborough and to support the remaining fleet an alternative unit has been acquired to allow First Hull Trains to minimise delays and disruption and to help us continue to deliver an on-time service everyday.

It is the intention to use the additional train on a minimal basis as without facilities such as Wi-Fi and at seat electrical sockets we are unable to offer our full range of services and those that our regular customers would expect. As the train is not one of the recently refurbished First Hull Trains services, the interior seating and general environment along with the external livery will also look and feel different.

However, our exceptional customer service will still be provided by the company's onboard staff who will do everything possible to make sure that the journey experience is as good as ever. Our café bar will remain open with great meal deals and special offers to tempt passengers on their way, whilst those passengers travelling in First class will continue to enjoy complimentary food and refreshments served to their seat.

First Hull Trains' management team and staff would like to thank customers in advance for their patience while they continue to improve the trains so that they can provide an even better service in the future.

High Speed 2 approval secures rail freight growth

The Government's decision to approve the High Speed 2 rail route will guarantee additional capacity on the West Coast Main Line for rail freight services, DB Schenker Rail UK confirmed. Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "We welcome the Government's decision to approve the construction of the High Speed 2 rail route from London to Birmingham.

This investment will deliver wider benefits as it provides additional capacity for rail freight growth on the West Coast Main Line, the route of major consumption and production in the UK. This, combined with the continued investment in the Strategic Rail Freight Network, underlines the Government's commitment to develop rail infrastructure for rail freight to deliver modal shift from road."

Mr Thauvette continued: "In the long term we urge the Government to connect both the High Speed 1 and High Speed 2 rail routes in London. By linking both these lines together, a route for continental sized freight trains from northern England to mainland Europe would be created enhancing trading links for manufacturing companies based there."

During November 2011, DB Schenker Rail UK introduced continental sized freight trains from Poland to the UK using High Speed 1.

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.

I have to start with an apology this month, It seem that last months Nosh Report was a joint effort between both Colin Irwin and CJ Sutcliffe, sorry guys.

This month I've been out and about myself and whilst on a short trip recently I stumbled upon this place, but not literally!

It is the Woodfired Pizza Company who are located on 31 Smithfield Road, Shrewsbury, SY1 1OPW
Tel: 01743 344 344
Open from 12am until 11pm, 7 days a week.



The Woodfired Pizza Company is a medium to short walk from the railway station passing the bus station and if you need a landmark to aim for or if you are using a sat-nav or some other technological gadget search for the nearby Salopian pub as it is right next door, useful if you wish to have a pint whilst your pizza is being prepared, I also must mention this is not a review on the pizza establishment right opposite the railway station in Shrewsbury.

Opened only a couple of months ago and run by a fully qualified chef who uses a stone-based woodfired oven to bake the pizzas. The majority of the pizzas are 10 inches in size and priced at £9.99, however a few everyday healthier pizzas are priced around the £4.50 mark (*Mr. editor take note - but lack of salad with the pizza will cheer him up*)

They also offer a large slice of pizza for £2 ideal if you just want quick snack.

The difference in the taste of these pizzas is notable compared to conventionally baked pizzas. The only slight negative I have is the slightly high pricing and the lack of pizza sizes but in thinking as this is a new company they may in future offer this.

Drinks available are my personal favourite bottled water 'Pellegrino Sparkling Water', the regular Cokes and fresh pressed real fruit juices, I've never known a takeaway pizza establishment selling fruit juices.

A delivery service is available to people in Shrewsbury, will they deliver to the station?.

The takeaway restaurant is open from 12 until 11pm, and you can also telephone in advance for your order to be prepared, ready in time for when your train arrives. Also of note is the Salopian Bar (pictured below) next to it does not sell hot food or meals so this is a handy place if you wish to enjoy a pint of ale whilst visiting Shrewsbury.



Well I hope that you enjoyed that review and I certainly will be visiting there again when I'm in the area.

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
Stephen W Roberts

KING'S CROSS PUBLIC SQUARE PLANS GIVEN THE GO-AHEAD

Plans to create a new public space in front of King's Cross, which will form the final part of the redevelopment of the station, have been given the go-ahead by Camden council.

