Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 74 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

"Another day, another dollar", as someone famously said a long time ago. Is it to early the mention the C word, maybe it is, maybe it isn't, although if you go by the adverts, it's something that we should have been sorting out months ago. I won't mention it though, and instead I will skip past it to something more exciting. Yes it is that time of the year for the 2013 Railtalk calendars. As you read though the magazine, I'm sure you will find the advert with all the details you need to get your order in (I would tell you the page, but its more exciting this way). Another famous phrase would be "Get them while they last", what more can be said than that. These are and we are not blowing our own trumpet here (the printer told us), the best Calendars produced to date from us, they contain over 20 full colour pictures from the past year.

Moving swiftly on, September has been a great month, especially because it's the month that the East Coast (the bit around Yorkshire at least) becomes interesting. We finally get some interesting traffic for a short amount of time. I'm of course talking about the RHTT season, with no less that 6 DRS Class 20s for the Yorkshire area, it has definitely brought some interest to the region. Finally my apologies to Alan Usher and Alan Naylor for last months picture mix up.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, 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, Mike Byrne, 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, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird and the guys at RailUK.

Front Cover: Making its first visit to the ELR, Gresley N2 0-6-2T No. 1744 heads past Burrs during the Autumn Steam Gala on October 20th. ***Gerald Nicholl***
This Page: On October 20th, Gresely A4 Pacifics Nos. 60010 'Dominion of Canada', 60008 'Dwight D. Eisenhower' and 60009 'Union of South Africa' are seen in the sun at Shildon. ***Mark Pichowicz***



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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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Northern Belle

Class 47 790 top'n'tails 47 832 working the 1Z45 Manchester Victoria - Bath through Burgs Lane on October 20th. ***Carl Grocott***

Northern Belle

Class 47 790 'Galloway Princess' (with classmate 47 832 just about visible on the rear) is seen working the 1Z85 Derby to Derby via Lincoln and Peterborough through Sawley shortly after departing Derby on October 6th. ***Steve Madden***



Northern Belle

Above: On October 20th, DRS Class 47 790 'Galloway Princess' prepares for departure at Crewe in charge of 1Z45 Manchester Victoria - Bath, Northern Belle. ***CJ Sutcliffe***

Below: Class 47 790 'Galloway Princess' is seen working the Northern Belle charter 1Z85 11:50 Derby to Derby via Lincoln and Peterborough as it passes Thurmaston near Leicester catching the last rays of sunlight on its return trip, October 6th. ***Steve Madden***





Private Charter - Liverpool RMT Union

Above: On October 20th, DRS Class 47 802 'Pride Of Cumbria' brings up the rear of 1Z07 Liverpool Lime Street - London Victoria speeding through Crewe 80 mins down. Class 47 828 was providing power at the front. This charter was in connection with a protest march through London. ***CJ Sutcliffe***

UK Railtours - The Ivanhoe Crusader

Below: East Midlands Trains HST power cars Nos. 43052 and 43048 are seen working 1Z43 St. Pancras - Nottingham seen at Moira on the Leicester - Burton freight only branch, October 31st. ***Stuart Hillis***





PMR Tours - The London Explorer

Above: On October 20th, in the fog and gloom that had returned just minutes before, LMS No. 46233 'Duchess of Sutherland' storms south past Hanslope Junction working PMR tours 1Z86 Sheffield - London Euston, with West Coast's Class 47 854 on the rear of the train. ***Matthew Bird***

Below: 'Duchess of Sutherland' sits on the stops at Euston's platform 16 after arriving with the Princess Royal Class Loco Trust 'London Explorer' special from Sheffield, October 20th. ***Chris Morrison***





PMR Tours - The London Explorer

Above: No. 46233 'Duchess of Sutherland' dashes past Carpenders Park with the PRCLT 'London Explorer' returning from Euston to Sheffield on October 20th. ***Chris Morrison***

Below: 'Duchess Of Sutherland' makes a spirited departure away from a brief signal check at Fenny Stratford, to allow the level crossing gates to be activated, with return leg of PMR tours 1Z87 Euston - Sheffield. ***Matthew Bird***



VSOE

With a wave from the footplate, SR Merchant Navy Class 4-6-2 No. 35028 'Clan Line' heads the VSOE Special to Bristol Temple Meads through Barton Bridge on October 24th. ***Gerald Nicholl***

Steam Dreams - The Cathedrals Express

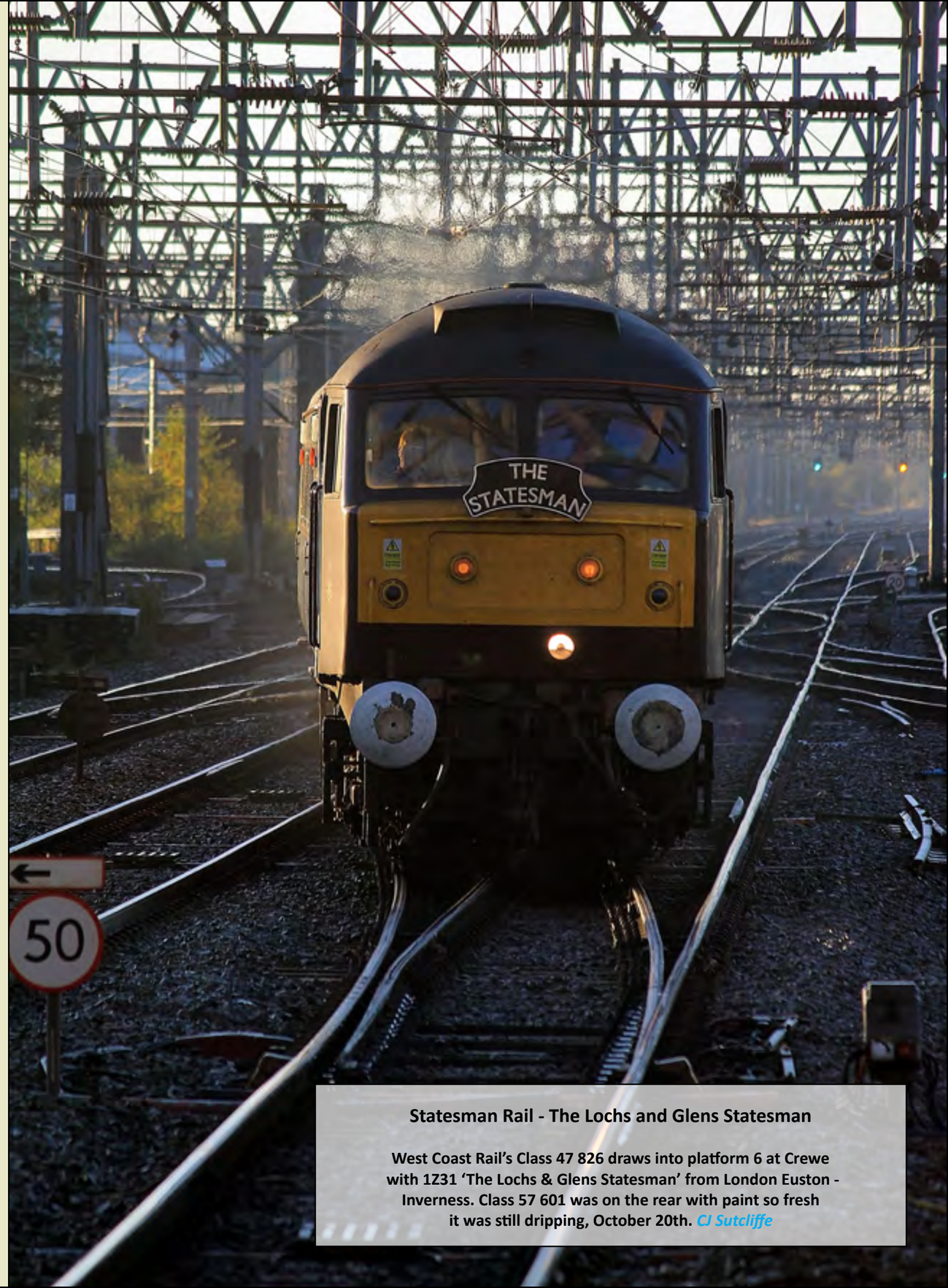
On October 6th, and running bang on the money, LNER A1 No. 60163 'Tornado' heads Steam Dream's Cathedrals Express from Southend to Canterbury West through Paddock Wood. ***Wayne Radford***



Railtourer - Oxford and The Cotswolds

Above and Below: West Coast's Class 47 854 'Diamond Jubilee' and 57 006 are seen speeding through Burton on Trent working 1Z52 Bridlington - Oxford on October 13th. ***Stuart Hillis***





Statesman Rail - The Lochs and Glens Statesman

West Coast Rail's Class 47 826 draws into platform 6 at Crewe with 1Z31 'The Lochs & Glens Statesman' from London Euston - Inverness. Class 57 601 was on the rear with paint so fresh it was still dripping, October 20th. ***CJ Sutcliffe***

Vintage Trains - The Cotswold Explorer

On October 20th, Vintage Train's Cotswold Explorer from Tyseley to Oxford with Great Western 4-6-0 Castle Class No. 5043 'Earl of Mount Edgcumbe' passes Highworth Junction, Swindon. ***Wayne Radford***

UK Railtours - The Grinkle Bell

Above: Class 66 176 working 1Z52 from Finsbury Park to Boulby, is seen arriving into Doncaster. *Class47*

Below: Another view of Class 66176 arriving into Doncaster with the 1Z52 for Boulby. *Richard Hargreaves*



