

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 67 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Firstly, thank you for all the comments regarding the Magazine. It's great to receive such positive response from you the reader, it's also a great pleasure to see that the community of readers is increasing month by month. It might be a good time to explain a little about the magazine and where we have come from. Originally just another "rail forum" the idea for a magazine started in October 2006 as a way of sharing pictures between friends. These were Rob Keith, James Paice and myself. Back then we were all still in our final years of education, the magazine was created using Microsoft Publisher 2003, and took around a day.

That time has now dramatically increased and can take a good two weeks of evenings and weekends. Both David and myself have full time jobs, so time is very tight, and that's why sometimes we publish late.....sorry. I mention this because it's amazing how many people we speak to each month that genuinely think this is a full time job for us, but the magazine provides no financial income for ourselves, we just do it for the enjoyment and six years later we still love doing it!

Worth a mention here is as from last month and following feedback from you, our readers, we have adjusted the file sizes so that there is also a low res version and the previous high res version is not quite as large a file as it used to be. Once again thank you for your support, and I hope we can continue for many years to come.

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, 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, Chris Morrison, Yorkie, 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, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Chris Smetham, Gerald Nicholl and the guys at RailUK.

Front Cover: Gresley A4 No. 4464 "Bittern" is seen crossing Victoria Bridge on the Severn Valley Railway with a rake of LNER teak carriages working the 15:32 Bridgnorth - Kidderminster on March 25th. [Mark Pichowicz](#)

This Page: Class 37 605 hauls Class 90 009 and DVT 82152 through a sunny Shenfield with a Norwich Crown Point - Wolverton working on March 19th. [Charlie Robbins](#)

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Charter Scene

Pathfinder Tours - The Bristolian
Great Western No. 6024 "King Edward 1" stands at Paddington after arriving with
The Bristolian railtour from Birmingham International via Bristol, March 3rd.
Chris Morrison





Pathfinder Tours - The Bristolian

Above: King Edward 1 crosses Brunels' viaduct at Hanwell with the return Bristolian railtour from Paddington on March 3rd. [Chris Morrison](#)

Below: On her penultimate tour trip before overhaul and maybe the last time along the Great Western before the knitting, GWR No. 6024 "King Edward I" heads the 1Z26 Bristol Temple Meads - London Paddington through Highworth Junction near Swindon on March 3rd. [Wayne Radford](#)



UK Railtours - The Holy Island of Lindisfarne or Berwick-upon-Tweed

Above: On March 17th, Class 90 036 is seen arriving into Doncaster with the 1Z82 UK Railtours charter from London Kings Cross to Berwick. [Steve Thompson](#)

Below: DBS Class 67 016 was tagged on the rear of the UK Railtours charter. [Steve Thompson](#)



Hastings Diesels Ltd - The Thames Tidal
Main: Preserved Hastings DEMU No. 1001 passes Chalkwell with the return Thames Tidal charter from Shoeburyness - Hastings on March 31st. [Chris Morrison](#)
Inset: Thumper No. 1001 is seen leaving Fenchurch Street with the Hastings - Shoeburyness "Thames Tidal" outward leg. [Chris Morrison](#)



V.S.O.E.

Class 67 029 complete with its new DB branding, is seen passing through Doncaster on March 10th with a London Victoria - York VSOE charter. [Class47](#)





Vintage Trains - THE SHAP, SETTLE AND CARLISLE

Above: On March 9th, prior to working the charter, Great Western Castle 4073 Class, No. 5043 and LMS No. 46201 "Princess Elizabeth" work the 5290 Tyseley to Carnforth, pictured at Bolton-le-Sands level crossing. [Chris Stanley](#)

Top Right: Great Western Castle 4073 Class, No. 5043 "Earl of Mount Edgecumb" heads the return Carlisle - Tyseley Warwick Rd. charter off the Ribbleshead Viaduct on March 10th. [Alan Naylor](#)

Bottom Right: Another shot of the Great Western Castle Class 4073, No. 5043 "Earl of Mount Edgecumb" as it heads the return charter alone from Carlisle to Tyseley Warwick Rd. (after the failure of "Princess Elizabeth" at Carlisle). Seen here heading through Blea Moor. [Ben Bucki](#)

Below: GWR Castle No. 5043 is seen at Blea Moor with the return working on March 10th. [Amy Bucki](#)





Vintage Trains - THE SHAP, SETTLE AND CARLISLE

Above: GWR Castle No. 5043 charges up Birkett Common after leave No. 6201 at Carlisle with a hot box. [Colin Irwin](#)

Top Right: GWR Castle Class 4-6-0 No. 5043 "Earl Of Mount Edgecumbe" leads LMS Princess Royal Class 7P 4-6-2 No. 6201 "Princess Elizabeth" across Scout Green working 1290 "The Shap, Settle And Carlisle" from Tyseley Warwick Road to Carlisle via Shap across Scout Green on March 10th. [CJ Sutcliffe](#)

Bottom Right: After No. 6201 "Princess Elizabeth" failed with a hot axle box on the return leg, GWR Castle Class 4-6-0 No. 5043 "Earl Of Mount Edgecumbe" is seen passing Culgaith along with the southbound "SHAP, SETTLE AND CARLISLE." [Gerald Nicholl](#)

Below: GWR Castle No. 5043 eases the tour over Ribblehead Viaduct. [Steve Thompson](#)



Steam Dreams - The Cathedrals Express

Top Left: LNER A1 No. 60163 "Tornado" is seen taking on water at Plymouth having arrived with "The Cathedrals Express" from London Paddington on March 10th. [Barry Beeston](#)

Bottom Left: LNER A1 No. 60163 "Tornado" and DB Schenker's Class 66 152 are seen departing Plymouth with the return charter to London Paddington on March 10th. [Steve Andrews](#)

Below: LNER A1 No. 60163 "Tornado" passes Cowley Bridge on March 10th, heading for Plymouth. [Steve Andrews](#)



Railway Touring Company - THE AULD REEKIE
Main: BR Standard Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" stands at Manchester Victoria after arrival with the Auld Reekie from Edinburgh Waverley on March 24th. [CJ Sutcliffe](#)
Inset: Earlier the same day, "Cromwell" is seen heading through a foggy Cowdenbeath. [Richard Jones](#)



Statesman Rail - The Winter West Highland Statesman

Left: Class 47 786 leads 1Z62 "The Winter West Highland Statesman" from Nottingham to Fort William across Scout Green on March 10th. [CJ Sutcliffe](#)

Below: Class 47 826 is seen on the rear of the 1Z62 "The Winter West Highland Statesman" from Nottingham to Fort William as it passes through Scout Green on March 10th. [Colin Irwin](#)





Railway Touring Company - THE LINCOLNSHIRE POACHER

Above: On March 3rd, No. 70013 "Oliver Cromwell" is seen accelerating through Scunthorpe Station after following the stopper with the 1254 London Kings Cross - Cleethorpes. [Steve Thompson](#)

Below: Owing to a fault on "Cromwell" the return leg was hauled by Class 47 760 throughout and is seen here heading through New Barnetby. [Steve Thompson](#)



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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.





Pathfinder Tours - The Cumbrian Mountain Express

Above: BR Standard Class 7MT 4-6-2 No. 70000 "Britannia" heads over the famous Ribblehead Viaduct. [Steve Thompson](#)

Top Right: Class 67 025 "Western Star" passes Scout Green working 1253 "The Cumbrian Mountain Express" from Bristol Temple Meads to Carlisle on March 10th. BR Standard Class 7MT 4-6-2 No. 70000 "Britannia" would take over for the return journey over the Settle and Carlisle line at Carlisle. [CJ Sutcliffe](#)

Bottom Right: BR Standard Class 7 No. 70000 "Britannia" is seen at Ribblehead with the return working from Carlisle to Bristol on March 10th. [Alan Naylor](#)

Below: - BR Standard Class 7MT 4-6-2 No. 70000 "Britannia" charges up Birkett Common with the Cumbrian Mountain Express from Carlisle to Crewe where a diesel would take over for the return to Bristol Temple Meads. [Colin Irwin](#)



Northern Belle

Class 47 832 and 47 790 are seen working the 1208 Crewe - Liverpool
Northern Belle through Leaton on March 18th. [Carl Grocott](#)





Northern Belle

Above: Class 47 790 is seen arriving into Shrewsbury ready to work a Mother's Day special via Chester & Liverpool on March 18th. [Phil Martin](#)

Top Right: Class 47 832 is seen heading back towards Shrewsbury at Upton near Shifnal during a Shrewsbury - Chester - Liverpool circular tour on March 19th. [Phil Martin](#)

Bottom Right: Class 47 832 and 47 790 are seen working the 1228 Birmingham International - Birmingham International circular through Wombridge on March 4th. [Carl Grocott](#)

Below: Class 47 832 passes Coychurch on March 2nd with the Northern Belle heading for Fishguard. [Lewis Mitchell](#)





Northern Belle

Above: On March 3rd, Class 47 832, with matching stock and 47 790 on the rear, heads for London on the 1293 Bristol Temple Meads - Kensington Olympia Northern Belle. [Wayne Radford](#)

Railway Touring Company - THE TYNESIDER

Below: On March 10th, "Oliver Cromwell" heads "The Tynesider" from Cleethorpes to Morpeth. On an otherwise dull morning, the Brit attracted a lucky little patch of sun as it stormed up Appleby Bank, looking and sounding superb! [Steve Thompson](#)



Steam Dreams - THE St. DAVIDS DAY CATHEDRALS EXPRESS & HELP FOR HEROES SPECIAL

Above: The traditional St David's Day charter this year featured Great Western King No. 6024 "King Edward I" seen powering hard through Filton Abbey Wood with a late running 1227 London Paddington - Cardiff Central, March 1st. [Daniel Stanbridge](#)





UK Railtours - The Cumbrian Mountain Express

Above: Class 67 026 arrives into York on March 3rd with 1270 Kings Cross to Carlisle. From York the train was steam hauled through to Carlisle. [John Martin](#)

Below: BR Standard Class 7 No. 70000 "Britannia" is seen at York being coupled onto the train for the run to Carlisle. However the Class 67 would return the working from Carlisle. [John Taylor](#)



UK Railtours - The Sandgrunder

Above: Class 67 005 "Queens Messenger" leads 1280 The Sandgrunder from Stevenage to Southport seen here near Blisworth on March 31st. [Derek Elston](#)

Railway Touring Company - THE BATH & BRISTOL

Below: LMS Stanier Class 5 4-6-0 No. 44932 is seen at Sydney Gardens with the Bath and Bristol from Three Bridges to Bristol and return on March 24th. [Chris Morrison](#)



Pathfinder Tours - The Coal Grinder

Top Right: On March 24th, 1237 Crewe - South Wales featured Class 37 603 and 37 606 along with Class 66 304 and took in some of the various freight only lines around South Wales. This is the tour at Llandeilo Jct. [Lewis Mitchell](#)

Bottom Right: Class 66 304 is seen at Litchard working the 1266 to Llanelli section of the tour. [Lewis Mitchell](#)

Below: DRS Class 37 603 and 37 606 are seen in the Gerwen Loop leaving Llanelli heading for the Swansea District Line as part of Pathfinder's Coal Grinder tour of South Wales. [Lewis Mitchell](#)



Duchess of Sutherland - Loaded Test Run

Main: On March 29th, resplendent in green livery No. 46233 "Duchess of Sutherland" approaches Burton on Trent station with its loaded test run, 1266 Hathersage - Crewe, Class 47 760 was on the rear of the train. [Robert Barton](#)
Inset: On March 15th the loco is seen at Derby with a lightly loaded test run 5241 Midland Railway Centre - Sheffield, however the test was terminated at Derby owing to a problem with the loco. [Stuart Hillis](#)





Railway Touring Company - THE WINTER CUMBRIAN MOUNTAIN EXPRESS

Above: As cloud descends on Wild Boar Fell, BR Class 7MT No. 70013 "Oliver Cromwell" storms the approach to Aisgill Summit with the southbound Cumbrian Mountain Express on February 25th. [Gerald Nicholl](#)

Top Right: - BR Class 86 259 "Les Ross" soars over 6 Arches just north of Lancaster with the electric hauled portion of the Cumbrian Mountain Express from London Euston to Carnforth on 25th February, where BR Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" would take over for the steam hauled section over Shap. [CJ Sutcliffe](#)

Bottom Right: BR Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" climbs over Ais Gill heading south for Farington Junction near Preston, where Class 86 259 would take over once again for the return leg to London Euston. [CJ Sutcliffe](#)

Below: BR Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" heads north up Grayrigg incline on her way over Shap to Carlisle. [Colin Irwin](#)





ECS and light engine moves

Above: Class 47 580 is seen on the rear of the 5Z87 1259 Barnetby - Carnforth ECS as it heads through Appleby. [Steve Thompson](#)

Top Right: West Coast's Class 47 237 heads the 5Z47 0855 Southall - Carnforth ECS through Warrington Bank Quay on March 2nd. [Richard Hargreaves](#)

Bottom Right: On March 9th, West Coast Rail's Class 47 826 top and tails 47 786 'Roy Castle OBE' with 5Z61 Carnforth - Derby ECS working, for the following days working from Nottingham - Fort William, seen here having just gained the main line from North Staffs Jct. [Stuart Hillis](#)

Below: Black 5 No. 44871 is seen departing the East Lancashire Railway on March 9th heading for the North Yorkshire Moors Railway. [Colin Irwin](#)



West Coast's Class 47 760 leads the 5Z87 1259 Barnetby - Carnforth ECS
approaching Appleby, running some three hours early at this point.