The design, by architects Stanton Williams, will reveal the Victorian Grade I listed station façade for the first time in 150 years. In place of the current 1970s concourse extension will be a 7,000m2 open space which will be 50% bigger than Leicester Square. The square will feature a Yorkstone and granite paving pattern with a new outdoor seating. An area suitable for large-scale art installations has also been identified. Following community consultation we overcame a number of constraints to increase the number of trees which will be planted.

Ian Fry, Network Rail's programme director at King's Cross said: "The station is at the heart of the regeneration of the King's Cross area and it is great news for passengers, businesses and the community that the plans have been approved to create a new, public open space as part of it. "The new public square and unveiled Grade I listed Lewis Cubbitt station façade will be the ideal complement to the new concourse, which opens in the spring, and together will help transform King's Cross station into a world-class public transport hub.



"We are grateful for the ongoing support we've received throughout the station redevelopment and will continue to work closely with our partners, the local authority and community to deliver the remaining work with the least possible disruption."

The decision to grant planning permission for the new space in front of King's Cross station marks the end of a four-year design programme, which involved more than 4,500 people being consulted on the plans. When completed, it is estimated that the square will be used by 140,000 people every day.

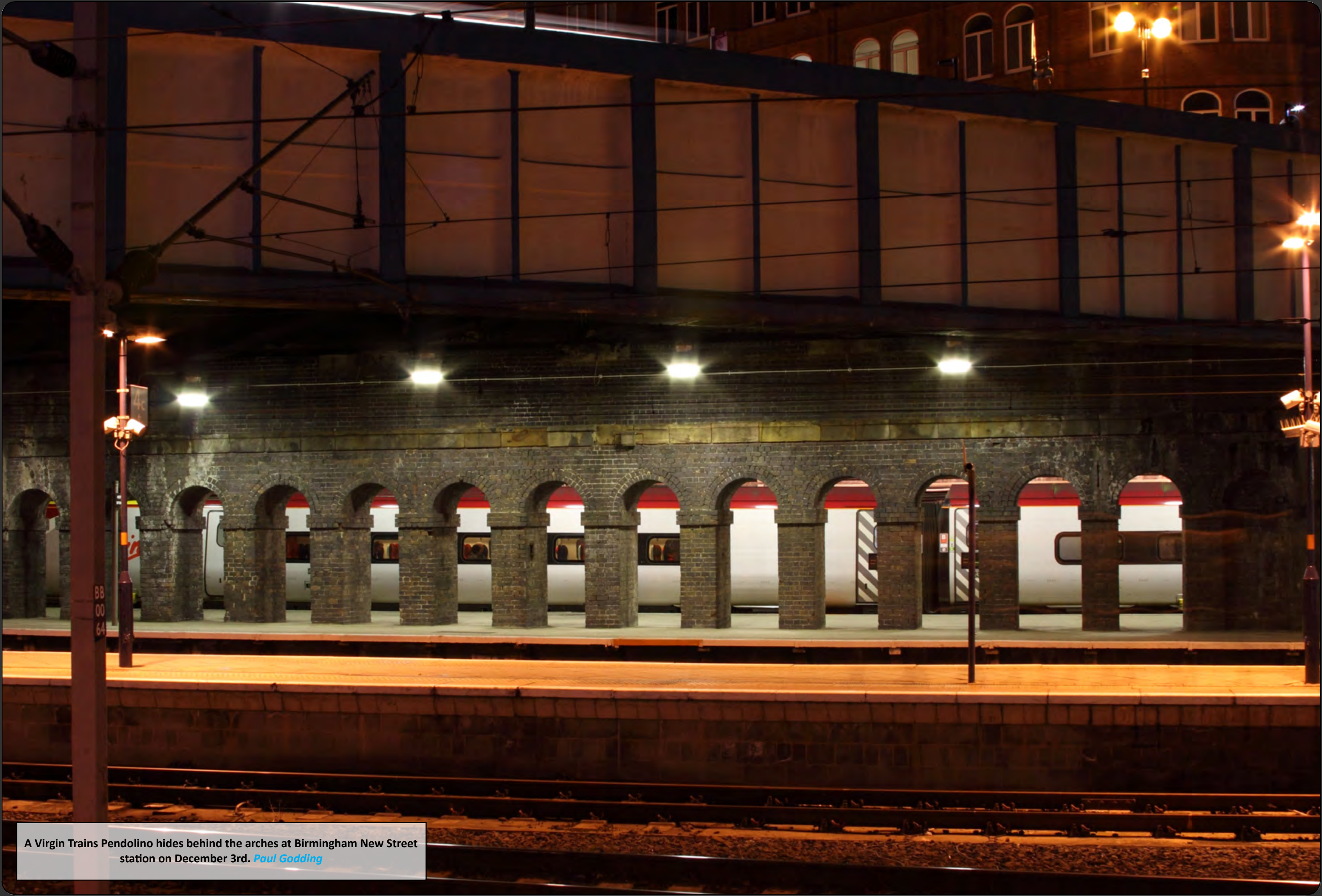
Although on the face of it the creation of an open public square would appear a simple task, there are a number of complex engineering challenges owing to its location. The square will sit directly above the London Underground ticket hall which limits the features which can be incorporated into the design. The site also sits above tunnels carrying the River Fleet – London's largest subterranean river – as well as other utilities and tube lines.