UK Railtours - The Ferry-Go-Round

Above and Below: Class 66 197 and 66 095 are seen at Warrington with the UK Railtours outing on October 20th. The tour ran with this pair of Class 66s throughout and ran as 1Z56 : St. Albans City to Fiddlers Ferry PS, 1Z57 : Fiddlers Ferry PS to Ferrybridge PS and 1Z58 : Ferrybridge PS to St. Albans City. *Both: Neil Davies*





Barrhead Travel - Boat Train

DBS Class 67 006 leans on the curve past the village of Milford, Staffordshire as it takes the 1Z22 Glasgow Central - Southampton Eastern Docks charter train, run on behalf of Barrhead Travel for cruise passengers, south along the Trent Valley on October 13th. ***Gary S. Smith***

Railway Touring Company - The Weardale Railway

On October 20th, K4 No. 61994 'The Great Marquess' passes the disused ironstone mine at Hunt Cliff with an RTC charter heading to Boulby potash mine. ***Mark Pichowicz***



WB64 - Virgin Trains Pretendalino

Mk3 DVT No. 82125 brings up the front of the Pretendalino working 1T95 Liverpool Lime Street - London Euston on October 20th, the Virgin MK3 set was used on an extra service conveying people to a TUC protest march in London. Freightliner's Class 90 047 was propelling from the rear. ***CJ Sutcliffe***



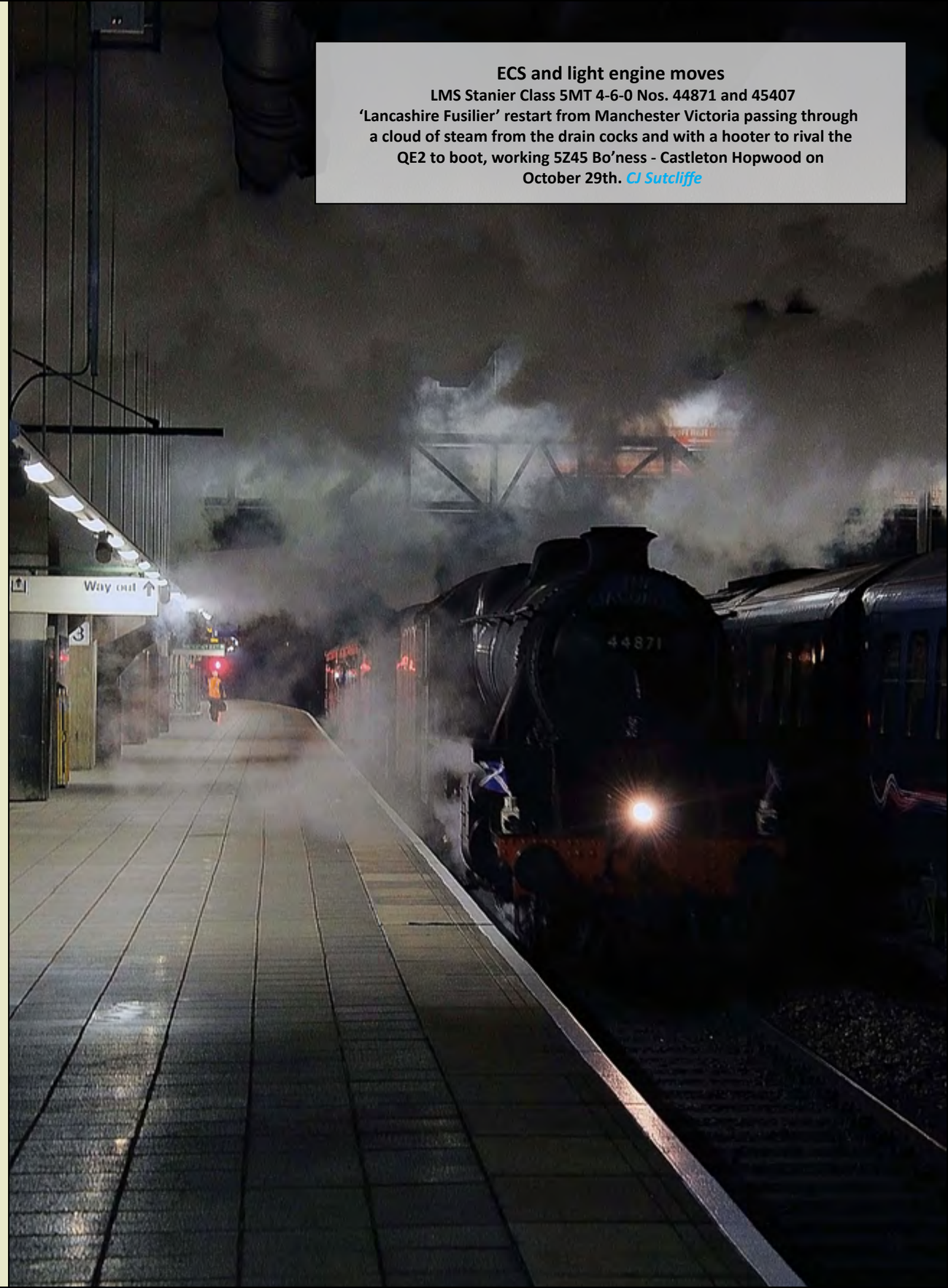
Pathfinder Tours - The Autumn Chieftan

Above: DRS Class 37 605 and 37 608 head through Farrington Jct. with 1Z38 Dumbarton Central to Salisbury the return leg of the four day Autumn Chieftan railtour. ***Mike Lynam***

Cruise Saver Travel - The Cruise Saver Express

Below: DRS' Class 47 802 'Pride Of Cumbria' and 47 818 top'n'tail the 1Z86 The Cruise Saver Express from Edinburgh - Southampton Docks through Burton on Trent on October 18th. ***Stuart Hillis***





ECS and light engine moves

LMS Stanier Class 5MT 4-6-0 Nos. 44871 and 45407 'Lancashire Fusilier' restart from Manchester Victoria passing through a cloud of steam from the drain cocks and with a hooter to rival the QE2 to boot, working 5Z45 Bo'ness - Castleton Hopwood on October 29th. ***CJ Sutcliffe***



ECS and light engine moves

Above: On October 1st, Great Western 4-6-0 Hall No. 4936 ‘Kinlet Hall’ passes through Teignmouth whilst working from Paignton to Bishops Lydeard. ***Steve Andrews***



ECS and light engine moves

Above: West Coast’s Class 47 854 ‘Diamond Jubilee’ speeds through Burton on Trent hauling 5Z83 Southall - Derby with empty coaching stock on October 19th. ***Stuart Hillis***

Below: On October 5th, LMS Princess Coronation Class No. 46233 ‘ Duchess of Sutherland’ is seen at Preston station on route from Butterley to Carnforth. ***Mike Lynam***

Below: LMS Princess Coronation Class No. 46233 ‘ Duchess of Sutherland’ passes Burton on Trent on October 5th working 5Z46 Butterley - Carnforth. ***Stuart Hillis***





ECS and light engine moves

DCR Class 31 601 tows LNER Thompson B1 4-6-0 No. 61306 'Mayflower' through Manchester Victoria on October 19th, working 0Z34 Washwood Heath - Castleton Hopwood GF in preparation for the forthcoming steam gala, of which Mayflower and Gresley N2 Condensing Tank No. 1744 were guests. ***CJ Sutcliffe***

ECS and light engine moves

On October 12th, a poorly timed snowstorm brings LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' to Moston while going from Crewe HC to York NRM on a light engine move. ***Colin Irwin***

ECS and light engine moves

British Railways Standard Class 7 No. 70013 'Oliver Cromwell' and support coach pass Glendon East with 5Z30 07:20 Barrow Hill to Southall, October 2nd. ***Steve Madden***

Railtalk | Calendar 2013

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HNRC liveried Class 20 311 and 20 314 lead BR blue Class 20 107 and 20 096 together with barrier vehicles, head northbound through Kettering station on October 3rd. *Geoff Barton*



Network Rail wanderings

Above: Class 57 312 passes Headlands Bridge, Kettering with a test train on October 30th. Class 73 204 was attached to the rear. ***John Coleman***



Top Right: On October 14th, Class 37 682 and 37 688 head through Elford with the 1Q14 Derby - Eastleigh. ***Carl Grocott***

Bottom Right: On October 17th, Class 37 425 is seen with 97 303 (and with 97 302 on the rear) at Shrewsbury with a RHTT working. ***Phil Martin***

Below: On October 1st, Class 950 001 passes Farrington Jct. with a Derby to Carlisle test train. ***Mike Lynam***





Class 31 233 propels a Network Rail test train from Hither Green to Derby RTC past Thurmaston on October 6th. *Steve Madden*

Class 97 304 and 97 303 pause at Shrewsbury on October 10th whilst working the 3S71 Crewe - Crewe RHTT. ***Carl Grocott***



Above: Network Rail's HST power car No. 43014 heads the 1Q28 Derby RTC to Euston via West Coast slow lines with 43013 on the rear as it passes Burton on Trent heading south on October 9th. *Stuart Hillis*

Below: With Class 31 233 is seen at the head and DBSO No. 9702 at the rear, the 3Z03 Derby RTC - Hither Green is seen passing through Burton on Trent, October 8th. *Stuart Hillis*



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

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Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Class 67s out and about

Class 67 003 heads the 1W94 WAG service from Cardiff to Holyhead through Shrewsbury on October 10th. *Carl Grocott*







Top Left: Class 67 016 drags 67 011 through Stafford on October 29th with a Bescot to Marcroft via Crewe light engine movement.
Derek Elston

Top Right: Class 67 015 'David J Lloyd' awaits its next journey to London Marylebone as it stands at Birmingham Moor Street on September 26th.
Charlie Robbins