Steve Thompson



On March 29th, Class 55 022 "Royal Scots Grey" leads Class 40 No. D335 through Doncaster en route from the East Lancs Railway to Dereham for the Mid Norfolk Gala. [Steve Thompson](#)



With Class 50 049 leading and 50 044 on the rear, Class 37 308 is tripped on an OM50 Kidderminster S.V.R - Derby R.T.C working, seen here leaving Burton on Trent station on the final part of the run to Derby. The two Class 50s later returned to Kidderminster SVR after leaving the 37 at Derby RTC. [Robert Barton](#)





Glaswegian Growler

Saturday 19 May 2012

WWW.RETRORAILTOURS.CO.UK

Join us for a scenic day trip to Glasgow this Spring. Picking up at the stations listed below, we pass the imposing Cumbrian fells, as we head North to the rejuvenated industrial capital of Scotland.

You will have around 4 hours to visit the many sights this vibrant city has to offer. A highlight is the new Riverside Transport Museum. A stunning building, hosting an invaluable collection of the city's transport heritage.

The return journey will take us East towards Scotland's 'other' city, and along the scenic East Coast Mainline. Skirting alongside the North Sea for many miles and over the Royal Border Bridge at Berwick, this route is truly stunning.

The following timings are provisional and subject to change.

We have made a request for a pair of Class 37 locomotives supplied by DRS to haul this tour.

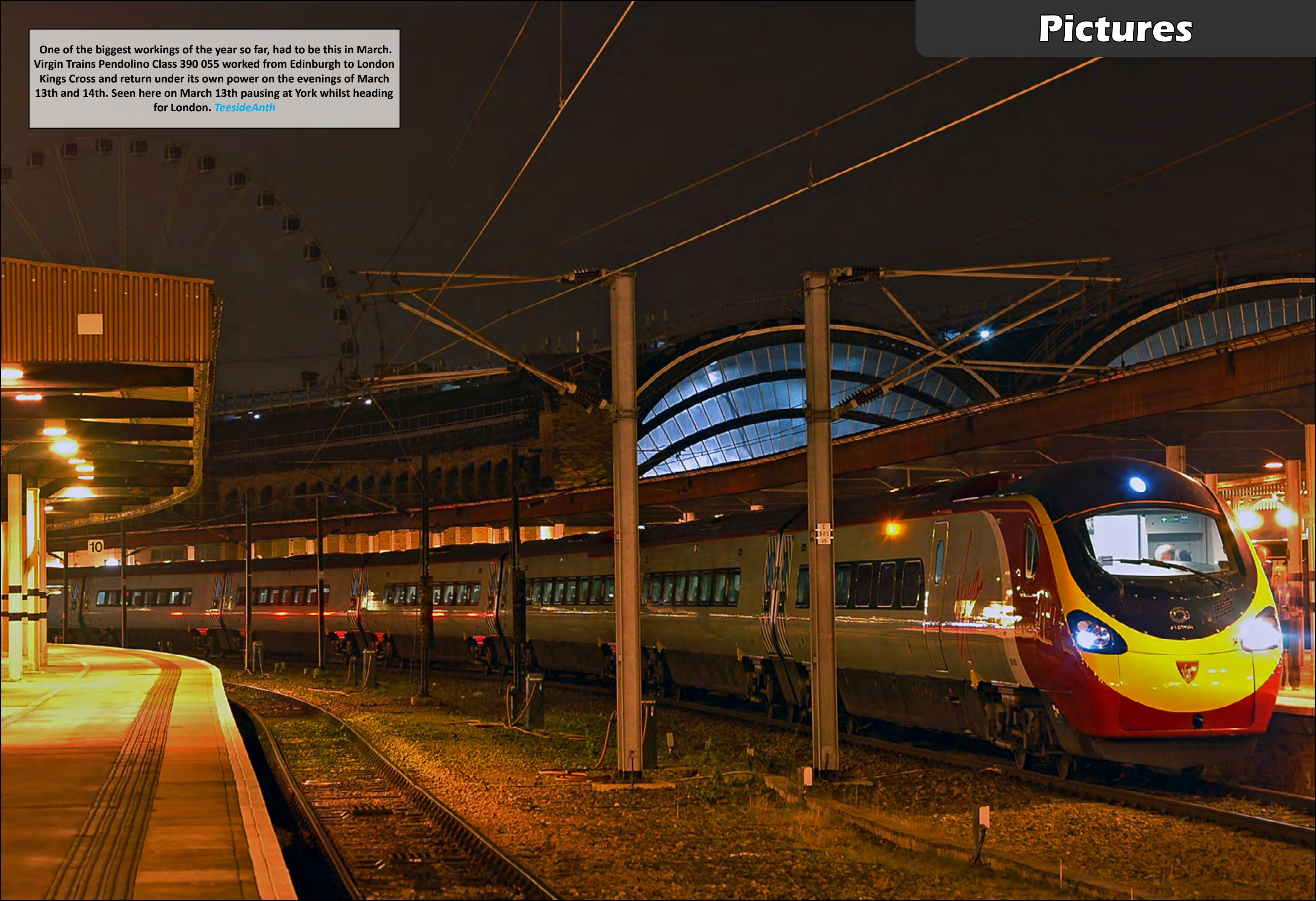
Standard Class - £59.00, First Class - £99.00, Premier Dining - £165.00

The train will consist of Standard, First and Premier Dining accommodation.

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or alternatively postal booking can be sent to
2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.
Enquiries Tel: 0161 330 9055

	Outward (dep)	Return (arr)
Crewe	06:00	23:45
Stockport	06:40	23:00
Reddish South	07:00	22:40
Stalybridge	07:30	22:10
Huddersfield	08:10	21:30
York	N/A	20:30

One of the biggest workings of the year so far, had to be this in March. Virgin Trains Pendolino Class 390 055 worked from Edinburgh to London Kings Cross and return under its own power on the evenings of March 13th and 14th. Seen here on March 13th pausing at York whilst heading for London. [TeesideAnth](#)



Class 57 variety

Top Right: In connection with the East Coast Pendolino trials, Class 57 304 and 57 308 were deployed on the East Coast in case of the Pendolinos failure. Seen here at York, before separating and going to Newcastle and Doncaster, March 13th. [TeesideAnth](#)

Bottom Right: With only a few weeks to go before the Class 57s would be replaced by Class 67s, Arriva liveried Class 57 315 pauses at Chester with the evening WAG service from Cardiff to Holyhead, March 5th. [Brian Battersby](#)

Below: Class 57 304 debranded and minus its "Gordon Tracy" nameplates passes through Crewe en route to Longsight on March 17th. [Derek Elston](#)





Grid Action

Above: On March 1st, Class 56 312 heads light engine through Clay Mills. [Stuart Hillis](#)

Top Right: On March 8th, Nemesis Rail/Fastline Freight liveried Class 56 302 & BR blue liveried Class 47 375 pass 40 Steps, Taunton with the 6223 Burngullow ECC to Burton-on-Trent Wetmore sidings, consisting of 14 former ECC/Imerys 'Silver Bullet' bogie tank wagons having been stored & now heading for possible refurbishment and return to traffic. This was the second batch of wagons to be leave storage in Cornwall, the first having been moved at the end of November 2011, also by Nemesis Rail using the same 2 locomotives. [Jonathan Gill](#)

Bottom Right: Class 56 302 and 47 375 work the 6223 Burngullow to Burton up Hemerdon Bank on March 8th. [Steve Andrews](#)

Below: On a dull grey day, Fertis liveried Class 56 018 departs Warrington Arpley after a stay of five years being dragged by West Coast's Class 47 854 working 0256 Warrington Arpley to Burton. [Don Chadwick](#)



Class 56 302 heads the 6270 Shipley - Cardiff Tidal scrap train through Portway, March 17th. [Carl Grocott](#)



Class 56 312 in NRM Railfest livery and 56 302 are seen standing at Cardiff Pengam on March 26th with the 6Z69 Burton - Cardiff Tidal.

Lewis Mitchell



On March 27th, Class 31 601 dragged Class 56 091 and 56 311
from Washwood Heath - Wolsingham.

[TeesideAnth](#)



On a glorious March 26th, Class 56 312 in York's NRM Railfest livery and Fastline liveried 56 302 pass Burton-on-Trent with a new flow of loaded scrap, the 6Z69 Shipley - Cardiff. [Stuart Hillis](#)



DCR owned Class 56 312 in York's NRM Railfest livery is seen hauling the 6Z56 Cardiff - Shipley empty scrap wagons through Burton-on-Trent on March 29th. [Stuart Hillis](#)



Skips

Top Right: Anyone order a skip? Class 67 026 leads a dead Class 66 167 and its train through Cholsey Manor Farm working a late 6V38 Marchwood - Didcot MOD train on March 23rd. [Daniel Stanbridge](#)

Bottom Right: Chiltern Railways Class 67 013 and 67 015 are seen at London Marylebone on March 9th, having both worked in from Birmingham. [Darrel Hendrie](#)

Below: At Birmingham Moor Street on February 16th, a Chiltern Mainline service with Class 67 013 "Dyfrbont Pontcysyllte" is ready to work the 1H32 10:55 Birmingham Moor Street - London Marylebone service. [Martin Hart](#)



Network Rail wanderings

Top Right: Class 37 604 pauses at Stafford whilst working the 3Q17 Derby - Derby test train on February 29th. [Carl Grocott](#)

Bottom Right: Class 31 285 powered the Structure Gauging train up the Maesteg line on March 22nd. Seen here at Tondy working 1Q06 Swansea - Bristol, running 23 Minutes Late. [Lewis Mitchell](#)

Below: On March 24th, Network Rail engineers prepare to lower the trackbed under Broad Lane bridge near St Helens, in preparation for the electrification of the Liverpool to Manchester route via Chat Moss. The loco basking in the sun is Class 70 015. [Dave Harris](#)



DRS's Class 37 261 and Network Rail's Class 97 301 top'n'tail the
1Q13 Derby - Old Oak Common through Alrewas
on March 25th. [Carl Grocott](#)



Class 37 603 leads 37 604 at Flitwick with 1Q18 Derby RTC - St. Pancras,
March 21st. [Steve Madden](#)





Above: Class 37 610 "T.S.(Ted)Cassady" and with 37 606 on the rear of 1Q13 test train Derby RTC - Knighton Jct. nears Moira West box on the Burton - Coalville branch, March 5th. [Stuart Hillis](#)

Top Left: Network Rail's Class 57 312 and 73 208 sandwich a snow train set through Cholsey Manor Farm working 5D66 St. Phillips Marsh - Eastleigh. on February 23rd. [Daniel Stanbridge](#)

Bottom Left: On a misty March 23rd, Class 37 229 "Jonty Jarvis" leads 37 409 "Lord Hinton" and 97 301 hauling the 1Q13 test train from St. Blazey LIP - Derby RTC seen here passing the Nemesis Rail depot at Burton-on-Trent. [Stuart Hillis](#)

Below: On March 12th, 1Q06 Derby RTC - Exeter test train with DBSO No. 9708 leading and Class 31 285 on rear, passes Burton-on-Trent. [Stuart Hillis](#)



DRS Class 37 510 leads the 6230 Derby RTC to Carlisle Kingmoor - conveying vehicles 99709594014-1 and ADB977869 with 37 087 at the rear - through Uttoxeter, Staffordshire on February 11th.

Gary S. Smith





Above: On March 7th, the Network Rail Class 150 worked 2Q08 Derby to Barnetby, Roxby etc, pictured here on it's second "leg" out of Doncaster, heading for Santon Foreign Ore Jct. and Roxby. [Steve Thompson](#)

Top Left: On March 21st, Class 37 604 and 37 603 pass Millbrook, south of Bedford working 1Q18, 06:33 Derby RTC - Derby RTC (via St. Pancras and Bedford). [Lorenzo D'aniello](#)

Bottom Left: On March 20th, Class 37 261 is seen heading through Lincoln working the second leg of it's North Lincolnshire tour, 3Q24 Immingham Loco - Derby RTC. [Steve Thompson](#)

Below: Network Rail's NMT is seen arriving into Doncaster on March 10th with the regular Saturday working from Derby to Heaton. Power car No. 43013 is leading with 43062 on the rear. [Richard Hargreaves](#)



Plymouth Action

Top Right: Class 66 152 is seen stabled in Plymouth station on March 10th while First Great Western Class 150 247 departs. [Barry Beeston](#)

Bottom Right: No sooner had the previous Class 153 399 been disbanded, then a new one was formed this time comprising Nos. 57369 (from 153 369) and 52202 (from 150 202), seen here stabled in the bay at Plymouth on March 10th. [Barry Beeston](#)

Below: First Great Western Class 150 247 is seen at Plymouth station on March 10th, ready to work a service to Newton Abbot. [Barry Beeston](#)



Aire Valley Reflections

Right: Crossing over the River Aire at Hirst Wood on the morning of March 20th, a Class 153 brings up the rear of a Leeds - Settle - Carlisle service. [Ben Bucki](#)

Below: A Class 333 EMU crosses the River Aire at Hirst Wood with a service to Bradford on the morning of March 21st. [Ben Bucki](#)



Pendo' 56 on test

Following delivery to the UK in late February, Alstom/Virgin Trains Pendolino Class 390 056 is seen on test at Crewe on March 3rd.