Alan Stanton of Stanton Williams said "Our design for the new Kings Cross Square will provide a new public space as a focal point at the heart of the wider Kings Cross development. The scheme takes into account all the complexities of the site, from its function as an arrivals area for the station, to the structures of the London Underground system. We welcome the planning consent so that the project can move forward."

Perfectly captured through the frost, diesel railbus No. M79964 speeds towards Haworth with an afternoon departure from Oxenhope, on the Keighley and Worth Valley Railway, January 15th. *Ben Bucki*

A Different View





A Virgin Trains Pendolino hides behind the arches at Birmingham New Street station on December 3rd. [Paul Godding](#)



East Coast station staff and train crew working in unison with the departure of a Class 91 service to Edinburgh on January 5th. *Dave Harris*

Barrow Hill

Preserved Railways



Class 40 145 and Class 56 006 are amongst the many locos outside at Barrow Hill on January 28th. [Andy](#)



Above: Class 33 108 is seen inside the roundhouse at Barrow Hill on January 28th. [Andy](#)
Below: The Class 58 Group continue to make good progress on their loco, with a couple of volunteers seen here working on the cooler group. [Andy](#)



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!

East Lancashire Railway

East Lancashire Railway's Diesel Theme Day
On January 7th, Class 35 "Hymek" No. D7076
is seen at Bury with a working to Heywood. [Martin Hart](#)





Above: Class 37 109 leads 37 901 as they run round their train at Rawtenstall on January 7th. [Class47](#)
Below: Class 35 No. D7076 leads Class 33 109 at Ramsbottom working a Heywood - Rawtenstall service on January 7th. [Richard Hargreaves](#)

Above: The second man on Class 37 109 prepares to hand the token to the signalman at Ramsbottom, whilst working a Heywood bound service. [Class47](#)
Below: Class 33 109 pauses at Bury whist waiting the arrival of its train. [Paul Godding](#)



Class 37 901 arrives into Bury Bolton St. with one of the last services of the day, January 7th. [Paul Godding](#)



Class 40 No. D335 and 37 901 stand nose to nose at Bury Bolton St. during the ELR Type 3 Event held on January 7th. [Martin Hart](#)



East Lancashire Railway

Winter Steam Gala

Class 5MT No. 45231 is seen approaching Irwell Vale during the ELR's Winter Steam Gala on January 21st. [Alan Naylor](#)



BR Black 5s Nos. 44871 and 45407 approach Irwell Vale
on January 21st, heading for Bury Bolton St. [Alan Naylor](#)





Above: Peckett No. 1370 heads into Bury Bolton St. with a freight working on January 21st. [Alan Naylor](#)



Above: Southern No. 850 "Lord Nelson" pauses at Irwell Vale on the East Lancashire Railway, whilst working a Heywood - Rawtenstall train on January 21st. [Alan Naylor](#)

Below: BR Class 7F No. 49395 approaches Irwell Vale on January 21st. [Alan Naylor](#)



LMS Black Fives Nos. 44871 and 45407 accelerate away from Irwell Vale with a service from Rawtenstall to Heywood.
No. 44871 only just made the gala after being rapidly reassembled following her regular winter maintenance period.
Colin Irwin



LNWR Class G2a "Super D" No. 49395 pauses for the photographers on a photographic charter freight service on the morning of January 22nd. [CJ Sutcliffe](#)





GCR “NEW BUILD” LOCOMOTIVE SECURES £55,000 FUNDING COMMITMENT, GCR VINTAGE CARRIAGE WORKSHOP UNDER CONSTRUCTION.