Right: On October 4th, Class 67 026 and 67 029 top'n'tail the 1Q18 09:04 Crewe CS - Crewe CS via London Euston OHLE Mentor train, seen here passing Chelmscote near Bletchley.
Lorenzo D'aniello

Freightliner's GE locos

Top Right: Class 70 005 arrives into Kettering for a driver change, whilst hauling cement from Earls, October 3rd. ***Geoff Barton***

Bottom Right: On October 16th, Class 70 020 heads an intermodal service through Tilehurst station on the Great Western main line. ***John Coleman***

Below: Class 70 005 makes the fells echo as it storms Shap at Greenholme with 6C16 Basford Hall to Carlisle on October 10th. ***David Hollowood***











Above: Class 70 011 is seen working the 6U77 Mountsorrel - Crewe through Burton on Trent, October 17th. ***Stuart Hillis***

Top Left: Class 70 014 works 6Y14 Basford Hall to Horrocksford (Clitheroe) through Pleasington on October 12th.
David Hollowood

Bottom Left: Class 70 011 is seen working the diverted 4M87 09:20 Felixstowe to Crewe Basford Hall liner through East Goscote on October 6th. ***Steve Madden***

Below: On October 29th, Class 70 015 hurries through Stafford en route to Bescot. ***Derek Elston***





Class 70 015 heads the 4F07 Mainsty Warf Ellesmere Port to Fiddlers Ferry power station loaded coal through Monks Crossing, Warrington on October 26th. *Dave Harris*







Recent Class 60 workings

Above: Through the fog on October 21st, Class 60 007 working 6T53 Barnetby - Doncaster Up Decoy, via Pyewipe Road, loaded spoil wagons passes Appleby. ***Steve Thompson***

Top Left: Class 60 099 with the 6F81 loaded coal for Fiddlers Ferry power station working is seen here passing Monks Siding's, Warrington on October 27th. ***Dave Harris***

Bottom Left: Class 60 019 passes Headlands Bridge, Kettering with the Redlands Self Discharge train on October 26th. ***John Coleman***

Below: Class 60 054 is seen working the 6E54 Kingsbury - Humber empty bogie tanks through Burton on Trent on October 5th. ***Stuart Hillis***



Class 60 019 works the 6F05 Tunstead - Oakleigh through Ashley on October 21st. *Carl Grocott*

On October 13th, still boasting EW&S colours, Class 60 049 is seen passing the Autumnal scene at Llangewydd working 6B33 Theale - Margam. *Lewis Mitchell*





Above: DB blue Class 60 074 is seen working the 6M82 Walsall - Tunstead quarry, empty cement tanks as it passes Branston (near Burton) on October 31st. ***Stuart Hillis***

Top Left: The low sun struggles to illuminate Class 60 059 as it trundles down the Outward Line at Scunthorpe with a well-loaded RDT from Entrance C to Doncaster Up Decoy, October 18th. ***Steve Thompson***

Bottom Left: DBS Class 60 040 is seen with empty coal hoppers heading for Liverpool Docks on October 27th. ***Dave Harris***

Below: DB liveried Class 60 054 is seen working 6E41 Westerleigh - Lindsey empty fuel tanks, as it snakes its way through Burton on Trent station on October 3rd. ***Stuart Hillis***









Above: Class 60 015 the former ‘Bow Fell’ heads through Earlestown West Junction with 6F81 loaded coal MGR working for Fiddlers Ferry from Liverpool Docks, October 24th. *Dave Harris*

Top Left: Class 60 054 passes through Doncaster on October 27th working an Immingham - Doncaster light engine move. *Richard Hargreaves*

Bottom Left: On October 15th, Class 60 063 heads the 6E54 Kingsbury - Humber empty oil tanks through Burton on Trent. *Stuart Hillis*

Below: Class 60 045 ‘The Permanent Way Institution’ is at the head of 6V66 Scunthorpe - Margam loaded with steel slabs as it passes Burton on Trent on October 21st. *Stuart Hillis*









Above: DB blue liveried Class 60 074 ‘Teenage Spirit’ is seen working 6M82 Walsall - Tunstead empty cement tanks through Burton on October 15th. *Stuart Hillis*

Top Left: Class 60 019 ‘Port Of Grimsby & Immingham’ passes the Nemisis Rail depot at Burton on Trent, with the 6M11 Washwood Heath - Peak Forest empty stone hoppers on October 17th. *Stuart Hillis*

Bottom Left: DB liveried Class 60 040 ‘The Territorial Army Centenary’ replacing the usual Class 66 on the 6X01 Scunthorpe - Eastleigh rail train is seen switching from the goods onto the main line at Burton as an unidentified Class 170 unit passes heading for Nottingham, October 18th. *Stuart Hillis*

Below: Class 60 045 ‘The Permanent Way Institution’ seen working 6E66 Margam - Scunthorpe empty steel carrier wagons through Burton on Trent, October 19th. *Stuart Hillis*





On October 17th, Class 60 074 passes Althorpe on a rake of JGA stone hoppers from Pendleton to Entrance C at Scunthorpe.
Steve Thompson

Direct Rail Services

On October 4th, DRS Class 57 003 leads 57 008, 57 007 and 57 002 through Colton Jct. with a York to Stowmarket move for the commencement of the RHTT season. ***Andy***

On October 14th, and in perfect lighting conditions DRS (Ex Fastline) Class 66 303 powers south through the disused station of Castlethorpe near Milton Keynes leading the 4L48 Daventry - Tilbury modal which unusually earlier in the day had to leave Daventry northbound and travelled to Rugby where the loco ran round and headed south via Weedon vice Northampton because of engineering work on the Northampton loop. *Matthew Bird*

Top Right: On October 18th, an empty RDT emerges from Trent Yard as 6Z20 to York Klondyke Sdgs, worked by Class 20 304 and 20 312. ***Steve Thompson***

Bottom Right: On October 12th, Class 20 302 leads the Grimsby Town - Malton approaching Frodingham Jct., with 20 301 on the rear. ***Steve Thompson***

Below: Class 20 305 leads 20 303 with the 3S14 off King George V Bridge on it's way to Malton, October 17th. ***Steve Thompson***







On October 7th, Class 20 303 leads 20 308 through Copmanthorpe with the afternoon RHTT circuit of Yorkshire. *Andy*





Above: Class 66 301 leads the 4M71 Tilbury to Daventry through the gloom at Church Brampton on October 25th. *Derek Elston*

Top Right: Class 20 303, 20 312, 20 305 and 20 308 head for York on October 4th, ready for the commencement of the RHTT season. *Andy*

Bottom Right: Class 37 609 and 37 605 pass MetroCentre with the North East RHTT, October 14th. *Alex Thorkildsen*

Below: Class 66 425 leads 66 422 in to Preston Station with the 3J11 leaf buster on October 30th. *David Hollowood*







On October 29th, Class 37 611 erupts into life as it departs Crewe with 0Z37 conveying 37 682 and 37 601 to Derby RTC. *Derek Elston*





Above: Looking distinctly work-stained, Class 20 303 leads the way towards Malton with 3S14 from Grimsby, October 19th. *Steve Thompson*

Top Right: Class 66 427 leads a well loaded 4L48 Daventry to Tilbury intermodal south past Wilsons Crossing on October 17th. *Derek Elston*

Bottom Right: On October 18th, Class 20 308 pauses at Gilberdyke after arriving with 3S21 from York, Class 20 302 can be seen on the rear of the train. *Mark Pichowicz*

Below: Class 20 305 leads 20 303 with the 3S13 RHTT to Grimsby, October 19th. *Steve Thompson*







Colas Rail

Above: Class 56 094 is seen with 6Z51 Baglan Bay - Chirk loaded log train as it passes through Bridgend on October 16th. ***Lewis Mitchell***

Top Right: Class 56 094 is seen at Leaton working the 6Z52 Chirk - Teigngrace on October 17th. ***Carl Grocott***

Bottom Right: Prior to commencing operations with the company, Class 86 701 'Orion' sits among the undergrowth at Rugby along with some ex-FGW vans, October 29th. ***Derek Elston***

Below: Class 56 087 works the 6E07 Washwood Heath - Boston Docks covered steel carriers through Burton on Trent, October 18th. ***Stuart Hillis***







Right: On October 3rd, the 6J37 Carlisle to Chirk log train passes through Hellifield with Class 66 849 in charge.
Mike Lynam

Bottom Left: Colas Rail's Class 47 727 took four former 'Motorail' vans from Washwood Heath to Cardiff Canton on October 10th. Running as 4Z47, the train is seen here passing through Longbridge station on the slow line just before it travelled over the Birmingham city boundary.
Gary S. Smith

Bottom Right: Class 56 094 works the 6J37 Carlisle - Chirk with 14 loaded timber wagons through Hoghton on October 1st.
David Hollowood







DB Schenker's GMs and 90s

Top Left: On October 8th, a failed Class 60 010 is seen being rescued by Class 66 170 as it heads north through Harrowden Junction on the Midland main line. ***Geoff Barton***

Bottom Left: One of the few Class 66s in DBS red livery, Class 66 101 heads towards the docks at Immingham with empty coal hoppers from Scunthorpe seen here passing Barnetby on October 5th. ***Dave Harris***

Below: On October 1st, Class 66 114 is seen working the 6K05 Carlisle to Crewe engineers train creeping off the Blackburn / Clitheroe line ex S&C and on to the slow line from Farrington Junction near Leyland. ***Mike Lynam***











Above: A filthy Class 66 138 leads 3J01 Willesden - Macclesfield - Willesden RHTT on the outward leg as it passes Wilsons Crossing with 66 232 on the rear, October 17th. *Derek Elston*

Top Right: Class 66 111 runs over Uppermill Viaduct with 4Z55 Immingham to Ditton Intermodal on August 19th. *Colin Irwin*

Bottom Right: Class 66 062 leads 66 045 past Isham with 3J92 Toton TMD - West Hampstead on October 17th. *Steve Madden*

Below: A clean Class 66 097 hauls the 6C76 Immingham Bulk Terminal - Scunthorpe Coal Handling Plant past Appleby on October 19th. *Steve Thompson*







DBS Class 90 020 'Collingwood' stands at Crewe after arriving light engine from the north, and in some sunshine for a change, October 20th.