Richard Hargreaves



Freightliner's GE locos

Top Right: Making a welcome change from the monotony of Class 66s on the line, GE-built locomotive Class 70 011 passes through Furnace Coppice on Cannock Chase, Staffordshire with the 6M55 Portbury Coal Terminal - Rugeley Power Station coal train on March 1st. [Gary S. Smith](#)

Bottom Right: Class 70 002 heads an MGR working through Carlisle station on February 23rd. [John Coleman](#)

Below: Class 70 003 works a very late 4Z68 Hull - Ratcliffe through Burton-on-Trent on March 29th. [Robert Barton](#)



Freightliner's Class 70 005 works the 4M88 09:20 Felixstowe to Crewe Basford Hall through Chelmscote on March 27th. This service is normally worked by a Class 90. [Steve Madden](#)





Above: Class 70 018 heads south through Leamington Spa on March 13th. Just a couple of weeks later this loco would suffer a serious fire near Basingstoke. [Richard Hargreaves](#)

Top Left: Class 70 016 with the 6C64 Mountsorrel - Carlisle passes 66 183 working an MGR service on the fast through Burton-on-Trent, March 12th. [Stuart Hillis](#)

Bottom Left: Class 70 016 is seen in charge of 4Z68 Ratcliffe PS - Crewe Basford Hall as it passes Burton On Trent on March 6th. [Stuart Hillis](#)

Below: Freightliner's Class 70 013, emerging from beneath Warrington Bank Quay Station with an empty MGR working from Fiddlers Ferry power station, March 2nd. [Steve Thompson](#)



Class 60s on freight

Top Left: On March 2nd, Class 60 099 arrives into Warrington Bank Quay with an empty MGR working.
Richard Hargreaves

Bottom Left: Class 60 079 is pictured passing Llangewydd on the March 29th with 6B33 Theale - Robeston Murco tanks.
Lewis Mitchell

Below: On March 20th, the 6E54 Kingsbury - HOR, is now restored for Class 60 working, seen heading through Lincoln behind DBS-liveried Class 60 091.
Steve Thompson





Switch on to Safety liveried Class 60 007 heads through Crewe on March 2nd, with a loaded MGR working for Warrington. [Richard Hargreaves](#)



Above: Class 60 011 is seen working the 6E41 Westerleigh - Lindsey empty tanks through a very dull Burton-on-Trent, March 17th. [Stuart Hillis](#)

Top Left: Class 60 045 throbs nicely through Cholsey Manor Farm working 6B33 Theale OS - Robeston in a nice patch of afternoon sunshine on February 23rd. [Daniel Stanbridge](#)



Bottom Left: Class 60 063 and a dead Class 66 011 are pictured passing Llangewydd on March 18th with the 6B05 Llanwern - Margam. [Lewis Mitchell](#)

Below: Class 60 079 passes through Barnetby with the 6E54 Kingsbury - Humber Oil Refinery discharged tank cars. [Steve Thompson](#)





Top Left: On March 11th, Class 60 074 passes Llangewydd with the 6H26 Llanwern - Margam running some 169 minutes early. [Lewis Mitchell](#)



Bottom Left: Class 60 065 passes the box at Arpley Jct., having run round the empties at Latchford, with a Fiddlers Ferry - Liverpool MGR working on March 2nd. [Steve Thompson](#)

Below: Class 60 079 heads towards Santon FOT with an empty ore working, March 5th. [Steve Thompson](#)





Direct Rail Services

Above: Class 37 409 "Lord Hinton" leads 37 229 "Jonty Jarvis" round to Gresty Bridge with a Derby - Crewe move on March 24th. [Derek Elston](#)

Top Right: Nearly ready for duty, immaculate Class 37 419 stands outside the HNRC workshops at Barrow Hill on March 10th. [Brian Battersby](#)

Bottom Right: Class 37 069 and 37 611 head through Red Bank with the 6K73 Sellafield - Crewe nuclear flask's on a sunny March 24th. [Dave Harris](#)

Below: On March 22nd, Class 37 612 is seen working 0Z44 York Parcels Sdg - York Parcels Sdg via Barton On Humber, HIT and Roxby, route learner. Seen here returning to York through Sunny Scunny not far off right time, which is unusual for one of these jaunts. [Steve Thompson](#)



Class 37 229 and 37 409 are seen at Winwick with the Saturday run of 6K73 Sellafield - Crewe nuclear flask working, March 3rd.

Dave Harris



Class 37 688 "Kingmoor T.M.D." working light from Carlisle to Derby
pauses for a signal check at Crewe station on March 24th.
Derek Elston



Colas Rail

Top Right: A train of Pendolino coaches, imported from Italy, were taken from Kent to Manchester on March 16th. The train formed the 6X75 Dollands Moor - Longsight and Colas Rail's Class 66 847 heads the working past Milford, Staffordshire. [Gary S. Smith](#)

Bottom Right: Class 66 850 with 6J37 Carlisle to Chirk loaded logs passes through Wilpshire on March 15th. [David Hollowood](#)

Below: Colas Rail's Class 66 848 is seen towing Fertis liveried Class 56 081 and 56 060 from Crewe to Nemesis Rail's Burton depot running as 0Z57 on March 12th. [Stuart Hillis](#)



East Coast Class 180s

Top Left: First Hull Trains Class 180 111 arrives into Doncaster on March 10th with a Hull - London Kings Cross service. [Brian Battersby](#)

Bottom Left: First Hull Trains Class 180 110 and 180 111 pass at a sunny Doncaster on March 10th. [Class47](#)

Below: Grand Central's Class 180 101 is seen working a London Kings Cross service through Doncaster on March 10th. [Brian Battersby](#)



DB Schenker's finest

Top Left: Class 66 161 is seen working the 6Z80 09.45 Basford Hall - West Ealing at Althorp on March 22nd.
[Steve Madden](#)

Bottom Left: Class 66 184 is seen stabled at Didcot LHS with other members of the class on March 10th.
[Derek Elston](#)

Below: In pouring rain, Class 66 155 threads its way through inner Manchester with 4030 Trafford Park to Southampton Western Docks on March 7th. [David Hollowood](#)



Top Right: A smoky Class 66 105 rushes northbound past Clay Mills (Burton) with a train of new sleepers working 6D44 Bescot - Toton, March 7th. [Stuart Hillis](#)

Bottom Right: Class 66 021 works the 4M11 Washwood Heath - Peak Forest empty bogie hoppers in misty conditions through Burton-on-Trent, March 23rd. [Stuart Hillis](#)

Below: In DB Schenker livery, Class 66 097 heads through a sunny Doncaster on March 10th. [Brian Battersby](#)





Left: Class 66 192 wends its way into Skipton for a crew change with 6D72 Hull to Rylstone on March 15th. [David Hollowood](#)

Bottom Left: Class 66 141 heads the Toton - Crewe VQ empties through Burton on Trent on March 23rd. [Stuart Hillis](#)

Bottom Right: Another rather smoky Class 66 that we've had a photo of this month, Class 66 137 heads a Hull bound engineering train through Doncaster on March 10th. [Richard Hargreaves](#)



East Coast Scotsman

DVT 82205 in Flying Scotsman livery passes New Zealand Bridge, Sandy with 1E03 06:25
Edinburgh to London Kings Cross on March 27th. [Steve Madden](#)





GBRf workings

Above: Class 66 719 "Metro-Land" and 66 739 still in unbranded Freightliner colours are seen in charge of 4V94 Doncaster Roberts Road - Portbury biomass empty wagons, passed Branston Junction on March 8th. [Stuart Hillis](#)

Top Left: Class 66 716 "Locomotive and Carriage Institute" is seen at Uffington working the 4M23 10.17 Felixstowe - Hams Hall on March 24th. [Steve Madden](#)

Bottom Left: Class 66 721 and 66 740 are seen loading the 6E85 22:10 Portbury Dock to Drax Biomass at Portbury Docks on March 13th. [Chris Smetham](#)

Below: Class 66 730 works the 4L78 Selby to Felixstowe through Doncaster on February 29th. [John Martin](#)



On a misty March evening, Class 20 901 and 20 905 head the 7X09 Old Dalby to Amersham
S Stock working through Dorridge, March 14th. [Chris Smetham](#)



Class 20 142 leads 20 227, 20 901 and 20 905 through Uffington near Stamford, running light from Peterborough Yard to Derby RTC in readiness for another London Underground stock move on March 24th. [Steve Madden](#)



Rainbow liveried Class 66 720 heads through Church Brampton working 4M23 10.45
Felixstowe - Hams Hall on March 30th. [Steve Madden](#)



On February 25th, Class 66 706 passes Kellingley Colliery with an empty coal train. [Mark Pichowicz](#)





Above: Class 66 736 "Wolverhampton Wanderers" heads through Doncaster on March 10th with a couple of empty flats from Selby. [Richard Hargreaves](#)



Top Right: On March 28th, Class 20 142 and 20 227 are seen on the rear of the 7X09 London Underground S tube stock and barriers from Old Dalby to Amersham, seen here about to enter Gresley Tunnel. [Stuart Hillis](#)

Bottom Right: Class 66 706 "Nene Valley" is seen working a heavily loaded scrap train, the 6Z97 Beeston Simms Metals - Cardiff Tidal, southbound through Burton-on-Trent on March 23rd. [Stuart Hillis](#)

Below: On March 9th, the 7X23 Derby Litchurch Lane - Old Dalby with Class 20905 and 20 901 leading new S class tube stock and barrier wagons, with 20 227 and 20 142 on the rear, is seen nearing Moira West signal box. [Stuart Hillis](#)



Freightliner's workings

Top Left: On March 2nd, Class 66 434 in attractive Malcolm livery, heads through Warrington. [Richard Hargreaves](#)

Bottom Left: Freightliner's Class 66 532 in forlorn looking condition, enters Manchester Oxford Rd. with 4L96 Trafford Park to Felixstowe on March 7th. [David Hollowood](#)

Below: Freightliner's Class 66 514 heads over the footpath crossing at the Saltaire-end of Hirst Wood, West Yorkshire with a morning MGR empties working on March 22nd. [Ben Bucki](#)





Above: Class 66 562 works the diverted liner 4M87 09.20 Felixstowe - Basford Hall through Uffington on March 24th. [Steve Madden](#)



Top Right: Still in its DRS livery but now in use by Freightliner, Class 66 415 takes the 6M55 Portbury Coal Terminal - Rugeley Power Station laden coal train through Furnace Coppice, Staffordshire on March 5th. [Gary S. Smith](#)

Bottom Right: Freightliner's Class 66 548 passes through Furnace Coppice, Cannock Chase, Staffordshire with the 6M61 Portbury - Rugeley Power Station laden coal train on February 23rd. [Gary S. Smith](#)

Below: Class 66508 heads the 4L87 Leeds to Felixstowe through Doncaster on February 29th. [John Martin](#)





Above: On March 19th, former DRS Class 66 415 found itself on 6M06 Roxby- Bredbury. It is seen soaking up the last of the sun on the outward line before sailing off into the sunset at Scunthorpe West Jct. [Steve Thompson](#)



Top Right: Another ex DRS loco that is currently working for Freightliner is Class 66 419, seen here seen on a cement train at Headlands Bridge, Kettering. [John Coleman](#)

Bottom Right: Freightliner's Class 66 559 heads through Worksoop with the 6E84 Hunterston to Cottam power station MGR working on February 24th. [John Martin](#)

Below: Freightliner Class 90 049 is seen at Crewe with the FO 1K39 London Euston - Crewe on March 9th. [Dave Harris](#)



Top Right: Colourful Class 66 434 heads through Carlisle station in its new Malcolm livery on February 21st.

John Coleman

Bottom Right: Class 86 632 and 86 607 head south through Stafford on March 9th with the

4L92 Ditton - Felixstowe. *Dave Harris*

Below: Freightliner's Class 90 047 enters Stafford with 4M87 Felixstowe to Trafford Park working on

March 9th. *Dave Harris*





Above: Freightliner's Class 66 520 heads an MGR through Wombridge Crossing on March 8th. [Jon Jebb](#)

Top Left: Freightliner's Class 66 547 passes through Warrington Bank Quay on March 2nd. The building work in the foreground is for platform lengthening in connection with the introduction of 11 coach Pendolinos. [Richard Hargreaves](#)



Bottom Left: Class 90 016, 90 049, 86 614 and 66 517 arrive into Crewe's Platform 7 working a light engine move from Basford Hall to the LNWR depot, March 17th. [Derek Elston](#)

Below: Class 66 957 works a short train of coal hoppers on 4Z03 Derby Etches Park - Hunslet through Little Eaton on March 15th. [Stuart Hillis](#)



On March 10th, in the setting evening sun, an unidentified Freightliner Class 66 heads south over Garsdale Viaduct with a coal train.