EDWARDIAN EXPRESS RECREATION MOVES FORWARD

TWO CHARITABLE GROUPS FOCUS ON RECREATING AUTHENTIC EDWARDIAN TRAINS FOR THE GREAT CENTRAL RAILWAY

Imagine the sight of a classic 1890's 4-4-0 locomotive at the head of an ornate rake of brown and french grey/cream carriages. The train comes to a halt at the gas lit Great Central Railway Rothley station, recreating a scene last seen around 1900.

A stylish working class mainline excursion, heads north from Loughborough, with a teak matchboard sided four car set of “Barnums” from 1910 hauled by a GCR Express locomotive.

These recreations of the sights, sounds and smells of the golden age of the Edwardian Express are a step nearer as these two enabling projects make progress towards this unique and ambitious vision.

Chairman of the GCR 567 Locomotive Group Andrew Horrocks-Taylor says “It has always been an omission that the best know pre-grouping name in the modern preserved railway scene, the Great Central Railway, has no operational recreations to re-tell the story of the last Victorian built mainline. This is partly due to a lack of operational GCR passenger locomotives and also the relatively low numbers of surviving carriages. However, there is now an opportunity of running an authentic locomotive with original carriages on the line they would have operated on, the only preserved mainline. The prospect is really something too good to miss and we look for public support to achieve this exciting vision.”

This vision is the objective of two groups. The GCR Rolling Stock Trust formed to save and restore to operational condition as many GCR carriages as feasible and the GCR 567 Locomotive group was formed to build a brand new MSLR/GCR class 2 locomotive.

The GCR Rolling Stock Trust has nine vehicles at its operational base at the GCRN at Ruddington. The group has worked hard to bring some of the worse condition vehicles back from the dead to a restorable option. Covered space has also been secured for three vehicles.

The first carriage due to be completed will be an original GCR/MSLR 6 wheeler, No. 946 dating from 1880. There are similar operational carriages from other groups at Ingrow, Quainton Road and Tanfield. Combined with the similar liveried GCR Clerestory and Suburban stock from the restorable home fleet, an impressive early Edwardian rake is a realistic prospect.

The celebrated Barnum rake from 1910 has also seen progress with saloon number 228, rescued as a rotten greenhouse from Hull docks having structural repairs, a new roof and floor, its full restoration now being assured. This and three other vehicles including the last surviving Barnum brake, and NRM owned no.666 await full restoration next with proposed use as a corridor connected dining set. A teak matchboard sided matched rake from the time of Titanic should make quite a sight.

The challenge for the restorers is to make this happen as vintage carriage restoration is neither quick nor cheap. The strategic plan comprises progressively securing permanent covered space for restoration and secure storage, aligned with

the application for restoration grants that make secure storage a prime condition. The Ruddington site ownership issues that halted earlier bids having now been resolved.

Chairman of the GCR Rolling Stock Trust Richard Tilden Smith says “The current appeal is for £40,000 to secure match funding to finish the roof and concrete floor to allow four large carriages to go under cover in a brand new “Barnum Building”. The build already has foundations in place and steelwork purchased under preparation for erection. The importance of this covered space is not to be underestimated as significant further restoration funding for the Barnums should be able to be unlocked.”

The GCR 567 Locomotive is a 10 year £450,000 budget project to build a brand new 4-4-0 late Victorian express passenger locomotive to act as the motive power for the GCR Edwardian Express. The project was launched in late May 2011 and already has over 80 supporters, who have to date raised over £10,000 and committed to funding of £55,000 over the next 10 years by regular donations of £5.67 per month. On its own this should fund the tender restoration, locomotive frames and their erection and also manufacture of the 4-wheel bogie. Group chairman and project manager Andrew Horrocks-Taylor says, “A great start, which has allowed the purchase of an original GCR tender with imminent purchase of the donor unused cylinder block. Design work has also started on a new tender tank and the locomotive frames, with a first working party starting restoration of the tender frames. Combined with a significant supporter base the project is now a viable proposition. The more who join us now; the quicker the project will be completed”