CJ Sutcliffe



Above: Class 66 015 heads the 6X01 Scunthorpe - Eastleigh loaded with new rails through Burton on Trent, October 11th. *Stuart Hillis*

Top Right: Class 66103 leads 6O42 Halewood to Southampton through Stafford loaded with Range Rovers for export, October 29th. *Derek Elston*

Bottom Right: On October 3rd, the popular 6K05 Carlisle to Crewe engineers, good for its variety of wagons, is seen headed by Class 66 136. *Mike Lynam*

Below: On October 29th, Class 66 126 leads 60 024 and 66 197 through Burton on Trent running as 6D44 Bescot - Toton. The Class 60 was enroute to Toton from Eastleigh for refurbishment. *Stuart Hillis*









Above: Class 66 143 heads through Burton on Trent working 6E08 Wolverhampton - Immingham with a mixed rake of steel carrier wagons on October 19th. *Stuart Hillis*



Top Right: Already covered in a thick grime after just under a weeks use, Class 66 138 leads 66 232 through Castlethorpe near Milton Keynes as the 3J01 Willesden - Willesden via Macclesfield RHTT, October 14th. The rear of the 4L48 Daventry - Tilbury modal can be seen in the background. *Matthew Bird*

Bottom Right: A short season of Sunday freight train diversions via the Margam - Tondu line ended on October 7th and on that day Class 66 099 is signalled to run into the Tondu Garw loop with the 6M75 Margam TC - Carlisle North Yard. *Gary S. Smith*

Below: Class 66 103 is seen working 6K50 Toton - Crewe with a rake of ballast hoppers through Burton on Trent, October 19th. *Stuart Hillis*





Euro Sheds Class 66 045 and 66 245 head through Kangeroo Spinney, Wellingbrough with a RHTT working on October 17th.
John Coleman





GBRf workings

Above: Class 66 736 'Wolverhampton Wanderers' heads a well loaded liner through Stafford on October 29th. ***Derek Elston***

Top Left: On October 27th, Class 66 702 heads north through Doncaster with a MGR working. ***Class47***

Bottom Left: Class 66 705, is seen leaving the Manchester Euroterminal with the 4L18 Barton Dock - Felixstowe Intermodal on October 30th. ***Mike Lynam***

Below: Class 66 736 heads the 4M29 Felixstowe - Barton Dock Intermodal through Manchester Piccadilly on October 23rd. ***Mike Lynam***





Class 66 736 ‘Wolverhampton Wanderers’ passes
Shugborough, Staffordshire with the
4M29 Felixstowe South - Barton Dock Road on October 20th.
Gary S. Smith



Above: Class 20 096 and 20 107 are seen working 7X23 Derby Litchurch Lane - Old Dalby, passing through Burton on Trent station, October 16th. Class 20 901 and 20 905 were on the rear. *Stuart Hillis*

Top Right: Class 66 705 is seen working the 4L18 Barton Dock - Felixstowe Intermodal through Manchester Piccadilly on October 23rd. *Mike Lynam*

Bottom Right: Class 66 713 'Forest City' is seen working the diverted 4M20 10:09 Felixstowe to Hams Hall at Thurmaston on October 6th. *Steve Madden*

Below: Class 66 717 passes Appleby with the 6R50 Roberts Road - Immingham empty JNAs on October 21st. *Steve Thompson*









Above: On October 19th, Class 66 718 passes Appleby with the 6C12 HIT - Eggborough, which had been diverted off the Brigg Line. *Steve Thompson*

Top Right: Class 20 901 and 20 905 are seen working the 7X09 Old Dalby - Amersham passing Moira West signalbox and heading for Gresley tunnel with barriers and new 'S' class tube stock on October 10th. *Stuart Hillis*

Bottom Right: Class 20 901 and 20 905 along with barrier wagons and new 'S' class tube stock with Class 20 107 and 20 096 putting power on at the rear, are seen working 7X23 Derby Litchurch Lane - Old Dalby through Castle Gresley on the Burton - Leicester freight branch, October 26th. *Stuart Hillis*

Below: HNRC liveried Class 20 311 and 20 314 with barrier wagon and 'S' class tube stock and with 20 096 and 20 107 on the rear work the 7X09 at Drakelow on October 31st. *Stuart Hillis*











Freightliner's workings

Above: Class 90 047 powers south through Stafford with an intermodal working on October 29th. ***Derek Elston***

Top Left: Class 66 519 pounds away at Shap summit with 4S42 Fiddlers to Hunterston on October 10th. ***David Hollowood***

Bottom Left: Class 66 552 is seen working the 6M07 Roxby to Pendleton empty GMC binliner, passing through the £20m remodelling project at Stalybridge Station on October 23rd. ***Mike Lynam***

Below: On October 19th, the former DRS Class 66 419 heads west on coal past Appleby. ***Steve Thompson***







Above: Running some 3 hours late, Class 66 551 is seen working the 6D78 Willesden Euroterminal -Bardon Hill Quarry empty stone wagons at Moira on the Burton - Leicester freight only branch, October 2nd. *Stuart Hillis*



Top Right: Class 90 047 still wearing two tone Grey livery, leads an intermodal service through Church Brampton on October 25th. *Derek Elston*

Bottom Right: On October 12th, Class 66 547 is seen after departure from Trent Reception after running-round 6M07 Roxby - Dean Lane bin train and is picking up speed, heading towards Scunthorpe Station. *Steve Thompson*

Below: Class 66 567 is seen at the head of 4055 Leeds - Southampton Intermodal passing Burton on Trent, October 19th. *Stuart Hillis*





Top Right: Class 66 563 powers through Stafford with an intermodal service on October 29th. ***Derek Elston***

Bottom Right: Class 66 515 leads the HOBC train past East Goscote on October 7th, running as 6Y50 Harpenden to Toton Yard. ***Steve Madden***

Below: The last time Freightliner tried to send Class 66 412 to Poland, it got as far as Immingham before it returned to York again. A lot of water has passed under the bridge since then and another attempt was made on October 15th when Class 66 506 is seen dragging it kicking and screaming from Midland Road and this time, it didn't come back. ***Steve Thompson***







Class 66 563 and 66 539 head across the River Nene at Peterborough with a diverted Birmingham Lawley St. working on September 29th. *Class47*

Class 66 515 is seen at the rear of a very long HOBC as it passes Cossington on October 7th. *Steve Madden*



HSTs

Above: Cross Country's HST power cars Nos. 43357 and 43378 are seen working the 1S51 Plymouth - Glasgow service through Burton on Trent, October 19th. *Stuart Hillis*

Top Right: East Coast's HST power car No. 43320 heads a northbound working through Doncaster on October 27th. *Richard Hargreaves*

Bottom Right: First Great Western HST power car No. 43002, the first production HST power car, is seen at rest between duties at London Paddington on October 20th. *Derek Elston*

Below: East Midlands Trains HST power car No. 43048 passes Thurmaston with a Sheffield to St. Pancras International service on October 6th. *Steve Madden*









East Coast HST power car No. 43310 speeds toward it's destination at London Kings Cross passing Arlesey on October 27th. *Derek Elston*

East Midlands Trains HST power cars Nos. 43081 and 43089 pass East Goscote on October 7th with a diverted St. Pancras International to Derby service. *Steve Madden*



Units, Units, Units

Above: Grand Central's Class 180 114 heads North toward Arlesey station on a cold but bright October 27th. ***Derek Elston***

Left: Northern Rail's Class 153 304 plays tail end charlie to a Class 156 on a Manchester Victoria - Clitheroe service, October 19th. ***CJ Sutcliffe***

Below: Heathrow Express Class 332 003 is seen at London Paddington on October 25th. This unit carries the new style Vodafone advertising livery. ***John Coleman***







Above: London Midland's Class 350 129 and 350 263 are seen at Long Buckby with the 09:42 to London Euston on October 12th. ***Derek Elston***

Top Right: First Great Western Class 165 108 slowly approaches Moreton in Marsh wrong line after performing a crossover manoeuvre to form a service to Reading on September 25th. ***Charlie Robbins***

Bottom Right: FCC's Class 377 521 heads a line up of colours at Brighton Station on October 10th. ***Steve Madden***

Below: South Eastern's Class 395 018 complete with Javelin branding is seen at London St. Pancras station. ***John Coleman***







Class 468 008 stands at Branksome Station on September 25th. These stored Gatwick Express are units going out on test runs prior to them going to Doncaster to be taken apart and their carriages used to strengthen the Class 458 units. The units come out of Bournemouth depot into the up platform, and wait there for about a couple of minutes (just long enough for the driver to change ends) and then head off for a run to Basingstoke and back. *Derek Hopkins*





Above: Arriva Trains Wales Class 175 101 arrives into Crewe with a Manchester Piccadilly to Cardiff Central service on October 20th. ***Paul Godding***

Top Left: On October 20th, Northern's Class 150 117 departs Manchester Victoria with a service for Clitheroe. ***Paul Godding***