Colin Irwin



Class 92 highlights

Right: Class 92 037 "Sullivan" leads 4S43 Daventry - Mossend LessCo intermodal service across Scout Green on March 10th. [CJ Sutcliffe](#)

Below: Class 92 012 heads the 4M63 Mossend to Hams Hall south through Warrington on March 2nd. [Richard Hargreaves](#)



HSTs

Top Right: A Paddington bound HST speeds past Class 66 563 at Didcot on March 10th. [Derek Elston](#)

Bottom Right: Recently re-engined and refurbished East Coast HST power car No. 43274 (ex East Midlands Trains 43074) is seen gleaming at Doncaster on March 10th on the rear of a Leeds to London Kings Cross service. [Brian Battersby](#)

Below: A pair of First Great Western HSTs pass just outside Paddington station on March 9th. [Darrel Hendrie](#)





Units, Units, Units

Above: Class 150s have recently appeared on the regular Crewe - Manchester Class 323 diagrams in March, This is Class 150 137 at Crewe on March 13th, ready to work a service to Manchester Piccadilly. [Richard Hargreaves](#)

Top Left: Refurbished Class 158 832 is seen in the bay at Chester on March 5th, having arrived with a service from Birmingham. [Brian Battersby](#)

Below: Class 158 904 (bolstered with 153 363 on the rear) passes Blea Moor signal box on the afternoon of March 10th with a service from Leeds to Carlisle. [Ben Bucki](#)

Bottom Left: An unidentified Virgin Voyager rushes along the WCML near Blisworth on March 31st. [Derek Elston](#)



Top Right: London Midland Class 172 332 is seen at Birmingham Moor Street station March 26th.

[John Coleman](#)

Bottom Right: A South Eastern EMU heads into London's Cannon St. station on March 9th. [Darrel Hendrie](#)

Below: On March 10th, Northern Rail's Class 158 786 returns from Carlisle past Birkett Common with a service to Leeds. [Colin Irwin](#)



On March 3rd, Class 333 010 approaches Cross Hills with a Leeds to Skipton working. [Colin Irwin](#)



CrossCountry Class 220 027 and sister 'Voyager' unit 220 007 form the diverted 1V54 Newcastle-upon-Tyne - Exeter St David's, running slightly late, pass Alrewas, Staffordshire on March 11th. Thirty years ago this would have been a photo of a Class 45 or Class 46 'Peak' locomotive hauling a rake of BR Mk 1 coaches. [Gary S. Smith](#)



Top Right: Arriva Trains Wales Class 158 825 passes Upton heading towards Shrewsbury & Chester on March 18th. [Phil Martin](#)

Bottom Right: Ex Scotrail Class 322 485, now operating for Northern, arrives into Doncaster with the local stopping service from Leeds on March 10th. [Richard Hargreaves](#)

Below: On March 3rd, Class 323 242 arrives into Wolverhampton with a stopping service from Birmingham New St. [Paul Godding](#)





Above: On March 3rd, a Cleethorpes - Manchester TPE, formed of Class 170 306 and 170 304, crosses over onto the Down Slow as 66 604 awaits the road to Immingham on the Up Slow at Barnetby. [Steve Thompson](#)



Top Right: CrossCountry Class 220 023 arrives into York on March 3rd with the 13:34 1V89 Newcastle to Reading service. [John Martin](#)

Bottom Right: A pair of refurbished Arriva Trains Wales Class 158s with Class 158 833 leading pass Wombridge Crossing on March 8th. [Jon Jebb](#)

Below: On March 24th, Class 153 323 pauses at Nantwich with the late running 13.20 departure from Crewe to Shrewsbury. [Derek Elston](#)





Capital Units

Above: On March 17th, Greater Anglia's Class 315 815 is seen departing Stratford with a service from London Liverpool St. [Paul Godding](#)

Top Right: On March 14th, Class 313 122 stands at London Kings Cross with a service to Royston. [Class47](#)

Bottom Right: Heathrow Express Class 332 009 arrives into London Paddington on March 9th at the end of its journey from Heathrow Airport. [Darrel Hendrie](#)

Below: Southern's Class 319 218 now has a new all over advertising livery for Lyca Mobile phones, seen here at Kentish Town with a Sevenoaks service. [John Coleman](#)



Stourbridge Jct.

Top Right: On March 24th, London Midland's 2 car Class 172 221 arrives into Stourbridge Jct. with a service to Worcester Foregate St. [Richard Hargreaves](#)

Bottom Right: On March 24th, London Midland Class 172 343 and 172 332 pass at Stourbridge Jct. with services to/from Birmingham Moor St. [Richard Hargreaves](#)

Below: London Midland's Class 139 002 is seen working the Stourbridge Jct. - Stourbridge Town branch on March 24th. [Derek Elston](#)



Scot-Rail - life north of the border

A East Coast HST crosses the Forth Bridge on February 2nd.
Richard Jones

News and Features





Scot-Rail continued...

Left: Class 37 688 works the 6K20 Mossend - Fort William autoballasters on March 19th. *Darrel Hendrie*

Below: Class 37 682 departs Perth with the end of season Network Rail Snow Blower move. *Richard Jones*



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

Going Underground

Metropolitan A60 Stock No. 5022 heads for Watford, seen arriving into Willesden Green on February 25th. [Chris Morrison](#)





Going Underground continued...

Above: New Metropolitan Line S Stock No. 21051 passes through West Hampstead on February 18th. [Brian Battersby](#)

Top Right: Metropolitan Line A60 Stock No. 5134 passes a Piccadilly line 1973 train at Rayners Lane on February 25th. [Chris Morrison](#)

Bottom Right: Metropolitan Line A60 Stock No. 5147 works a fast service through West Hampstead on February 18th. [Brian Battersby](#)

Below: Jubilee line 1996 Stock No. 96120 heads out of West Hampstead with a service for Wembley Park. [Brian Battersby](#)





Manchester Metrolink

Above: Progress is being made at Rochdale with the Metrolink extension, this is the site on February 24th. [Colin Irwin](#)

Right: On Saturday March 10th, Metrolink received their 50th new tram No. 3050. It had a commemorative poster in it to mark the occasion. [David Hollowood](#)

Below: Series one Metrolink unit No. 1003 looks very smart in the new livery, seen here at Bury on March 3rd, having worked a service from Piccadilly. [Richard Hargreaves](#)



Manchester Metrolink *continued...*

Progress on the Metrolink extension at Shaw shows that the track is complete and ballasting has taken place.

Colin Irwin



Fares Advice with RailUK

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

RPI refused to issue a PF

Q: I was travelling with colleagues from WGC to London (FCC) (off peak) with an off peak carnet -correctly, though hastily, filled in at the station- when a uniformed RPI came through the carriage asking for tickets. I showed my carnet and the RPI stated that he thought the ticket had been used before and that the date had "clearly been changed". I said that was not true, and asked if he would like to scan it through the machine to check. He told me he didn't need to scan it because it looked like it had been changed, and because FCC do not always operate the barriers at their stations, so a check that shows it hasn't been through a barrier doesn't mean it hasn't been used previously.

This is the interesting bit: He said he was going to issue a PF because he didn't think the carnet ticket was valid. I said that was OK, but that I didn't want to pay the PF now, because I would contest it, expecting him to issue a "nil-paid" PF. Instead he pulled out his Witness Statement pad and proceeded to fill it in. I asked why I wasn't being issued a PF as he had said he intended to, and he said that this was what happened if you refuse to pay the PF. I asked again to be issued the PF he had said he would, but he continued to refuse, and even refused to let me see the PF form (I'm sure there is a "nil-paid" section on there which I wanted to see). He read me my rights and asked for ID. He then asked the standard questions (do you have a valid ticket: yes; where are you travelling to/ from...; was your intention to avoid the fare: no).

I made sure to take a photo of my ticket before letting him confiscate it, and also asked to see his ID and make a note of his name and badge number. He was very reluctant to give his surname, stating he was under no obligation to do so (is this true?), and went so far as to cover it with his hand on the Witness Statement while he made me sign it.

I have 3 witnesses (the colleagues) who saw me fill in the blank carnet before boarding. I fully admit that the day number was a bit shaky - it was filled in hastily, and in my experience pens often doesn't work first time on the glossy card which can cause scratching and the odd erroneous ink mark, so I deliberately went over the first number a couple of times to make sure it was clear and legible.

Any advice? Should I do anything pre-emptive before receiving an "Intention to Prosecute" letter? (If they send one at all.) Is my understanding of nil-paid PFs incorrect?

Is taking a Witness Statement the correct process in the above scenario? Just booked a trip to York in May. I couldn't decide whether to go for P@H or ToD. I plumped for P@H, but a thought just occurred to me: I used my credit card as ID. What happens if I don't have it any more, eg if I loose it or it's stolen?

A: *It is correct that railway staff do not have to give you their surname.*

It is also up to revenue staff how they choose to deal with you, be it a Penalty Fare or a Travel Irregularity Report or MG11.

At this stage I wouldn't worry too much. The RPI will send his report in with the ticket he confiscated off you. The TOC's revenue protection department will contact you and ask for your view on the events.

I notice that there seem to be more problems with FCC when it comes to ticketing than any other TOC. Any reason for this?

In this case I think that if this went to court there would be little way of proving whether the ticket had been altered or not.

Cheapest option for a Caledonian Sleeper single berth

Q: I can't stand the idea of sharing a berth with someone I don't know, so what is the cheapest possible option for a single berth? From London to Fort William, for example? Would it be possible to purchase a "bargain berth," and then purchase a "solo supplement" on top? Would I run the risk of not being able to purchase the "solo supplement" because of limited availability, and so be left with a worthless (from my perspective) "bargain berth?"

A: *I hear that purchasing your berth between two stops that are unlikely to be used for an end-to-end journey (Watford Junction - the station before Fort William, say) increases one's chances of being allocated a berth to oneself.*

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 completes £2.2m investment in regenerative braking system to drive greener trains

South West Trains has announced the completion of a multi-million investment programme to deliver regenerative braking across its fleet to save energy and provide even greener trains. The £2.2m programme has involved installing equipment on more than 200 electric trains which operate on the South West Trains network. These trains run services in the London suburban area, to Guildford, Alton, Portsmouth, Reading, Southampton and Weymouth. They are all now fitted with the new energy-saving technology.

Energy produced by a train equipped with the regenerative braking system returns electricity to the third rail system, allowing trains in close proximity to draw on the electrical supply. The technology saves 50 million kWh of electricity annually, enough to power more than 11,500 UK homes for an entire year. Trains fitted with the technology include: the whole fleet of 30 Class 458 trains and the 172 Siemens Desiro trains (Classes 444 and 450). The modifications to the Desiro trains were carried out by Siemens technicians during the nightshift and at weekends to minimise disruption to the service.

South West Trains Engineering Director Christian Roth said: "The roll-out of the regenerative braking system is a significant step forward in the environmental performance of our trains. It would not have been possible to coordinate and implement such an ambitious programme without the support and excellent working relationship with our Desiro Maintainer 'Siemens'. Trains are already one of the most environmentally-friendly forms of transport and the completion of this project will provide our passengers with an even greener and smarter way to travel.

"We anticipate our energy consumption on the suburban network, where the first trials took place, will be reduced by up to 20%. As well as the obvious cost-saving benefits, we are also ensuring that energy previously lost is being put to good use by recycling it and helping to power other trains."

The regenerative braking project, which has been carried out in partnership with Network Rail and rolling stock providers Alstom and Siemens, is part of a major £11 million investment across Stagecoach Group as part of its sustainability strategy.

First of 33 trains receive makeovers

Four ScotRail trains serving key cities have returned to service after a refurbishment under a £6m enhancement programme. They are the first of 33 trains to receive interior and exterior makeovers in a project due to be completed in December next year.

All the work is being carried out at Railcare Limited's depot in Springburn, Glasgow - which employed 12 more people for the contract. The project, aimed at enhancing passenger comfort, takes place during routine maintenance cycles. It includes new carpets and toilet flooring and also involves rebranding the Class 170 trains in the new "ScotRail, Scotland's Railway" unified livery. Two of the fleet, which previously had Standard Class seats only, have now been fitted with new First Class compartments.

All the trains run on Aberdeen, Edinburgh, Glasgow and Inverness routes. In addition, interior aspects such as grab poles, table stands and coat hooks are being re-coated in the new livery colours by Cumbernauld based Highland Galvanizers & Colour Coaters as part of a £300,000 contract which also includes work on the upgrade of ScotRail's Class 334 trains.

Steve Montgomery, ScotRail's managing director, said: "The enhancements mean that our customers can travel in greater comfort. It also supports Transport Scotland's ongoing roll out of a new, consistent brand for Scotland's railway." Transport Minister Keith Brown said: "I am delighted to see these newly-refurbished trains now appearing in service and offering passengers a more comfortable and attractive rail journey across the country.