The main project stages have been laid out in a formal business plan, enabling the group to secure a home for the project at the Great Central Railway Nottingham, with its impressive workshops, 8 mile operational GCR main line and emerging industrial steam fleet. GCR 567's Chief Engineer Mike Fairburn stated “The build phases are all achievable technically; the locomotive is fortunately neither too large nor complex. The combination of major working parts equivalent to a 1950s industrial locomotive mated to 6' 9" driving wheels and the extensive use of skilled in-house volunteer labour means that a relatively low budget of 3,000 volunteer hours and £450,000 (including £50,000 contingency) is believed achievable. Fantastic value for such a beautiful, elegant 1890s express locomotive, which when first built would have been one of the fastest machines on earth!”

Both groups now look for support, in volunteer and funding terms, to assist in the achieving this impressive vision. One that should recreate an Edwardian Mainline Express experience for future generations to enjoy!

Donation Forms are available via websites: www.GCR-RollingStockTrust.co.uk and www.GCR567Loco.co.uk

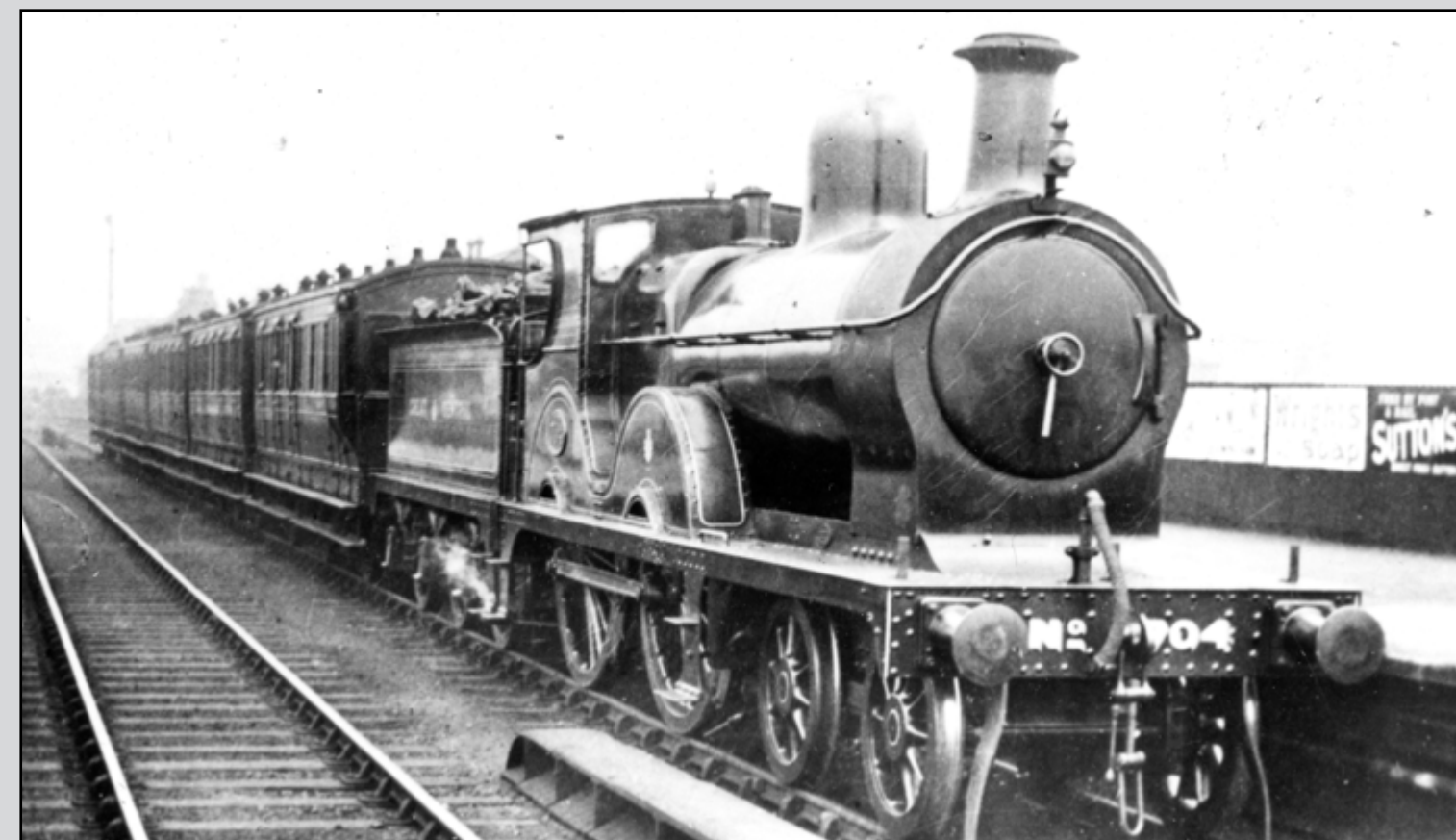


Photo: GCR 567 Classmate No. 704 with rake of 6 wheelers at Nottingham Arkwright Street c 1914 photograph (Dennis Wilcock collection)

BR Standard 5MT No. 45231 is seen alongside classmate No. 44871 as they both simmer in Buckley Wells Yard after the ELR steam gala on January 21st. [Colin Irwin](#)





Above: On January 21st, in Buckley Wells Yard is resident Class 20 087, and Class 08 700, looking resplendent in BR Blue with black solebar and yellow coupling rods. [CJ Sutcliffe](#)