Bottom Left: Another Class 460 comes out for a test run as Class 460 003 is seen at Branksome on October 10th and is seen in the station prior to working a test run to Basingstoke. ***Derek Hopkins***

Below: First Capital Connect's Class 319 423 is seen at Luton station with a Kentish Town service on October 25th. ***John Coleman***





Chiltern Railways' Class 168 218 and 168 216 arrive into Birmingham Moor St. with a London Marylebone service on October 14th.
Richard Hargreaves





Above: Northern Rail's Class 158 787 arrives into Doncaster on October 27th with a Sheffield to Scarborough via Beverley working. ***Richard Hargreaves***

Top Left: Looks like rain again as Class 350 262 heads a Birmingham to London Euston service through Tile Hill on October 13th. ***Paul Godding***

Bottom Left: Virgin Trains' Pendolino's Class 390 137 and 390 127 are seen at Manchester Piccadilly on October 23rd with departures to London Euston. ***Mike Lynam***

Below: Southern liveried Class 456 017 pauses at Clapham High Street station on October 25th. These units are rumoured to be transferring to South West Trains at the end of this year. ***John Coleman***







Above: Class 139 002 approaches Stourbridge Junction on October 6th, with the regular service from Stourbridge Town. ***Richard Hargreaves***

Left: Northern Rail's Class 150 206 approaches Manchester Victoria with a service from Liverpool Lime Street on October 19th. Towering behind the unit can be seen the ornate chimney of Cook Street Brewery, as the name on the building indicates it was originally a Threlfall's Brewery built in 1860. Threlfalls and Chesters merged in 1961 to form Threfall Chesters, and that company was in turn taken over by Whitbreads in 1967. Brewing ceased at this location in 1988 and the building sat empty for a decade falling into a state of disrepair along the way. In 2000 work began to transform it into a modern business facility and it reopened as the Deva Centre in 2001 and today it is home to a diverse variety of companies. ***CJ Sutcliffe***

Below: Class 142 050 departs Doncaster on October 27th with a service to Lincoln via Sheffield. ***Richard Hargreaves***







Above: London Overground Class 378 143 is seen at Clapham High Street station on a test run. This is one of several units to carry a poppy on the bodyside, for the run up to poppy day. ***John Coleman***

Top Right: On October 14th, London Midland's Class 172 222 is seen at Wythall. ***Richard Hargreaves***

Bottom Right: Northern Rail's Class 158 797 stands at platform 12c at Leeds with a York to Blackpool North service on October 18th. ***David Hollowood***

Below: FCC Class 377 520 stands at Bedford station on October 29th. These units now have yellow stripes to identify the disabled passenger doors (just visible on third set of doors). ***John Coleman***







Odds and Sods

Above: Class 09 002 is seen at Barton Dock Container Base on October 30th taking the 4L18 Barton Dock - Felixstowe Intermodal as far as Trafford Park Euroterminal, Manchester. ***Mike Lynam***

Top Right: A rarity to the WCML as Hanson liveried Class 59 103 passes through Castlethorpe near Milton Keynes leading Class 67 006, 66 025 and 66 141 running as the 0F59 Wembley - Crewe. ***Matthew Bird***

Bottom Right: On October 26th, Class 47 786 leads a gleaming Floyd liveried Class 86 217 south through a grey and gloomy Castlethorpe, near Milton Keynes, running as 0Z87 Long Marston - Willesden TMD. ***Matthew Bird***

Below: Plasseur & Theurer 09-32 RT No. DR73110 passes through Crewe station on October 29th. ***Derek Elston***









Above: Recent arrival into the UK from Turkey is Class 70 099, seen here at Crewe Basford Hall prior to being taken to Brush Loughborough. *Brian Battersby*

Top Right: On October 16th, Class 56 311 is seen working 6Z16 Margam - Acton loaded slag train from the Port Talbot Steelworks as it passes through Bridgend. *Lewis Mitchell*

Bottom Right: On October 17th, Class 47 843 'Vulcan' is seen working 0Z49 Derby - Washwood Heath, having previously worked 0Z47 Doncaster Marshgate - Barrow Hill, to collect Class 50 026 and then 0Z48 Barrow Hill - Derby and collected 56303 (without Brian nameplate). The convoy is seen passing Burton on Trent. *Stuart Hillis*

Below: Class 70 099 is seen being dragged by Freightliner's Class 66 504 just north of Loughborough working 0Z62 heading for Brush Works on October 23rd. *Geoff Barton*







Scot-Rail - life north of the border

On the last weekend of service to Dunrobin Castle halt for the summer, Scotrail Class 158 715 slows to pick up a passenger whilst working a service to Inverness on October 13th. ***Charlie Robbins***

Scot-Rail - life north of the border continued...

Statesman Rail's Lochs and Glens Statesman heads along the Tay Valley running as 1Z32 Inverness - Edinburgh leg with Class 57 601 leading and 47 826 on the rear. *Richard Jones*



Going Underground

Above: A Circle line service 'C' Stock Unit No. 5507 is seen at Paddington on July 21st. ***Brian Battersby***

Top Right: Bakerloo Line 1972 stock arrives at Queens Park with a Harrow & Wealdstone - Elephant & Castle service on October 20th. Trains from Harrow pass through the carriage shed used for turning trains here. ***Chris Morrison***

Bottom Right: A line up of 'C' Stock at Hammersmith terminus on October 20th. The station has a very Great Western feel to it. ***Chris Morrison***

Below: Hammersmith & City 'C' stock No. 5576 runs into Westbourne Park with a Barking service on October 20th. ***Chris Morrison***







Going Underground continued...

‘C’ Stock No. 5718 arrives at Farringdon on a Hammersmith - Barking working, October 20th. *Chris Morrison*

Manchester Metrolink

Top Right: M5000 Flexity tram No. 3006 is seen at Media City with the 09:47 to Eccles on October 6th. *Derek Elston*

Bottom Right: On October 6th, sets No. 3056 and No. 3055 are seen during a lay over at Old Trafford depot. *Derek Elston*

Below: Manchester Metrolink No. 1022 coupled to sister unit No. 1012 arrive at Cornbrook with an Altrincham to Bury service, October 6th. *Derek Elston*







Trams and Metro

Attractive e-on liveried Nottingham Tram No. 208, pauses in the city centre whilst on a Hucknall service on September 1st. ***Richard Hargreaves***

Trams and Metro continued...

Tyne and Wear Metro - Metrocars Nos. 4035 and 4075 stand in the east yard of Gosforth Traction Depot, waiting to depart for Longbenton on Train No. 127, October 14th. *Alex Thorkildsen*

Trams and Metro continued...

Top Right: Tyne and Wear Metrocars Nos. 4003 and 4036 working train No. 101 arrive into Stadium of Light on October 21st. *Alex Thorkildsen*

Bottom Right: After yet another fault with Metrocar No. 4046 had been fixed, Tyne and Wear Metro's most troublesome refurbished Metrocar passes Kingston Park, working Train 171, en-route to the Airport for a test run, October 12th. *Alek Thorkildsen*

Below: All three Tyne and Wear Metro/Nexus Rail Battery locos are seen top'n'tailed around the Nexus Rail ballast wagons arriving into Gosforth Traction Depot on October 14th. *Alex Thorkildsen*







Fares Advice with RailUK

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

East Coast Rewards - Increase in Voucher Costs

Q: "We're emailing you regarding the free East Coast Rewards return train tickets you have in your account.
In the coming week we will be converting these into single tickets.

The reason for this is that we are making some improvements to the Rewards scheme following member feedback. One change we are making is to the free train tickets which will be switching from returns to singles.

Rewards members will be able to redeem single tickets at 300 Points for Standard and 500 Points for First Class. There will no longer be a 'ticket for two' option and the return tickets will become obsolete at the point the singles are introduced "

So, by the back door, the cost of a rewards return trip goes from 500 to 600 in standard and 900 to 1000 in First. "Tickets for Two" (they were great value) are scrapped.

A: Classic EC penny-pinching! Which sounds like a major PR own goal! But did anyone honestly think that the offer was going to continue forever (and at those rates)?

Staff un aware of journey breaks with ticket barriers

Q: I have noticed most staff seem in aware that if your journey is broken your ticket won't work in the barrier of the station you've broken the journey at.

I always break my journey at Bath, from Swindon to Westbury and every day, despite me always telling the barrier staff it won't work, they always try to put it through the barrier, only to hear it beep. I do this journey every day. I always without fail break at Bath, which is allowed but they seem to ignore the barrier beep and one or two staff will argue the toss about validity of a journey break.

Is this lack or too much training kicking in or what? It seem pointless as Bath is a reasonably busy station and it holds people up. The staff are that awkward sometimes it actually works out easier and quicker to wander up to the Bristol end of platform 2 for a fag where the staff can't see rather than escape outside. I know its illegal so I don't need to be told .

A: The act of trying to put it through a barrier even if it won't work may be if the ticket you are using is an "open" return. I always make anyone with such a ticket put it through just in the hope that something is encoded onto the strip to say that the ticket has been used, it sometimes fails with error code 126 which means the station is not listed for entry/exit, then I manually write the date on the ticket and station code to mark the ticket as used, otherwise you find people trying to use these tickets again

If you are using a day ticket showing the Gateline staff should be fine, I let people in and out for BOJ's so long as they are on route and in this case putting it through the barrier doesn't matter so much so in the interests of customer service I just open for them The only other thing I could imagine staff arguing BOJ* about is if there are specific restrictions banning it, maybe on super off-peak or off-peak tickets, but that is irrelevant as we don't know what ticket you are using!*
**BOJ = Break of Journey*

What railcard can i get?