"The Scottish Government is absolutely committed to encouraging as many people as possible onto public transport and facilities like these improved Class 170 diesel trains will go towards achieving that vision. "This will help reduce our carbon emissions, cut congestion and therefore accidents on the roads and generally make the daily commute and other travel for passengers between Edinburgh, Glasgow, Dundee, Perth, Aberdeen and Inverness an even more enjoyable experience." Rob Baxter, Managing Director of Railcare, said: "This programme further emphasises the close working relationship we enjoy with ScotRail, helping them deliver high quality rail services that passengers deserve." Geoff Crowley, Highland Galvanizers' managing director, said: "Our work offers a visual contrast to ensure the interior equipment can be distinguished by visually impaired people, as well as being durable."

TV STAR TO NAME EAST COAST TRAIN 'BATTLE OF BRITAIN MEMORIAL FLIGHT' AT RAILFEST IN YORK

Spitfire, Hurricane and Lancaster will fly overhead as thousands witness ceremony in June

A record-breaking East Coast locomotive is to be named 'Battle of Britain Memorial Flight' by TV star Carol Vorderman, in a spectacular ceremony to launch a nine-day festival at the National Railway Museum in York this June.

The locomotive will carry a specially-designed livery featuring the 'planes and insignia of the Royal Air Force Battle of Britain Memorial Flight (RAF BBMF). Three of its iconic aircraft – the Spitfire, Hurricane and Lancaster – will fly overhead as Carol unveils the train in front of thousands of visitors at the opening of Railfest, a spectacular celebration of the railways, on Saturday, 2 June 2012.



The locomotive, number 91110, achieved a UK national speed record for electric trains at Stoke Bank, north of Peterborough, on 17 September 1989 – a record which stands to this day.

Carol Vorderman stars on ITV's panel show 'Loose Women', following 26 years as co-host of Channel 4's quiz show 'Countdown'.

Carol said: "It would be a privilege to be asked to name any train. But to be asked to unveil this particular East Coast locomotive, named 'Battle of Britain Memorial Flight', is a deeply moving honour.

"I've been a friend and supporter of the RAF BBMF for a long time, and I'm thrilled to be invited to carry out this important ceremony. It's firmly in my diary and I am very much looking forward to being part of such a landmark event."

The design for the locomotive will feature the three aircraft plus the Royal Air Force roundel, RAF BBMF insignia and 'Lest We Forget' motto. It will also feature a pair of 'oak leaf' cast iron plates commemorating its record-holding status, in similar style to those carried by the LNER steam locomotive 'Mallard', the world's fastest steam locomotive.

'Mallard' will stand nose to nose with East Coast's locomotive at the naming ceremony. A programme of music and guests will entertain spectators before and after the locomotive is named. The ceremony will conclude with a further flypast by the RAF BBMF's D-day liveried DC3 Dakota aircraft.

East Coast's Director of Communications Paul Emberley said: "East Coast is delighted to work with the Royal Air Force Battle of Britain Memorial Flight, the National Railway Museum and RAIL magazine to present this important and exciting event.

"Our named and liveried locomotive will be an ambassador for the RAF BBMF, and everything it stands for, along the East Coast Main Line between London, Leeds, York and Edinburgh.

"Bestowing the Battle of Britain Memorial Flight name on this electric locomotive is highly appropriate, and the commemorative plates kindly donated by the National Railway Museum will continue to emphasise the power and prestige of the East Coast route – just as Sir Nigel Gresley's streamlined locomotive 'Mallard' did in the steam age."

The Railfest opening ceremony will begin at midday on Saturday 2 June, featuring individual flypasts by the Spitfire, Hurricane and Lancaster aircraft in the run-up to the train naming by Carol Vorderman. The three planes will then form up and fly together over the stage as Carol unveils the East Coast locomotive in its commemorative livery.

National Railway Museum Director Steve Davies said: "Railfest will be Britain's biggest rail celebration, and there could be no finer way to open and launch it than with this prestigious and historic East Coast locomotive naming ceremony. We are delighted that Carol Vorderman has agreed to carry out the naming, and we look forward to a spectacular launch to nine wonderful days in York this summer."

Although various steam and diesel locomotives have carried aircraft names, this will be the first time a main line express locomotive will have been named and liveried in honour of the Battle of Britain Memorial Flight.

Officer Commanding RAF BBMF Squadron Leader Ian Smith – a former Red Arrows display team pilot – will be among those watching events on the ground and in the air on 2 June. He said: "Everyone associated with RAF BBMF is thrilled that Britain's record-holding electric express locomotive is to be named in honour of the Flight.

"It will greatly help the RAF BBMF with one of its key messages: to recognise and commemorate the selfless acts of bravery of over 100,000 RAF airmen and airwomen who have defended our freedom over decades, many making the ultimate sacrifice.

"It is especially gratifying that this locomotive travels regularly at speed through Lincolnshire, 'Bomber County', where many of the 55,573 men of Bomber Command took the offensive to Germany and never returned. 91110 is a powerful symbol in honour of their memory."

It's hoped that a number of RAF veterans will join serving pilots who fly the RAF BBMF's collection of historic aircraft to witness the ceremony in York. Alongside them will be Squadron Leader Stuart Reid (Rtd) who flew the Lancaster bomber for the last 11 years of his career, and who first put forward proposals for the train naming.

Squadron Leader Reid will co-present the naming ceremony alongside the Managing Editor of RAIL magazine, Nigel Harris. Railfest is being staged with key support from RAIL and its sister titles Steam Railway and Model Rail.

Nigel said: "The train naming and flypasts will provide an awe-inspiring launch of Railfest, which promises a nine day celebration across a space the size of eleven football pitches, filled with an amazing line-up of record-breaking historic and modern locomotives, from both the Museum's own collection and across the UK.

"There could be no better way to raise the curtain on such a magnificent festival than this. Saturday, 2 June 2012 will be a date which will live long in the memory of every one of the thousands of people who will be in York to see this great event unfold on the ground and in the air."

Tickets are now on sale for Railfest, the nine-day celebration of Britain's railways, to be held at the National Railway Museum in York from 2 to 10 June 2012.

Royal Train starts its Diamond Jubilee tour with specially commissioned locomotive

In recognition of the first Royal Train service as part of Her Majesty The Queen's Diamond Jubilee celebrations, a locomotive was unveiled arriving into Manchester Victoria Station on March 23rd in a specially commissioned Jubilee design.

The locomotive, which will haul the Royal Train to Jubilee events this year, is painted in silver with an image of the United Kingdom flag and was officially named Diamond Jubilee by HM The Queen earlier that morning.

The celebratory design was commissioned by DB Schenker Rail UK, the Royal Train Operator, to commemorate the historic link between HM The Queen's reign and the railway.

The Royal Train has been a central part of the travel arrangements of the Royal Family since the first service operated on 13 June 1842. The train will transport members of the Royal Family to Diamond Jubilee events across the UK this year.

Alain Thauvette, Chief Executive of DB Schenker Rail UK, said:

"During the Diamond Jubilee this special locomotive will convey members of the Royal Family using the Royal Train to engagements across Britain to celebrate this important year.

"The railway is proud to support the transport requirements of the Royal Household and we are delighted to have commissioned this special locomotive design to commemorate and celebrate HM The Queen's Diamond Jubilee."

Photo: On March 23rd, recently reliveried and now named "Diamond Jubilee" Class 67 026 is seen at Manchester Victoria with the Royal Train.

[Colin Irwin](#)



DESIGN CONTRACT SIGNALS NEXT PHASE IN DELIVERY OF BORDERS LINE

Network Rail has appointed BAM Nuttall to assist in the delivery of the Borders Railway as the project moves another step closer to delivery.

The contract allows Network Rail to continue design and advance works on behalf of Transport Scotland prior to taking on a full project delivery role.

The £2million contract enables BAM Nuttall to further develop designs of the railway route, including bridges, tunnels and stations. Network Rail will also proceed with ground stabilisation works in the Midlothian section of the route where remediation of former mine works is required.

The contract includes an option to continue into the delivery phase once design is completed. While the preparatory works are under way, Network Rail continues to work with Transport Scotland with a view to taking on the delivery of the project.

David Simpson, route managing director, Network Rail Scotland, commented: "Network Rail is pleased to be involved with the Borders Railway and this contract to deliver the design phase takes us and the Scottish Government one step closer to re-establishing a railway to the Scottish Borders."

Transport Minister Keith Brown said: "The Borders Railway project is a sign of the Scottish Government's commitment to developing rail services and I am extremely pleased to see Network Rail progressing preparatory works with their award of the design contract."

"This is an important project for the region and will help secure jobs and provide opportunities for communities along the route."

David Belsham, Director, BAM Nuttall, commented: "BAM is delighted to be selected to continue our long association with the Borders Railway project. We have a proud heritage of delivering major infrastructure projects in Scotland and are excited by the prospect of continuing our close collaboration with Network Rail and the local community through this next important phase."

The Borders Railway will reconnect the heart of the Scottish Borders to the railway network for the first time in over 40 years. Travelling through Midlothian, the project will see seven new stations delivered along the 35 mile route -four in Midlothian and three in the Scottish Borders.

NEW RAIL DEPOT KEEPS HEREFORDSHIRE ON TRACK

Network Rail has cemented its presence in Hereford with a brand new maintenance depot.

The new facility of around £1m will be the strategic maintenance hub for the railway between Cwmbran and Ludlow and much of the railway in Heart of Wales. The depot, measuring around 4,000 square feet, is designed with modern facilities and extra room to house a bigger team, which has increased by around 25% since 2010.

This move is integral to Network Rail's wider devolution strategy in creating regional centres to become even more responsive to its customers and passengers. It also marks the company's continuous commitment to improve the railway in the area (including Heart of Wales), where around £8m of improvement and maintenance work has been earmarked to be delivered by 2013.

These works include improving the signalling through Hereford station to allow more trains to Worcester, Birmingham and London. Work has also started at Leominster and Hereford stations, where new lifts, footbridges, refurbished canopies and customer facilities are being installed to improve passengers' travel experience.

Mark Langman, route managing director, Network Rail said: "A modern and well-maintained transport infrastructure is vital to growing vibrant local economies. Rail is well positioned to meet that need and underpin future growth. Hereford, which is at the heart of the Marches railway network, makes the town an ideal location for this maintenance hub."

"By strengthening our presence in Herefordshire, we are demonstrating our commitment and can be more responsive and better placed to explore untapped rail opportunities. This will enable us to safeguard the future of the railways in this area and offer alternative transport solutions to congested roads."

Photo: MP Jesse Norman (right) opens NR depot at Hereford



NETWORK RAIL AWARDS EUROPEAN TRAIN CONTROL SYSTEM FRAMEWORK AGREEMENTS

Network Rail has announced framework agreements with four suppliers for the development and design of a new, European-standard signalling system for Britain's railways. The successful suppliers are Signalling Solutions Ltd, Invensys Rail, Infracore and Ansaldo STS.

Starting in April, the collaborative agreements cover a one-year development phase which will confirm the suppliers' design of a European Train Control System (ETCS) Level 2 signalling system. These will then be demonstrated on Network Rail's new testing facility on the Hertford loop with contracts for the delivery of the programme to be awarded in 2014.

ETCS is part of the European Rail Traffic Management System (ERTMS) – a tried and tested signalling system which will replace traditional line-side railway signals with a

computer display inside every train cab, reducing the costs of maintaining the railway, improving performance and enhancing safety.

Andrew Simmons, Network Rail director, future trains and operation control systems, said: "As the number of passengers and companies that rely on Britain's railway continues to rise, the safety-critical systems we use to run a safe and efficient railway are more important than ever."

"ETCS is now a crucial part of our plans for resignalling the railway – our focus now is on building confidence and experience in the technology so that future schemes can be delivered seamlessly. These new frameworks are the building blocks to developing this capability and will allow us to work closely with our chosen suppliers to develop long-term plans for work to be carried out more quickly and efficiently."

The first drive to install ERTMS will take place on the Great Western main line starting in 2016 as part of the large-scale resignalling of the line, coinciding with the arrival of new trains and electrification between London Paddington and Heathrow Airport, Oxford, Newbury and Bristol. The East Coast main line (commencing 2018) and Midland main line (commencing 2020) are scheduled to follow soon after.



RAIL PASSENGERS STEP INTO NEW ERA AS KING'S CROSS CONCOURSE OPENS

The biggest transformation in the 160-year history of King's Cross station has finally been revealed with the opening to the public of the spectacular new western concourse. More than 45m passengers a year – travelling through London and to and from destinations including Cambridge, Peterborough, York, Newcastle and Edinburgh – now have improved facilities including better lighting, larger destination boards, clearer station announcements and more shops and restaurants.

Ian Fry, Network Rail programme director for King's Cross, said: "The new King's Cross station is something for everyone to be proud of – and that includes passengers. As the number of people travelling by rail continues to grow, it's only right that we have the facilities we need to cater for that growth. This stunning addition to the station provides three-times as much space as the old concourse with new shops and restaurants, better transport links and a lighter, brighter environment for everyone to enjoy."

Keith Jipps, First Capital Connect customer service director, said: "This fabulous development at King's Cross is great news for our passengers who now have a less crowded, often more direct journey through the station as well as new shops and facilities, and lifts to all areas. The transformation and improved interchange with other forms of transport is a vital part of First Capital Connect's commitment to give our customers a great journey every day."