www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

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

BR Mk1 coaching stock in blue/grey, not the most timeless image ever at a steam gala, but needs must when you run short of rolling stock... Ramsbottom, January 22nd. [CJ Sutcliffe](#)



G C R - North

On January 15th, the former Class 73 110, No. E6016 passes Gotham with "The Bedpan and Brush 2", a private brake van charter along the GCR(N). [Steve Madden](#)



Class 56 097 is pictured stabled in the Yard at Ruddington
on January 15th. [Steve Madden](#)



Alford Valley Railway

Preparations for a new exhibition on the history of the Alford Valley Railway are well underway at the Grampian Transport Museum in Alford, Aberdeenshire. The life of this long closed branch line from Kintore to Alford will be illustrated using drawings and plans from the Great North of Scotland Association's collection held at the museum as well as many historic photos along with their present day views for comparison.



Railwayana both specific to the line and the elsewhere in the North East of Scotland will be on display along with a hands on working model based on Alford station-----try your hand shunting the yard on market day! The line's contribution to the area will be set in context to its local agriculture and granite quarrying industries.

As far as it is known this is the first time the line has had an exhibition to itself and it will open on the 1st April 2012 --the start of the new season at GTM.

Photo Left: The signal box at Alford in the 1950's with the yard on the left and the same view in 2012.