Q: I live in Swindon and my other half lives in Westbury. We often travel to each others house and I have a YP railcard, my girlfriend however doesn't. She goes to sixth form in Trowbridge from Westbury every day and I travel to Bath daily. Her sister also travels to Trowbridge every day with her, so two lots of fares, and the usual penalty fare.

I am 21 and she is 18 just after Christmas, her sister is just turned 15. Can we get a family railcard? Or would it be easier to get both of them a YP card each?

Swindon ticket office just seems to be baffled when I explained that and I'm pretty sure a tumbleweed appeared not long after.

A: Your other half can get a 16-25 (YP) Railcard. Her sister will already get half fare for nearly another year.

If you get a Family railcard you and your other half will only get a discount when using it when your other half's sister is travelling with your other half or both of you.

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.

Barnstaple Station

Barnstaple Station is now the terminus of a once important through route to Ilfracombe and also was a junction for Bideford and North West Devon towns. It was opened in 1854 when the town was connected to Crediton. The station became known as Barnstaple Junction 20 years later when the line to Ilfracombe was built.



It remained a "Junction" until 1970 when services ceased to that town. Today the line is operated as a branch line – 39 miles from Exeter St.Davids – with passing loops at Crediton and Eggesford. In recent years, a promotion group have succeeded in securing an almost hourly service many of the stations being "by request". First Great Western operate a variety of units on the line, many having to be coupled to form longer trains following a surge in patronage especially morning and evening peaks. It is basically a rural route, very scenic but just a shadow of its former glory days when there were through trains from Waterloo to Ilfracombe and Bude!



Above: On October 3rd, Class 153 368 and 153 305 form the 08:43 departure from Barnstaple to Exmouth, seen here just prior to departure.

Right: Also on October 3rd, Class 143 621 waits under the cover of darkness with the 20:24 departure for Exeter Central.

The station today has a staffed booking office, a privately run cafe which was once the Station Masters' house, a cycle hire shop, a well stocked tourist information rack and accessible toilets. There are bus services every 30 minutes to Bideford and Ilfracombe right outside the station, plus regular services to Westward Ho! and Appledore.

Text and Photos: *David Mead*

STAFFORD STATION TO BE WATERPROOFED IN £3M PROJECT

Work has started on a major scheme to resurface platforms and renew roof coverings at Stafford's railway station. The £3m project will take nine months to complete and the station will remain open to passengers during the work.
This will be welcome news to the two million passengers who use the station every year.
Jo Kaye, Network Rail's route managing director, said: "Stafford is a typical early 1960s concrete station built in what was then a modernistic style. Time has taken its toll on the building so we are putting right some of the problems it currently has."

Platform surfaces have become uneven as a result of water getting into joints between paving slabs and the use of de-icing chemicals in winter months. The roof covering has failed in several areas and there are broken roof lights and glazing panels on the footbridge, all of which have allowed water to get into the fabric of the buildings.
Platform 1 and 3 were resurfaced last year and now the three other platforms are to receive similar treatment.
Where necessary, the platform support walls at track level will be repaired or rebuilt.
New surface water drains will replace the existing drainage channel that runs along the middle of the platforms.
The platforms will then be resurfaced, using block paving to match the recently completed work, and new coping stones will be laid along the platform edge with a tactile strip behind them to aid visually impaired passengers.
New canopy roof coverings over all platforms will make them watertight, and gutters, down pipes and glazed roof panels will be renewed.
The missing opaque glazing on the footbridge that links the platforms and passenger lifts will be renewed, and the timber cladding repaired and repainted.
Finally, a new roof access walkway system will be installed to make future maintenance work much easier.

Sections of the platforms have already been fenced off and scaffolding was erected on the platforms over several weekends from the end of October.



Loco Fleet List 2013

This 82 page publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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



Loco Fleet List 2013 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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



More London trains for Glasgow, Carlisle, Penrith and Oxenholme

More than 1,750 seats a day will be provided on additional Pendolino trains for Glasgow when a new timetable is introduced on the West Coast Main Line. Two extra Glasgow services will be introduced in each direction from Monday 10 December to deliver a train every hour for the first time.

Carlisle and Penrith North Lakes will also be served by the additional trains and Oxenholme The Lake District gains one more London train in each direction.

The new daily total of 15 Pendolino tilting trains each way represents a doubling of the number of weekday services between Glasgow Central and London Euston since 1997.

Karen Hattie, General Manager for Virgin Trains in Scotland and Cumbria, said: "Overall passenger numbers have more than doubled on our routes. Demand for travel between Glasgow, Cumbria and London has grown steadily since the last big timetable improvement in 2008-9. The extra capacity from December will provide a great opportunity for even more passengers to enjoy the service." Glasgow and Cumbrian stations will gain more trains as a result of the extension along 171 miles to and from Glasgow of trains that currently only run over the 230 miles of the route south of Lancaster.

After an initial departure at 05:39 as now, Pendolinos will leave London Euston for Glasgow at 30 minutes past every hour from 07:30 to 19:30 (plus an off-pattern departure at 16:57). Currently on most dates the 10:30, 12:30 and 14:30 trains from London only run as far as Lancaster, but from 10 December will be extended to Glasgow daily.
Departures will be one an hour from Glasgow Central at 30 to 40 minutes past the hour from 05:40 to 18:40 after an initial train at 04:28. Currently there are gaps of two hours without London trains after the departures at 14:40 and 16:40. (More timetable details in notes below.)
Advance single fares available include £28.50 from Glasgow and £23 from Carlisle, Penrith North Lakes and Oxenholme The Lake District to London Euston. First Class Advance single fares to London include £49 from Glasgow, £48 from Carlisle, £43 from Penrith and £41.50 from Oxenholme (terms and conditions apply, see www.farefinder.virgintrains.co.uk/)

Level Crossings Closure Programme Reaches 600



Network Rail has completed its 600th level crossing closure since 2009 as part of its £130m investment programme to improve safety and reduce the risk where the road or path meets the railway.

The majority of closures involve user worked crossings, which are mostly private crossings, not public rights of way. While situated in rural areas, many cross busy main lines. The barriers or gates need to be operated by the person crossing and warning measures include miniature warning lights, signs or telephones. In many cases an alternative access for the user is either available or has been provided to secure closure. Around 125 footpath crossings have also been closed. Footpath crossings are the focus of Network Rail's current TV advertising campaign: See Track/Think Train.

Martin Gallagher, head of level crossings for Network Rail said: "Every crossing that we close removes the risk of a vehicle or person being struck by a train at these locations and improves safety for everyone on the railway. We've closed around 100 in the last year and aim to close 750 in total by Spring 2014 so there is much more work to do. Closing a level crossing is not always an easy process, and we often need the support of land owners, local authorities and users. I look to their continued support as we look to improve safety and modernise the rail network for the future."

Network Rail has a £130m investment programme to improve level crossing safety. This includes:

- **Replacing footpath crossings with footbridges**
- **Installing warning lights as an additional safety measure at footpath crossings**
- **A new schools programme – Rail Life – teaching both primary and secondary school children about how to stay safe when crossing the railway**
- **Rolling out 10 more camera enforcement vans**
- **Investing in new technology including obstacle detection lasers**
- **Introducing new cost effective barriers to open crossings**
- **Employing more than 100 new dedicated level crossing managers**
- **Community safety managers who work closely with local groups, councils and schools to raise awareness**

Types of level crossings for pedestrians: Footpath crossings - around 3000, User worked crossings - around 2500, Station crossings - around 200

Consultation launched over reform of rail freight property

The consultation, accessible from the Network Rail website: http://www.networkrail.co.uk/Freight/Aquisition-of-DBS-freight-sites-consultation/, opened on 29 October 2012 and will close on 28 November 2012. All interested parties are invited to provide their views on the proposals.



Network Rail, the owner and operator of the national rail network, has launched an industry consultation aimed at reforming the management and ownership of rail freight property. The consultation outlines the proposed transfer of the majority of DB Schenker Rail UK's 250 property interests across the rail network to Network Rail.

In doing so, the intention is to:

- **Promote freight network capacity on the railway and enable improved timekeeping for freight trains, making the railway a more attractive option for freight traffic**
- **Facilitate competition between rail freight operators by making a number of key sites more accessible**
- **Allow Network Rail to introduce around a dozen strategic staging yard locations across the network - the motorway service stations of the rail network**
- **Identify surplus brownfield land that has the potential to be promoted for economic regeneration**

Tim Robinson, director of freight for Network Rail, said: "These proposals represent the biggest change in rail freight for decades. If implemented, they will meet objectives of the McNulty report and the Office of Rail Regulation's market sudy into rail freight by enhancing open access, and promoting a more efficient and effective use of the railway network by freight traffic in coming years, as well as enabling redundant land to be redeveloped."

Alain Thauvette, chief executive of DB Schenker Rail UK, said: "By transferring the majority of our property interests to Network Rail, we will modernise the rail freight industry.
This is a progressive proposal and is good news for all users of freight trains and the entire rail freight industry. This will allow DB Schenker Rail UK to invest in new terminals and rail freight facilities, increasing the volume of freight moved by rail.
Our direct competition is with road haulage, and these reforms enable the rail freight industry to compete more effectively to secure modal shift to the railway and reduce carbon emissions in the process."



Class 09 009 is seen with the 4L18 to Felixtowe at Barton Dock Container Base on October 30th. The shunter will take the train as far as Trafford Park. *Mike Lynam*

Staff Gets Thanks as Snow Hill Clocks Up 25 Years

The 100-strong team at Snow Hill station has received a vote of thanks, as it reached its 25th anniversary of service. On 2nd October 1987, the station was opened by then-rail authority British Rail in a bid to revitalise travel links across the Second City. A quarter of a century on, the London Midland station is among the most popular in the Midlands and is used by nearly six million passengers every year.