Tim Hedley-Jones, East Coast stations and property director, said: "East Coast is proud to be part of the redevelopment of King's Cross station. We have been working closely with Network Rail and industry partners to transform the station. It is now a superb destination for the 13m customers who travel with East Coast to

London.

"The enhancements to the station facilities located in the specially created western concourse include a brand new travel centre, a number of new retail and food outlets, as well as a customer information point. East Coast has also created a new First Class Lounge with easy access to both the new concourse and the platforms." A stunning new glass and steel roof structure has been cleverly blended with the Grade-1 listed station's heritage to create a space for passengers that is three-times larger than the current concourse, with improved links to both the London Underground network and St Pancras International station.

The new concourse can be accessed direct from the Tube and for pedestrians from Euston Road, Pancras Road and via new arcades on the ground floor of the Great Northern Hotel. Network Rail and the train operating companies serving King's Cross have been advising passengers about the changes to the station and will have teams on hand throughout the week to provide advice, foldout wayfinding maps and links to information online and via social media.

Passengers departing from King's Cross now access the platforms from the new western concourse, either at platform level or by using the new footbridge which extends across the full width of the main station shed and provides lifts and escalator access to all platforms. Passengers arriving at platforms 0 to 8 will leave the station through the existing 1970s concourse, which will be demolished after the London Paralympic Games. The area will be transformed into a new public open space, larger than Leicester Square, by September 2013.

The £550m scheme marks the completion of yet another key transport upgrade for the Olympic and Paralympic Games. It takes the total investment in transport infrastructure in the King's Cross area in the last ten years up to £2.5bn. Over a thousand tonnes of steel, one million specially made heritage bricks, five million ceramic tiles and five million metres of cabling were used in the construction. More than 5,000 people worked on the project, providing a vital boost to the economy with 15% of the work force coming from the local area.

HISTORIC CARTOUCHES RETURN TO LONDON'S SOUTH BANK

Visitors to the South Bank have caught a glimpse of history recently, as work began to reinstall renovated railway cartouches at Blackfriars station.

Two 16-tonne cartouches – giant iron plates bearing the insignia of the London, Dover & Chatham Railway that once served Blackfriars – were removed in 2011 to allow for the construction of a new southern entrance for Blackfriars station. The cartouches have been dismantled, restored and work has now begun to reassemble them on site.

Network Rail is rebuilding Blackfriars station to span the River Thames, making way for longer trains and more frequent services on the Thameslink route from Bedford to Brighton, through central London. A new entrance on the south bank of the river, the first to be built here for 120 years, makes cultural attractions such as Tate Modern, the National Theatre and Shakespeare's Globe directly accessible from Blackfriars.

Laurence Whitbourn, Network Rail project director for Blackfriars, said: "We've had to consider Blackfriars' history and heritage at every step of the way as we've transformed a Victorian railway bridge into a station that spans the River Thames.

"At Blackfriars we're building a contemporary station designed to provide a better train service for growing numbers of passengers. But we're not forgetting the station's heritage. It's great to see the historic cartouches restored to their former glory and back in place. They're a testament to the Victorian engineering that has stood Blackfriars in good stead for the past 120 years."

The new south entrance to Blackfriars station was opened to the public on 5 December 2011 and quickly became popular with passengers, accounting for 40% of people entering or exiting the station. The reinstallation of the cartouches represents another milestone for the Blackfriars project, the coming months will see the installation of lifts providing step-free access to all platforms and the full reopening of the Thames Path under Blackfriars rail bridge which is currently closed at night.

The south station entrance is just one part of a complete rebuild of Blackfriars station which is seeing platforms extended over the River Thames to make way for longer trains; a new Underground station and entrance hall on the north bank of the river; and 4,400 solar panels installed on the station roof, creating London's largest solar array.



New community coffee bar at Loughborough Junction station

A new coffee bar has opened at Loughborough Junction station offering a wide range of drinks and homemade food.

The Beanery is owned and managed by Sabina Pieper and her business partner Koyser. Sabina makes all of her own food on the premises, including pizzas, cakes, and bread. She will also be offering homemade smoothies during the summer months.



In addition, The Beanery will be operating as a wine bar from 19 April and will regularly host events such as live music and storytelling sessions.

The Beanery is situated alongside the station's entrance and is open Monday to Friday, 7am till 5pm. When the wine bar opens, the opening hours will be 7am till 5pm Monday-Wednesday and 7am till 11pm Thursday-Saturday.

Anna Kiddle, FCC's Estates Manager, said: "The Beanery looks fantastic and is certainly a welcome addition to Loughborough Junction Station. Sabina already has a great reputation at the station and I am confident that our customers here in Loughborough Junction will appreciate the quality homemade products that The Beanery provides."

Sabina Pieper commented: "There has been a real gap in the market at Loughborough Junction for a coffee shop where people in the local community can come together and enjoy each other's company.

"Several people have already come up to me and noted what a big improvement The Beanery has made to their local area. I really would like to thank First Capital connect for all of their support."

View from the Outside

This month I travelled to the Czech Republic.

Czech Republic trains and many train stations are like Britain was in the 1970s and if anyone out there likes Harry Potter, then Czech Republic trains are for you, they have compartments just as Britain did in the olden days. I think it's a great idea keeping the old compartments as it gives privacy and I found it fun! In the UK, I think they prefer to squish as many people on as possible.

In Czech Republic they just add on another coach if the trains get busy, in the UK they simply make you stand. I like the cheapness of Czech trains too, we got an all line rover for three days for the equivalent of 51 euros, considering in England you'd not even get a single to some places for that price I think that is pretty good value!

Andy and me travelled to different parts of the country on our tickets and there were lovely views out the windows. I do have one complaint which is that we had to share a compartment one morning with a girl who asked if she could join us, fine, but she asked us to shut the window and I thought if you don't like it move elsewhere we were there first and I felt sick with the heat!

I enjoyed having a window you could open in the compartments, but I was scared of losing our heads, however Andy pointed out there was a large gap between the next line. Trains in the country were always on time, we never had to wait like you do here, there were plenty of trains to choose from and I thoroughly enjoyed it.

I would recommend the country's trains as an outsider who has no interest in them usually. Andy took lots of photos in between our sightseeing which was slightly annoying when he kept saying he wanted to take photos of Goggles or Grumpys and I was like.... What?!

I'm sure you all know what he was on about! Until next month I bid you farewell.

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

50% more Standard seats, as longer trains take to the tracks to boost Virgin Trains capacity

Longer trains are set to enter service with Virgin Trains in April, providing 150 extra Standard seats on some of the busiest services on the West Coast Main Line.

The longer trains will initially work services on the London to Birmingham route, but as more 11-coach trains come into service they will also operate some of the busiest trains on the Manchester, Liverpool and Glasgow routes. By the end of April they are expected to be running over 30 services every weekday with the benefits of the longer trains enjoyed by passengers across the Virgin Trains network.

Tony Collins, Virgin Trains Chief Executive Officer said: "Working closely with the Department for Transport we are delighted to be bringing more capacity on to our services. We have listened to feedback from our customers, staff and stakeholders and are putting the longer trains into service where the extra seats are needed the most. The lengthened Pendolinos will provide 589 seats, with over 440 being provided for Standard customers, an increase of over 50% in the number of Standard seats."

Transport Minister Theresa Villiers said: "Tackling crowding and reducing the cost of our railways are two of the biggest challenges facing the rail industry at the moment. I am delighted that we have reached agreement to bring these carriages into service. "But this is just part of the Government's plans to increase rail capacity - across the network we plan to deliver more than around 2,700 new carriages by 2019."

106 new Pendolino vehicles are being built, which comprises four new eleven coach trains and 62 additional vehicles to convert 31 existing nine coach Pendolino trains to 11 coach. When all of the extra carriages are in service they will provide over 10 million extra seats on the West Coast Main Line every year.

Passengers in North Wales saw more capacity provided on Virgin Trains services from Holyhead/Chester-London last year and this will continue to be provided on the route with the busiest trains continuing to be formed of ten coaches.

ALL CHANGE AT LONDON BRIDGE

Network Rail's proposal for a major redevelopment of London Bridge station has been awarded formal planning consent.

The decision means that from 2018 over 90m passengers a year - a 35m increase - will be able to travel through a brand new, state-of-the-art railway station.

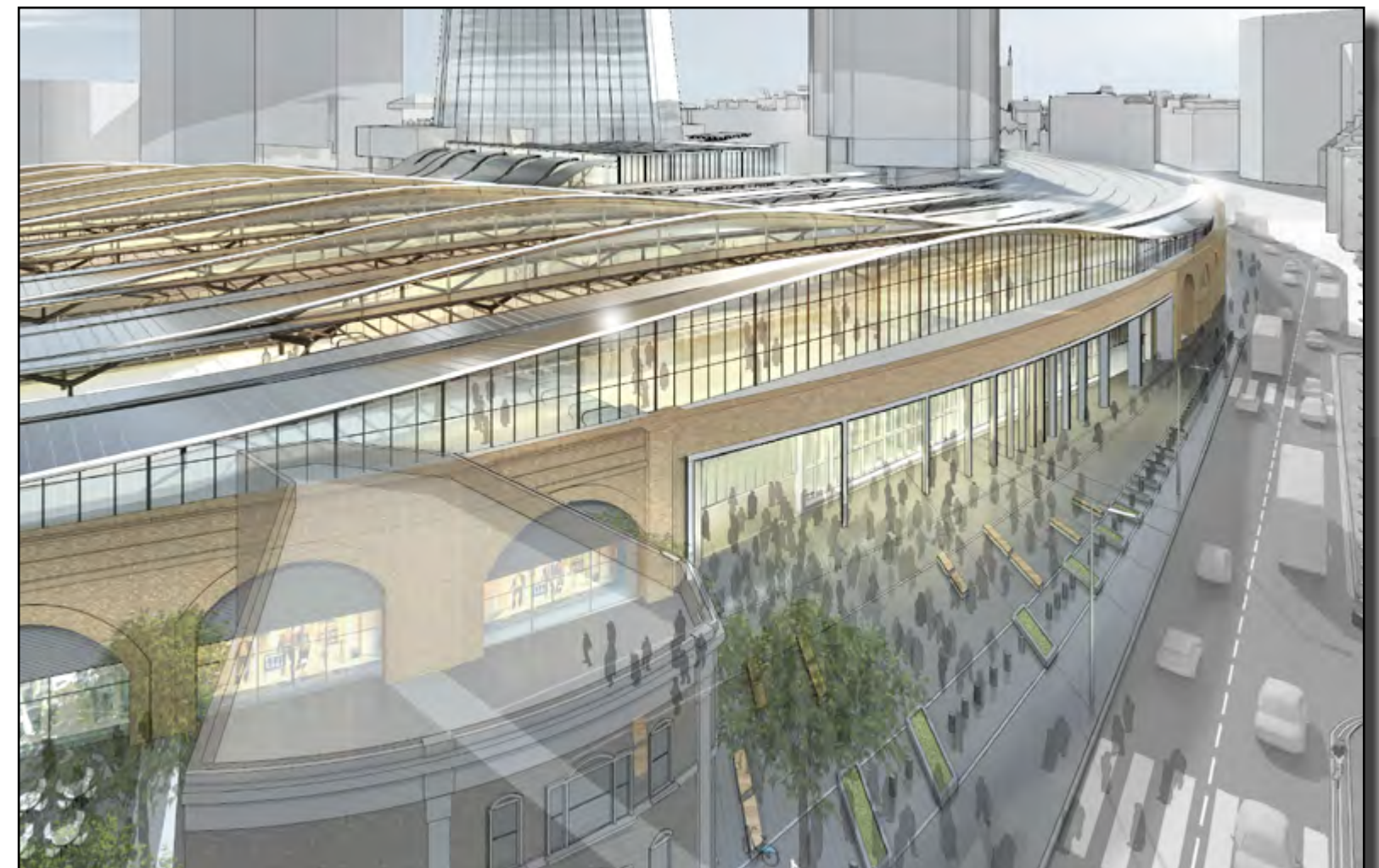
The plans are part of the second stage of the Thameslink programme to unlock much needed capacity on London's rail network, and allow more services to travel to and through the capital.

By changing the way the station works for passengers and the community, the redevelopment will remove a critical railway bottleneck as well as creating better pedestrian connectivity between Tooley Street and St Thomas Street.

Network Rail's chief executive David Higgins said: "Our work will see the transformation of one of London's oldest and highly congested railway terminus. The London Bridge project is a critical part of the £6bn Thameslink Programme. It is only by remodeling London Bridge station that we can allow the new fleet of 12-car trains to operate at a metro-frequency on the Thameslink route. The project will also cover over 46 miles of new track laid in the 4.3 mile approach to the station.

"As well as bringing a better rail service to Southwark, we hope that the construction programme itself will help support the local community. How we build is as important as what we build and we are committed to a number of schemes such as local employment, supply chains and community engagement as well as setting up a workplace diversity and inclusion plan."

New street-level entrances on Tooley Street and St Thomas Street, as well as a permanent 24-hour pedestrian walkway through Stainer Street, will create better connectivity with strong links across the station linking north and south. This further supports the role that the station plays in bringing regeneration to Southwark.



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.

This month I have been asked by our editorial team to mention the delicious carvery at the Chasewater Railway.