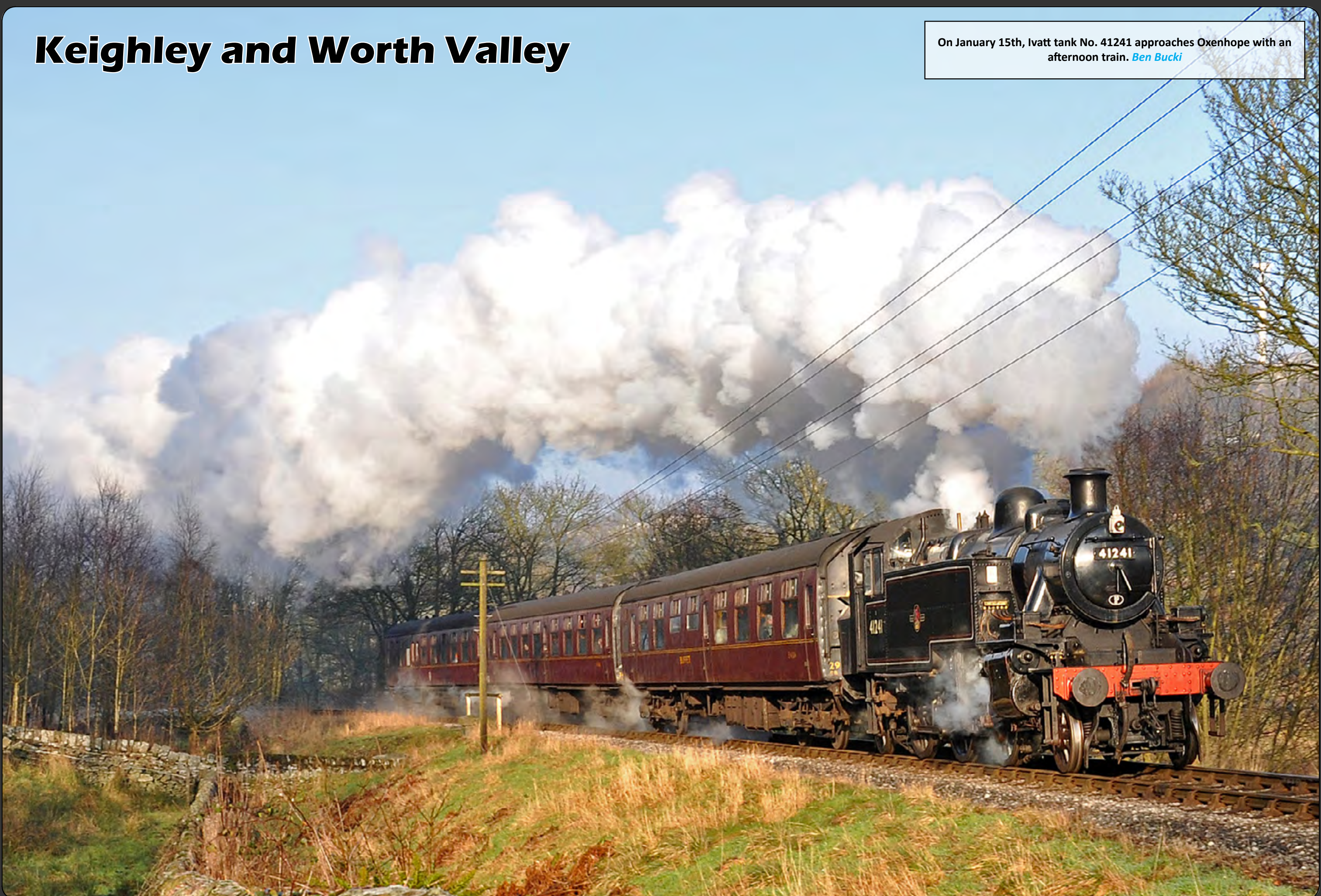
Photo Below: Alford station in the early 1960s and the same view in 2012.

Both: © Mike Cooper



Keighley and Worth Valley

On January 15th, Ivatt tank No. 41241 approaches Oxenhope with an afternoon train. *Ben Bucki*



With the frost still much in evidence, Ivatt tank No. 41241 approaches Haworth with an afternoon departure from Oxenhope, on the Keighley and Worth Valley Railway, January 15th. *Ben Bucki*



With the frost starting to melt, diesel railbus M79964 heads towards Oxenhope from Haworth, January 15th. [Ben Bucki](#)



Bluebell Railway



Harry Wainwright's SE&CR P Class No. 323 Bluebell sits at the southern end of the Golden Arrow luncheon on December 5th. [Nathan Gibson](#)



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

NEW YEAR, NEW EXTENSION!

ELLIS'S TEA ROOM OFFICIALLY RE-OPENS IN JANUARY

Successful GCR family facility extended to cope with demand!

Thirty five thousand pound project supported by Leicestershire Council Grant

Visitors to the Great Central Railway's Rothley station in January sampled the award winning tourist attraction's latest completed project.

The popular Ellis's Tea Room at Rothley station has been extended to cope with demand and was officially re-opened on Saturday 14th January.

The tea room only opened three years ago in a building converted from a former grain store at the station. Since then it has become a 'must visit' destination for travellers on the GCR's steam trains, and during weekdays a valuable village meeting point. However, with only 26 seats it quickly became full during busy gala events - a victim of its own success.

"As soon as the doors opened at Ellis's Tea Room we knew we had a hit on our hands," said Kate Tilley, GCR's Marketing Manager. "So much so, we had to start thinking about an extension quite early on. We're delighted to have been able to put thirty five thousand pounds of funding in place to improve this already popular facility. The extension will almost double the length of the building giving us an additional 20 seats."