"I am proud to know that our colleagues have played such a huge part in making Snow Hill station an increasingly important part in the life of the city of Birmingham," said London Midland's Retail Manager Mark Lawton. "It is a privilege to have such a great team onboard that is as dedicated to customer service as it could be. I would like to thank to extend a very special thank you to every driver, conductor, supervisor and colleague in the ticket office and on the platforms that make Snow Hill Station what it is today."
Snow Hill-based conductor Roger Taylor, who was nominated in the Outstanding Customer Services category for the industry-leading Rail Staff Awards, said: "It's nice to see that the general public do appreciate our work and commitment. Being recognised for our work over the last 25 years gives me a sense of pride and a feeling of a job well done."

Today only Milton Keynes Central, with its close proximity to London, comes close to hosting as many passengers per year than Snow Hill in London Midland's 147-station network.
There has been a railway station on the site Snow Hill now occupies since 1852, when service began under the name Livery Street Station. Renamed Snow Hill six years later, it became a part of an increasing number of cross-country routes as the UK's rail network developed. This trend continued until the late 1960s when services were gradually re-routed to the city's other stations – New Street and Moor Street. Within a decade, services had stopped and the station was largely demolished. But by the dawn of the 1980s, civic leaders saw Snow Hill's potential in creating a cross-city plan, which paved the way for its rebirth in 1987 and subsequent increase in services to Warwickshire, the Black Country, Worcestershire and London.
Now one of Birmingham's most famous landmarks, the three-platform station's importance is set to increase with the planned extension of the Midland Metro service from Snow Hill, where it currently terminates, into New Street Station.

Ben Payne, delivery manager, added: "Snow Hill has been a significant part of many peoples' lives. There are many who have passed through this station every day for many years - and a number of the station team have been here equally as long! This is a great opportunity for me to say thank you to all our passengers and my team who work all day, every day, to make their journeys as smoothly as possible."

WIGAN WALLGATE BOASTS BENEFITS OF RECENT REFURBISHMENT

Passengers now passing through Wigan Wallgate station will be able to see and experience the fantastic improvements made by a recent investment scheme.

Work has included:

a modern renovation of the concourse area,

disabled friendly ticket counters,

renovated toilets,

a refurbished waiting room,

additional customer information screens and seating,

improved lighting,

improved station forecourt area,



Funded through a combination of Northern Rail's allocation from the Department for Transport's National Station Improvement Programme and Transport for Greater Manchester (TfGM), the scheme has delivered approximately £430,000 of improvements.

Work to the outside of the station at street level was designed and completed in keeping with a street improvement project put together by Wigan Council.

The Worshipful the Mayor of Wigan Councillor Myra Whiteside officially unveiled a plaque to celebrate the station improvements and was joined by Councillor Andrew Fender, Chair of the TfGM Committee and members of Wigan Council, Northern Rail and Network Rail.

Lee Wasnidge, Area Director for Northern Rail comments: "The improvements made to Wigan Wallgate station are confirmation of our commitment to improving passenger journeys in the North West. We hope our passengers will enjoy the benefits of the new facilities and improved environment, with areas becoming is much brighter and more spacious."

Councillor Fender said: "Investments such as this are a key part of making train services more attractive and, in turn, encouraging more people to make use of them. I'm really pleased with what's been achieved here and hope existing passengers really feel the benefits."

Jackie Miller, Network Rail's commercial schemes sponsor, said: "The project was managed jointly by Network Rail as landlord and Northern as the station operator and is part of a national programme known as NSIP. There is a national board and 17 local delivery groups (LDGs) made up from Network Rail and individual train companies. It is the role of the LDGs to develop and implement improvements such as these at Wallgate station."

Lord Smith said: "I'm delighted to see this investment in one of the main gateways to the town centre. Wigan Council is continuing its 5 year programme of improvements to the Wallgate street scene which includes better facilities for pedestrians. I am proud to support our partnership with Northern Rail."

Freightliner Ltd launches new cranes at Southampton Maritime 40th Anniversary

Freightliner Ltd, The UK's Most Reliable Rail Freight Operator recently launched two new rail head gantry cranes at the company's Southampton Maritime Terminal, the culmination of a £9m investment by Freightliner.

Customers, industry partners and the Mayor and Mayoress of Southampton attended the ceremony, which celebrated the launch of the new cranes and 40 years of operations at the Southampton Maritime rail freight terminal. Guests witnessed both cranes being named and the Mayor of Southampton, Councillor Derek Burke, launching the first official box lifted which boasted a livery to celebrate both the inauguration of the new cranes and the 40th anniversary.

The cranes were named Freightliner Fortis 15-10-2012 and Freightliner Agilitas 15-10-2012. The name Fortis represents strength and power that the new cranes will bring to operations. The name Agilitias represents the ease of movement and efficiency of the new cranes. The dates will be a reminder of the great year in British history in which the cranes were erected.

The £9m investment in the new cranes, together with the associated groundwork, represents the largest single-item capital investment by Freightliner in terminal or ports infrastructure since the privatisation of the business in 1996.

The investment maintains Freightliner as the only rail freight operator who has made meaningful capital expenditures in its inland infrastructure, to expand and retain the level of provision and commitment that the Freightliner service provides and that customers rightly demand.

Southampton Maritime terminal has been in operation since 1972 and has stood the test of time to remain a vibrant and successful maritime rail terminal. Since privatisation in 1996, Freightliner has seen Southampton handlings increase by 28 per cent and this year is expected to move in excess of 220,000 containers.

The new cranes which are the largest and most efficient rail terminal cranes in the UK were erected over the August bank holiday in a record three days. This investment represents another clear example of Freightliner's commitment to the intermodal container market and a willingness to invest for the long-term, even in such challenging economic times.

The crane investment complements other broader schemes and developments which have transformed the rail service offering form the Port of Southampton, including gauge clearance for the larger 9'6" containers from Southampton to the Midlands, North West and Scotland which has seen the hi-cube movements increase by 76 per cent from Southampton Maritime since commencement.

New rail mounted gantry cranes at Trafford Park and Birmingham, and the operating and environmental benefits provided by our new PowerHaul locomotives have all helped Freightliner to increase container volumes, and take freight off the UK's roads and on to the rail network.

This along with new routes, leading Information Technology, and a close working relationship with DPW at Southampton have all contributed to the success of Southampton Maritime over the past 40 years.

Adam Cunliffe, Managing Director, Freightliner Ltd commented, "Today, the launch of these magnificent new cranes in Southampton is the culmination and the celebration of a great deal of effort, pride, passion and investment. The new cranes prove our capability to provide the infrastructural backbone our customers require to have certainty of sustainability for the future.

As the new berth 201 and 202 are completed Freightliner can provide up to 13 roads under the cranes to continue providing any required services as volumes increase. The new cranes will eventually increase lift capacity by up to 80 per cent, although the overall capacity will be increased in stages. The initial increase will meet the demand which was driven by gauge clearance."

North Doncaster rail chord gets the green light from government

Plans to improve passenger services on the busy East Coast Main Line took a major step forward recently as the Secretary of State for Transport approved Network Rail's application for a railway flyover at Shaftholme, to the north of Doncaster.

The scheme, known as the North Doncaster Chord, will take slow moving freight trains travelling from the Humber ports up and over the ECML rather than across and along it. Diverting freight traffic will free up capacity for much needed passenger services and enable additional freight to be transported by rail rather than road, which is critical in supporting economic growth and helping reduce CO2 emissions.

The £45m investment is part of a wider package of work scheduled between 2009 and 2014 to improve capacity and reliability on the ECML. The route-wide enhancements, worth approximately £600m, include the construction of new sections of track, platforms and stations, which will help deliver faster, more frequent services.

Phil Verster, route managing director at Network Rail, said: "Britain relies on rail and with demand for rail travel increasing it's essential that we invest in the railway to provide better services for passengers with more trains, additional seats and improved punctuality.

The government's decision to grant permission for the North Doncaster Chord is a significant step forward in improving capacity and reliability on the busy East Coast Main Line."

Preparatory work for the new flyover is already underway. The scheme will be constructed by an alliance between network Rail and Morgan Sindall and is expected to be completed in early 2014.

IMPROVED PERFORMANCE AND CAPACITY FOR HARROGATE RAIL LINE

Passengers on the Harrogate line are now enjoying a more reliable service after Network Rail brought online a new signalling system to replace the old mechanical system which has been in place for many decades

£16m has been invested to improve the reliability of the route by provision of modern signalling between Kirkstall Viaduct and Harrogate station. Engineers have also built a turnback at Horsforth which will allow Northern Rail to run a shuttle service between Horsforth and Leeds in the future.

Phil Verster, route managing director for Network Rail, said: "The Harrogate line is a real success story and passenger demand is expected to continue to grow. This substantial investment is great news for rail passengers as the new equipment will not only be more reliable but will give provision for future increases in line speed and the possibility for increased services.

"This is just one of many projects we are completing to improve services for passengers in the area. Others include resignalling between South Kirby and Wakefield; and Huddersfield and Bradford; a new southern entrance at Leeds station; a turnback at Micklefield and, in partnerships with local partners, new stations at Kirkstall Forge and Apperley Bridge."

The signalling work on the Harrogate line involved the installation of new structures and signalling equipment along the route and transfer of signalling control from Horsforth and Rigton signal boxes to Harrogate signal box.