Both Andy and David have recently sampled the fayre at The Sidings, Brownhills West station and highly recommend it. (They didn't take me, the ***s!)

The Sidings Tea Room is a traditional cafe located at Brownhills West Station. Every Sunday a Hot Carvery is served, and is superb value at £4.95p. Together with Full English Breakfast and fresh hot, home-made dishes are available throughout the week.

Their menu includes Roasted Meats, Traditional Pies, Pasta, Curries and Casseroles to name but a few. Alternatively, if you fancy something lighter a selection of freshly made Baguettes, Sandwiches, Cakes and Snacks are also be available.



Their aim, wherever possible, is to use locally sourced produce, and most importantly as soon as you enter, a warm friendly atmosphere is encountered.

The Tea Rooms also have a real coal fire which completes the traditional atmosphere, especially on those colder days.

They are open :

Tuesday - Friday 9.30 am - 3.30 pm

Sat 9.30 am - 5.00 pm

Sun 9.00 am - 5.30 pm

(Closed Mondays)

Breakfast is served till 11.00 am daily.

Hot Dishes served

Tue - Fri 12.00 pm - 2.30 pm

Sat 12.00 pm - 3.00 pm

Sunday Carvery 12.00 pm - 3.00 pm

Adults £4.95p, Juniors £3.95p

(all subject to availability)



As a top tip if you don't want the full carvery then try the hot pork sandwich (or whatever meat is on the carvery) it really was delicious.

Home made cakes were also on sale, but we thought we'd better not!

Well thanks to Andy and David for that report, just a hint though. Take me next time !

If you know of anywhere that is worth a mention or know of an special offers then please do let me know.

Until next month,

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

Northern Unveils Timothy Hackworth Train

Northern has named a train after railway pioneer, Timothy Hackworth, who helped create the Darlington and Stockton Railway. The 'Timothy Hackworth' is a 156 diesel train and will operate around the north east, reminding passengers of his contribution to the railway and how influential he was in the production of the first ever locomotive for Stephenson engineering.

The train was unveiled at Darlington station on Saturday 17 March by Northern's Area Director, Richard Allan, alongside Jane Hackworth-Young, great, great grand-daughter of Hackworth himself. Children from the local Timothy Hackworth School in Shildon appeared in period costume, alongside local dignitaries from Darlington, Shildon and Durham.

Richard Allan comments: "We are delighted to celebrate Timothy Hackworth, who paved the way for the railway we proudly operate today. We name our trains after those who have made a significant contribution to the communities we serve and Mr Hackworth certainly did that.

Thank you to his great, great grand-daughter, Jane, for joining us and the Bishop Line Community Rail Partnership for their support with this event."



London Midland announce lowest ever fares

London Midland have announced their biggest ever on-line ticket sale just in time for the busy school holiday period. Highlights of the sale include prices as low as £3 one-way from Birmingham to London and £5.50 one-way from Liverpool to London.

Prices for thousands of Off-Peak and Advance tickets have been reduced by up to 50% for travel between 9 April and 31 May. The sale is on one-way Advance purchase and Off-Peak return & single tickets bought on-line. Other eye-catching examples of the discounted fares include; Birmingham to Stratford £3.50 return, Birmingham to London £18.10 return, Crewe to London £22.20 return and Stafford to London £20.10 return.

To publicise the sale, London Midland will be running a television advert – the first time the company has ever used television advertising. The adverts, which will be running in the ITV West Midlands region, were produced by Spirit Media in partnership with Birmingham based firm The Character Shop. Information on the sale will also be available on London Midland's own YouTube channel www.youtube.com/londonmidlanduk from 5 April.

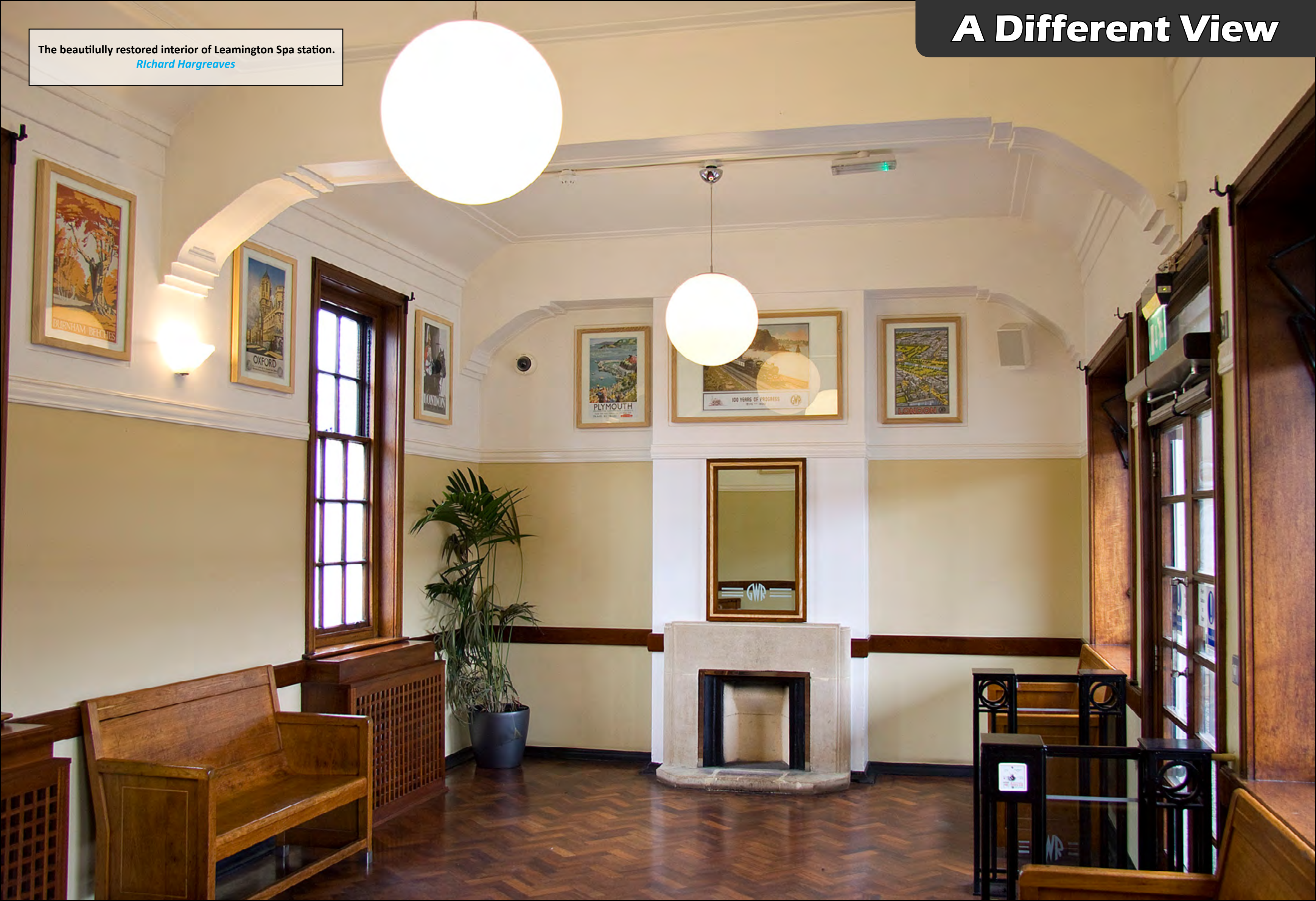
London Midland's Commercial Director, Richard Brooks, said: "This is our biggest ever sale and there are some fantastic bargains to be had. With prices from as low as £3 for a ticket to London, massive savings are possible on a family day trip."

Tickets are available from www.londonmidland.com/sale and, for even greater savings, Railcard discounts can also be applied.

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

A Different View

The beautifully restored interior of Leamington Spa station.
Richard Hargreaves



Class 55 019 "Royal Scots Grey" is seen at Haworth on the Keighley and Worth Valley Railway during last years diesel gala. [Colin Irwin](#)



Top Right: BR 4MT No. 80080 speeds through the Lancashire countryside near Irwel Vale at the East Lancashire Railway's steam gala on February 26th. [Colin Irwin](#)

Bottom Right: One of the redundant EPS Nightstar generator coaches has re-appeared at Doncaster this month. Although several years now since the project was scrapped these coaches are still dotted about the country. Is there a reason for keeping them? [Class47](#)

Below: The main line that never was. The Lune Valley line stretched from Clapham in North Yorkshire to Tebay, serving Ingleton and Sedbergh en-route. It's rural setting made it a prodominantly long distance passenger and freight line as opposed to a commuter line, which would ultimately become it's downfall alongside, nearly, the Settle and Carlisle line. Whereas the S&C fared better, the passenger services were withdrawn on the Lune Valley route in 1954, and the line was closed completely in 1967. It's impression on the landscape was never lost however, with several major engineering monuments along the route, such as here at Sedbergh Viaduct, formed of a series of brick arches with a single iron span across the center. [CJ Sutcliffe](#)



Llangollen Railway

BRC&W Class 104 DMU Nos. 50454 and 50528 is seen at Llangollen station on March 31st. [Richard Hargreaves](#)

Preserved Railways



Llangollen Railway continued...

Top Right: As viewed from the cab of the Class 104 DMU, the secondman of Class 26 No. D5310 gets ready to exchange the token with the signalman just outside Llangollen. [Richard Hargreaves](#)

Bottom Right: Class 37 No. 6940 approaches Carrog with a service from Llangollen on March 31st. [Paul Godding](#)

Below: Class 31 No. 5580 is seen approaching Berwyn on March 31st. [Andy](#)



Llangollen Railway

continued...

Class 47 No. D1566 speeds away from Carrog and heads along the banks of the River Dee to Glyndyfrdwy on March 31st. [Paul Godding](#)



East Lancashire Railway

Top Right: Only just returned to service in time for the Gala at the beginning of March was Class 14 No. D9531. Seen here at Ramsbottom running with fictitious D9556 numbers. [Richard Hargreaves](#)

Bottom Right: A superb job has been done on Mk1 Buffet Car No. E1871, seen here at Bury on March 3rd. [Richard Hargreaves](#)

Below: Hymek Class 35 No. D7076 is seen on the rear of a service headed by Class 47 No. D1501 heading into Rawtenstall, March 4th. [Colin Irwin](#)



ELR continued...

Class 37 109 and 37 901 "Mirlees Pioneer" head a southbound service at Irwell Vale, on March 4th. Class 50 015 "Valiant" was on the rear.

CJ Sutcliffe



ELR continued...

Top Right: BR Blue Class 20 087 complete with red solebar and Saltley LIP branding is seen at Ramsbottom on the rear of a working to Rawtenstall. [Class47](#)

Bottom Right: Class 47 No. D1501 arrives at Irwell Vale with a service to Rawtenstall. Class 33 109 on the rear. [CJ Sutcliffe](#)

Below: Class 55 022 "Royal Scots Grey" is seen passing Townsend Fold double heading the Bury service with Class 40 No. D335. [Colin Irwin](#)



ELR continued...

Top Left: The star attraction at the diesel event was the return to traffic for the lines resident Class 14 0-6-0 "Teddy Bear" No. D9556 which was to be seen working shuttles between Ramsbottom and Bury Bolton Street all weekend. Here it passes north through Burrs Country Park with a shuttle for Ramsbottom. [CJ Sutcliffe](#)

Bottom Left: Class 37 901 "Mirlees Pioneer" negotiates Bury South Junction with a service to Heywood, entering the climb to the infamous Ski Jump, March 4th. [Colin Irwin](#)

Below: On March 4th, BR Class 50 015 "Valiant" passes Moss Hall Road with a service for Heywood. [Colin Irwin](#)



Chasewater Railway

No. 2648 "Linda" an 0-4-0ST built by W G Bagnall in 1940 and currently carrying National Coal Board livery, departs Brownhills West on March 18th. [Class47](#)





Chasewater continued...

Top Left: Bagnall No. 2842 a 1946 built 0-4-0ST is seen waiting to depart Brownhills West with a passenger service on March 18th, behind it is No. 3783 "Darfield No. 1" an 0-6-0ST built at the Hunslet Engine Co. in 1953. [Richard Hargreaves](#)

Bottom Left: Darfield No. 1 an 0-6-0ST built at the Hunslet Engine Co. in 1953 is seen arriving into Chasewater Heaths with a rake of NCB mineral wagons. [Richard Hargreaves](#)

Below: No. 3 "Colin McAndrew" an 0-4-0ST built by Andrew Barclay, Sons & Co. in 1911 is seen shunting at Brownhills West on March 18th. [Richard Hargreaves](#)



Chasewater continued...

Nechells No. 4 an 0-6-0T built by Robert Stephenson & Hawthorns in 1951 and carrying the Central Electricity Authority livery arrives into Brownhills West on March 18th. [Richard Hargreaves](#)



Ecclesbourne Valley Railway

Class 33 035 and Class 117 No. 51360 are seen in the platforms at Wirksworth station on March 17th.
The keen eyed amongst you might just spot two railway journalists in this photo! [Richard Hargreaves](#)



EVR continued...