The majority of the funding for the thirty five thousand pound project has been provided by generous supporters of the Great Central Railway through its dedicated charity, The David Clarke Railway Trust. However ten thousand pounds was provided through a Leicestershire County Council 'Inspire' Visitor Development grant after a successful application. Kate added, "The grant made a tremendous difference to us, enabling us to take it from a plan to reality. We are very grateful to the County Council."

With the original conversion of the building three years ago great care was taken to preserve the character of the building. This time it has been important to extend it sensitively without detracting from its heritage.

It isn't listed, but the station buildings at Rothley, right alongside, are. The finishing details reflect the original structure, but a stepped design indicates where the old building finishes and the extension starts.



Ex S.E.C.R. P Class locomotives No. 323 in blue and green liveried No. 178 (on the rear) approaches it destination of Sheffield Park on January 28th. Track replacement was in progress, hence the need to top and tail workings. *Charlie Robbins*

Kent & East Sussex Railway

On December 24th, WD No. 23 "Holman F. Stephens" is seen climbing towards Tenterden with a santa special. [Mark Pichowicz](#)



Class 47 375 "Tinsley Traction Depot" passes Kensington Olympia in summer 1990 with a Sheerness - Willesden freight. [Chris Morrison](#)

From the Archives





Above: Class 50 004 pauses at Dawlish Warren on August 6th 1987. [Richard Hargreaves](#)
Below: Class 37 099 and 37 080 are seen dumped at Cardiff Canton on April 26th 1997. [Paul Godding](#)

Above: Class 47 307 passes Spring Road on the North Warwicks Line with a Stratford upon Avon - Tyseley railtour in June 1986. [Chris Morrison](#)
Below: Class 07 No. D2994 is seen at Wilton on the West Somerset Railway. [Brian Battersby](#)



Although from the archives, the UK version of the “Venice Simplon Orient Express” is still going strong running various domestic UK luxury market tours. However, motive power has changed over the years and on 19th May 1984, Crompton Class 33 056 “The Burma Star” worked a London Victoria – Brockenhurst excursion and is seen passing through Woolston between Fareham and St. Denys. The signal box (right of the picture) – a listed structure – still stands today on the station but recent vandalism has taken its toll.

David Mead





Above: Class 47 501 speeds through Tamworth on August 27th 1994 with a Cross Country working. [Paul Godding](#)
Below: Class 50 003 heads a Waterloo - Exeter St. Davids service out of Exeter Central on August 6th 1987. [Richard Hargreaves](#)



Above: Class 56 025 heads a train of waste ballast through Wolverhampton on October 31st 1999. [Paul Godding](#)
Below: Hymek No. D7018 is seen at Didcot Railway Centre on static display in 1982. [Derek Hopkins](#)





Above: Class 37 412 is seen with a Crewe - Bangor working on July 1st 2000. [Paul Godding](#)
Below: Class 101 679 waits at Crewe on January 20th 2001 with a working to Bangor. [Paul Godding](#)



Above: Class 37 212 heads a short freight into Exeter Central on August 6th 1987. [Richard Hargreaves](#)
Below: Brand new Class 58 015 stands gleaming in Doncaster Works yard in July 1984. [Derek Elston](#)





Above: Mainline Freight liveried Class 58 005 heads a MGR working through Toton. [Paul Godding](#)
Below: Class 47 515 is seen at Crewe Horse Landing in September 1995, looking in a rather sorry state. [Brian Battersby](#)



Above: Class 33 110 leads 4TC No. 8006 through Wool on August 4th 1987. [Richard Hargreaves](#)
Below: Prior to its days with DRS, Class 37 423 is seen stabled at Fort William. [Derek Elston](#)



Class 40 012 is seen near Duke Street. Liverpool on a cold and snowy January 20th 1985. [Derek Hopkins](#)



A great shame that both the prototype HST power cars could not have been saved. This is 975 813 (the former 41002, 43001) ending its days at the back of Derby Works on October 24th 1987. This power car would eventually be cut up at C.F. Booths, Rotherham in 1990. [Richard Hargreaves](#)



The Back Page

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



Looking great in the new Malcolm livery, DRS Class
66 434 heads through Acton Bridge on January 23rd.

Brian Battersby