Top Right: Class 31 414 is seen parked up on the depot at Wirksworth, March 17th. [Andy](#)

Bottom Right: Resplendent in BR Blue livery, Class 33 035 propels a DMU trailer up the incline towards Ravenstor. [Andy](#)

Below: Class 20 No. D8001 is seen passing Callow Park on the Ecclesbourne Valley Railway with a Wirksworth to Duffield service. [Mark Pichowicz](#)





The A1 Steam Locomotive Trust
New Steam for the Main Line

Mills & Boon® gets hot and steamy with Tornado

Together with The A1 Steam Locomotive Trust, romance publisher makes tracks to create one woman's dream steam train proposal

29th February is traditionally the only day a woman can propose to her partner, and this year champions of romance Mills & Boon have run a national search to find the UK's most romantic woman and create her dream proposal scenario. Throughout their 100 year history, Mills & Boon's authors have always been inspired by romantic trends contemporary with the time of their writing, and the publisher are delighted to continue this tradition by encouraging women to take control of their romantic destiny this leap year.

Mills & Boon received over 100 entries – ranging from popping the question on the Saharan set of Star Wars, to flying a flag from the top of Ben Nevis – but the outstanding entry came from Fiona Boubert, whose dream is to propose to her partner whilst dining on a private steam train.

Fiona, a civil servant in her mid-40s, met her partner Neil, who works for thetrainline.com, through mutual friends in 2009. They had their first kiss at a railway station, and then spent the first year of their relationship commuting between Hartlepool and Edinburgh on the East Coast line, until Neil moved to Scotland in 2010. As train journeys will always hold fond memories for the couple and Neil loves vintage trains, Fiona asked Mills & Boon to create the ultimate romantic moment on their own private steam train.

Working with The A1 Steam Locomotive Trust, the team behind the iconic brand-new Peppercorn class A1 Pacific steam locomotive Tornado, Mills & Boon will take over the Watercress Line in Hampshire on 29th February, giving the couple not only their own steam train, but their own private line for the day. Tornado will take the couple through stunning rural Hampshire, and they will be served a three course champagne lunch in a beautifully restored Pullman dining car.



Tara Benson, of Mills & Boon UK said "I'm chuffed that Mills & Boon made this modern marriage proposal so romantic for Fiona and Neil. This leap day, Fiona will take one giant leap for womankind. Romance readers know that women are as responsible as men for creating and maintaining the romance in their relationships. At Mills & Boon we loved the super-contemporary leap day proposal combined with the classic romance of steam trains and champagne. We wish the couple a very romantic happy ever after."

Mark Allatt, of A1 Steam said "When we built Tornado we were helping to recreate the romance of steam and we are delighted that Tornado is able to be a part of Fiona and Neil's own steamy proposal. We wish them every happiness."



STEP INSIDE! HISTORIC STATION ENTRANCE RESTORED AT GREAT CENTRAL RAILWAY.

Generous Grant from Biffaward sees 110 year old structure completely overhauled

An iconic grade two listed station entrance has been restored at the Great Central Railway. The ornate glass, steel and wood canopy at the front of Loughborough station, (which has featured in films and television programmes) has been completely repaired.

A grant of thirty three thousand pounds from Biffaward meant the work could go ahead.

Kate Tilley from the Great Central Railway said, "The front of our headquarters station at Loughborough has been encased in scaffolding for months. The builders have now finished and the result is simply splendid. The front of the station has been transformed, and the glass canopy which shelters visitors when they arrive is now ready for another century of service. We are deeply grateful to Biffaward for helping us"



Biffaward have helped the Great Central put a roof over passengers' heads before. In 2009 they part funded the work to build a station canopy at the heritage line's other terminus, 'Leicester North'.

Gillian French, Programme Manager for Biffaward, said "Biffaward is delighted to support such a worthwhile project. The restoration of the canopy at Loughborough Central station is a valuable focal point for the community, providing them with strong links to their culture and heritage."

The restoration work at the front of the station is part of an ongoing three year project for the GCR. Below road level, the canopy which covers the platforms is also being restored at a cost of more than four hundred and fifty thousand pounds. With the stage funded by Biffaward complete, the project has crossed the psychologically important half way mark.

Kate continued "We're redoubling our efforts to complete the restoration of the rest of the station canopy. Work is continuing and by mid Summer this year, all of the roof over platform two will have been refurbished. So, we now have one hundred thousand pounds to raise so we can tackle platform one in the Autumn of 2012."

Barrow Hill

Coming along very nicely at Barrow Hill is Brighton Belle Driving Motor Brake Parlour Third, Unit No. 3051, Car No, 88, seen here in the yard on March 10th. [Brian Battersby](#)



East Lancashire Railway

Top Right: On February 26th, British Railways Class 8P 4-6-2 No. 71000 "Duke Of Gloucester" is seen at Irwell Vale with a service to Rawenstall, BR Standard Class 4 2-6-4T No. 80080 is on the rear of the working. [CJ Sutcliffe](#)

Bottom Right: LNWR Class G2a "Super D" 7F 0-8-0 No. 49395 pulls into Ramsbottom with a service from Heywood to Rawtenstall. [CJ Sutcliffe](#)

Below: BR Standard Class 4 2-6-4T No. 80080 waits at Bury South for its next working of the day, February 26th. [Colin Irwin](#)





ELR continued...

LNWR "Super D" 7F 0-8-0 No. 49395 departs Ramsbottom heading for Rawtenstall. *Colin Irwin*

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!

Swanage Railway

Top Right: BR Standard Class 4 No. 80104 with recently restored Bulleid composite brake behind the loco is seen at Harmans Cross on March 24th. [Martin Hill](#)

Bottom Right: On March 24th, Class 108 DMU Nos. 51933 and 56504 are seen crossing Corfe Viaduct. [Martin Hill](#)

Below: Maunsell push-pull driving trailer awaiting restoration is seen at Eldon's sidings. [Martin Hill](#)



West Somerset Railway

On March 24th, during the West Somerset Railway's Spring Steam Gala event, 2 GWR 4-6-0s, 'Hall' No. 6960 'Raveningham Hall' & 'King' No. 6024 'King Edward 1' power away from Blue Anchor at Ker Moor with the 1400 service from Bishops Lydeard to Minehead. After the gala No. 6024 would be withdrawn for its 10 year overhaul, whereas No. 6960, only recently overhauled, is to spend the remainder of 2012 on the WSR. [Jonathan Gill](#)



WSR continued...

On March 24th, BR 4MT 2-6-4T No. 80072, making its first ever visit to the WSR, powers uphill past Kentsford crossing with the 1100 service from Bishops Lydeard to Minehead. [Jonathan Gill](#)





THE OLYMPIC FLAME COMES TO THE GREAT CENTRAL RAILWAY

Your chance of a lifetime to travel with it on Tuesday 3rd July

Great Central Railway is proud to announce it will be helping the Olympic torch on its way. As the flame makes its journey across the country, it will catch a lift on board a steam train between Leicester and Quorn.

What's more, there's a chance for you to be part of its historic journey and travel alongside it! The special train will run on July 3rd, as part of the Olympic Torch relay through Leicestershire.

"We are thrilled to be part of this epic journey and feel extremely honoured to be hosting the torch for six miles along our line," said Kate Tilley, Marketing Manager for the GCR, "We're sure thousands of people will turn out to watch the Olympic torch go past and it's something they will remember forever. To be part of the team making sure the flame reaches the Game's opening ceremony is such an exciting opportunity!"

A runner will bring the torch to the GCR at Leicester North station (just off 'The Sidings' in Leicester) just after 8 o'clock in the morning on July 3rd. Passengers are welcome to watch the torch bearer board the train, before joining the special steam service themselves.

Kate continued, "We are laying on our very best Pullman train to mark the occasion and have three carriages open to the public. Visitors are invited to come and be part of the whole of this historic event."

Olympian breakfasts will be served on board the train which will depart Leicester in the morning for the six mile steam journey to Quorn. Along the way it will pass through Rothley station and cross over Swithland Reservoir, through some of the Leicestershire's best scenery, before arriving at Quorn and Woodhouse station. There will be a chance for everyone to get off the train and perhaps catch a snap for the photo album before the runner carries the torch up the station steps and away for the next stage of the flame's relay.

The train will then continue to Loughborough where passengers who have ridden alongside the flame will be able to catch a connecting service and return to Leicester. Further details on how to book for the day will be available shortly via www.gcrailway.co.uk.

Sebastian Coe, Chair of LOCOG added: 'Today we bring the Olympic Torch Relay to life. The Flame symbolises the Olympic spirit and its journey around the UK will bring the excitement of the Games to our streets. Now the people know the route the Olympic Flame will be carried along and the Torchbearers for their community, they can start planning how they might celebrate and make it Great Central Railway's moment to shine.'

An average of 115 Torchbearers a day will carry the Olympic Flame during its 8,000 mile journey around the UK before it arrives at the Olympic Stadium on 27 July for the lighting of the cauldron at the Opening Ceremony, signifying the official start of the London 2012 Olympic Games.

LOCOG has worked closely with representatives from a number of sectors in each Nation and Region of the UK to devise the route and is taking the Olympic Flame to within ten miles of over 95% of the population.

Schools across the UK can now access free learning resources linked to the Olympic Torch Relay through Get Set (london2012.com/getset), the official London 2012 education programme. The activities are designed to help schools and colleges make the most of the Relay by lining the route, and cheering on their local Torchbearers.

Resources include ideas for making Flame hats and shakers to welcome the Flame, an assembly presentation to get the school behind a Torchbearer and a film showing one Get Set network school's preparations for the Relay.

Photo: The 'Duke' and Cromwell Pullman/© Great Central



Class 40 006 arrives at York with a Liverpool - Newcastle service in May 1978. Taken on Kodak Ektachrome 64 film. [Chris Morrison](#)



From the Archives continued...

Right: Class 37 425 arrives into Crewe with a North Wales coast working on August 13th 1995. [Paul Godding](#)

Bottom Left: Class 37 431 in large logo livery, is seen heading through Shrewsbury station on August 26th 1989. [Richard Hargreaves](#)

Bottom Right: Another large logo pair, Class 37 429 and 37 430, head a Pwllheli - Euston service through Belle Vue, Shrewsbury in the Summer of 1989. [Chris Morrison](#)



From the Archives continued...

Left: Class 37 321 and an unidentified Class 20, stand at Buckfastleigh on the South Devon Railway, June 8th 2007. [Paul Montague](#)

Bottom Left: Awaiting disposal, Class 40 028 is seen on the Crewe Works scrap line, during a visit on January 20th 1985. [Derek Hopkins](#)

Bottom Right: A far cry from the sight that it is today, but some of us are old enough to remember the gloomy sight of Manchester Piccadilly station. This is a shot of Class 100 DMU Nos. 53355 and 58312 on November 7th 1987. This was the last Gloucester DMU car in revenue service. [Richard Hargreaves](#)



From the Archives

continued...

Right: Class 101 power twin Nos. 51181 and 51205 head through the unmistakable location of being in Devon on August 12th 1988.

Richard Hargreaves

Bottom Left: Bashers in evidence in the front coach as Class 50 038 "Formidable" heads the 1122 Liverpool - Paddington through Acocks Green on April 4th 1980. Taken on Kodak Ektachrome 64 film.

Chris Morrison

Bottom Right: Southern region Class 415 4-EPB EMU No. 5261 passes through Orpington in 1983. *Derek Elston*



From the Archives continued...

Left: On Sunday 18th June 1967, the RCTS ran a "Farewell to Steam Special" from London Waterloo to Weymouth. It arrived some 40 minutes late but on the return an unusual event was allowed whereupon participants were allowed to join at Radipole Halt in order for them to get a photograph of the train (the locos would have been off the platform at Weymouth on that length of train). Here two Bulleid West Country locos Nos. 34023 "Blackmore Vale" (Unrebuilt) and 34109 "Wincanton" (Rebuilt) are seen with the double-headed train pausing at the halt. Radipole Halt was opened by the Great Western Railway on 1st July 1905 as part of a scheme to counter competition from the new motor-buses which had been introduced to Weymouth. Services which came from Abbotsbury mainly called there plus a few odd services which reached Weymouth via Castle Cary. Occasional trains to and from Waterloo eventually called there as well but it was never busy due to close proximity to Weymouth. Note in the photo the GWR Pagoda Shelters. These were replaced by ordinary waiting shelters in 1978. The word Halt was dropped in 1969 and trains ceased to call there after New Years Eve 1983, the official reason that patronage was not enough to re-build the platforms. Official consent for complete closure came on 6th February 1984. [David Mead](#)

Bottom Left: Class 56 001 and 56 052 are seen stabled on Westbury depot, September 17th 1989. [Richard Hargreaves](#)

Bottom Right: Transrail liveried Class 56 025 is seen with the Crewe Breakdown Train at Crewe DMD on August 29th 1999.

[Paul Godding](#)



From the Archives *continued...*

A Tyseley hybrid DMU, headed by Cravens power car No. M51282 calls at Five Ways on a Lichfield - Longbridge service, shortly after the inauguration of the Birmingham Cross City line in May 1978. A West Midlands Travel Fleetline crosses the bridge in the background. Taken on Ektachrome 64 film.

Chris Morrison





On March 24th, Class 31 601 in DCR livery is seen during a spot of shunting at Crewe. [Derek Elston](#)