The work for the new turnback, immediately north of Horsforth station, included removal of old sidings, installation of new trackworks and significant earth and drainage works to reprofile land purchased from Leeds City Council. The project worked with Natural England and the Environment Agency to undertake the work in an environmentally friendly way and all vegetation removed will be replaced with wildlife/railway friendly flora.

The earthworks at Horsforth will continue for a further 12 weeks and Horsforth and Rigton boxes will be removed over the coming weeks.

Chiltern Railways given green light to build new rail line between Oxford and London

- First new rail route between London and a major British city in 100 years
- New line will drastically improve rail capacity between the two cities
- Thousands of Oxfordshire and Buckinghamshire commuters set to benefit

Chiltern Railways has been given the green light to build a groundbreaking new rail line between Oxford and London. The Secretary of State for Transport under the Transport and Works Act granted permission for Chiltern to start work on the line; the first new rail link between London and a major British city for 100 years. The groundbreaking £130m project will result in the train company running services between London Marylebone and Oxford from 2015. This work brings Chiltern's total investment in the line to £600 million since the start of their franchise.

The new line will benefit thousands of commuters at a time when rail traffic is rising into London Paddington and there are frequent reports of road transport gridlock on the A34. The news will also be welcomed by Thames Valley businesses with two London to Oxford trains each way every hour, providing fast frequent links to London and Buckinghamshire.

As part of the project, Chiltern Railways will build new stations in Bicester and in north Oxford. The new parkway station in north Oxford will be located at Water Eaton and will be a multi-modal interchange, linking trains, buses, cars and bikes allowing passengers to avoid the congestion of central Oxford. Bicester Town station will also be redeveloped providing a first-class gateway to the town next to the popular Bicester Village fashion outlet centre.

Graham Cross, Business Development Director of Chiltern Railways said: "We are pleased to have been granted the power to proceed with this significant railway investment, which will benefit thousands of commuters and businesses in Oxfordshire and Buckinghamshire. The Oxford to London link is the latest in a long line of innovative Chiltern-led projects to upgrade the rail infrastructure, fuelled by our understanding of rail's potential to make a significant contribution to economic growth and prosperity."

The recently announced East West Rail project will also benefit from Chiltern's new line from Oxford to London with both routes using the line between Oxford and Bicester. Chiltern Railways will now work in partnership with the East West Rail team to determine a joint project approach.

East Midlands Trains passengers get a mobile phone boost from Vodafone UK

- Mobile phone signal boosters now installed on all seven-car Meridian trains
- Passengers travelling to and from London to benefit
- Full programme to be completed by early 2013

East Midlands Trains passengers are now benefiting from better mobile phone coverage on trains to London following a partnership with Vodafone UK.

Special equipment is being installed on each of the train operators 27 Meridian trains to strengthen and improve mobile phone signal.

The first phase of the project has seen East Midlands Trains engineers in Derby install special mobile phone signal boosters to all six of the seven-car Meridian trains. These trains are used on key services to and from London St Pancras, meaning that all passengers travelling from stations including Sheffield, Chesterfield, Derby, Nottingham, Leicester, Market Harborough, Corby, Kettering and Wellingborough will now benefit from enhanced mobile phone coverage.

David Horne, Managing Director for East Midlands Trains, said: "This investment allows passengers travelling on our trains to stay in touch on their mobile phones whether they are working or travelling for leisure. Passengers using our key services to and from London will see the immediate benefits and by early next year, this enhancement will be rolled out across all of our 27 Meridian trains.

"Our engineers have worked in partnership with Vodafone to install these boosters, which strengthen mobile phone signals, ensuring a stronger and more constant reception.

"Already, all of our trains to London have on-board Wi-Fi and by improving mobile phone signals this helps to enhance the customer experience and allow travellers to work even more efficiently or stay in touch with family, friends or colleagues whilst on the move."

Peter Boucher, Enterprise Commercial Marketing Director at Vodafone UK, said: "We are delighted to announce our partnership with East Midlands Trains. Our customers have told us that coverage on trains ranks very high on their list. Now they can keep up to date on what's most important to them – friends, family and their online lives even on the daily commute or trip into town.

"Equally, business customers are finding better ways of working as they can stay connected so they have the flexibility to work from wherever they need to be. This activity is part of our on-going commitment to providing Britain with the best network.

East Midlands Trains gets started on further improvements at Wellingborough station

East Midlands Trains has announced plans for further improvements to Wellingborough, with passengers set to benefit from a range of station enhancements.

The first phase of works will see the station completely repainted to offer a fresh, bright new look. An additional cycle and waiting shelter will then be installed, with work then planned to start on providing a new low counter ticket window to offer improved access for all passengers.

Just a year ago, local MP Peter Bone official unveiled the station's new footbridge and lifts, providing step-free access between the station and platforms for the first time. The further enhancements being delivered by East Midlands Trains will offer even more improvements for passengers using Wellingborough station.

Karen Miller, Customer Service Manager for East Midlands Trains, said: "It's important to us that our stations offer a welcoming environment for passengers, and that's why we're in the process of investing around £10 million on station improvements across our network.

"As a key station on our network, we are looking forward to delivering even further improvements at Wellingborough station."

The improvement works are due to start in mid October and will be complete by the end of the year.

New canopies shed light on Chorley rail station



New canopies over the platforms on Chorley's railway station will show the station in a whole new light.

Network Rail has started work on getting rid of the old gull-wing structures, which will be replaced with a modern, lightweight aluminium framework supporting polycarbonate (plastic) glazing panels on the existing columns.

The new panels will allow natural light onto the platforms and above the subway stairs, making it brighter and more in keeping with the modernised ticket office and concourse.

Jo Kaye, Network Rail's route managing director, explained how the work was going to be carried out: "Using the existing steel support columns has a number of benefits.

"We don't have to buy new columns or dig new foundations, which saves time and reduces the overall cost of the project.

"More importantly, as most of the work will be carried out overnight when trains aren't running, there will virtually no disruption for passengers."

Designed by Network Rail's in-house building design group, the canopies will be similar to those used last year to cover platform 4 at Blackburn station.

In addition to the canopies, as part of the £237,000 project, an extra waiting shelter will be provided further down the Manchester platform to ease congestion at the top of the stairs.

Biggest station redevelopment in a generation unveiled

Phase two of the government-funded Thameslink programme has been launched at London Bridge station, which will be completely rebuilt in what has been described as the most ambitious redevelopment of any London station in a generation.

As well an ambitious redevelopment of London Bridge station, the scheme involves major surgery on miles of outdated track and signalling, with upgrades from Bedford to Brighton and on other rail routes that serve London Bridge and ultimately a fleet of new state-of-the-art trains.

Robin Gisby, managing director of network operations at Network Rail, said: "This will be the most ambitious redevelopment of any London station in a generation and one of the most technically demanding projects ever undertaken on our railway.

"It is only possible because of the partnership that we have built with the train operators, Transport for London and our suppliers. But ultimately its success will be defined by the passengers who use the station. The benefits will be massive, but we need their help and support to make it happen."

Transport Secretary Patrick McLoughlin said: "Passenger numbers have risen on an unprecendented scale in recent years and are now at their highest since the 1920s. It is absolutely essential that we keep pace with this growth, which is why the Government is funding a massive programme of investment in our railways.

"Train passengers will be the biggest winners from this investment as London Bridge station is transformed from one of the capital's most congested stations into one of the most modern, accessible and passenger-friendly transport hubs in the UK."
In a joint statement, train operators First Capital Connect, Southeastern and Southern commented: "This project will mean more trains and better journeys for passengers. A critical part of the plans is providing passengers with good information. That's why we are looking to build on some of the best practice seen during London 2012, and launching a new campaign - supported by the whole industry - to promote awareness. We thank passengers for their understanding and patience whilst these essential improvement works are being delivered "
Network Rail will carry out the work to the station and track in distinct phases, each having a different impact on train services. This means a number of shorter periods of disruption rather than all passengers being impacted for the full duration of the project. The biggest changes include:

December 2012: The London Overground extension opens 9th December, benefiting passengers using Denmark Hill and Peckham Rye, coinciding with the withdrawal of Southern's South London Line services between Victoria and London Bridge via Denmark Hill. The timing of many of Southern's services to and from London Bridge will be changing from 9 December as a result of the station works. For more information passengers should visit www.thameslinkprogramme.co.uk

May 2013: Platforms 14-16 are taken out of use to enable redevelopment work. Some services will be retimed and platform changes required.

December 2014 to 2018*: Thameslink route services to and from central London diverted away from London Bridge.

2015 to 2016*: Services to Charing Cross unable to call at London Bridge station.

2016 to late 2017*: Services to Cannon Street unable to call at London Bridge station.

(*Latter timings subject to ongoing planning)

The first wave involves meet the project sessions at 14 destinations across London and the south east for a two week period, 75,000 information leaflets being distributed and the relaunch of www.thameslinkprogramme.co.uk, which will become a one stop shop for the latest information with regular news alerts being sent to those who sign up.

When fully complete in 2018, London Bridge will have the biggest concourse in the UK. Lifts or escalators will take passengers to every platform, whilst new entrances on Tooley Street and St Thomas Street will mean better access to cycling, walking and bus routes. Congestion on the Northern line at London Bridge Underground station will be reduced and the capacity for train services stopping at the station between 8am and 9am will increase from 70 to a maximum of 88.



View from the Outside

This month I have been very busy at University studying for my exams, however I have been travelling by train to and from Scarborough to York and once again the Transpennine Express people seem unable to understand that I can't travel backwards.

When I book my seat and there is a choice of facing or back does it more often than not get it wrong. I mean what's the point of having that choice if it cannot be fulfilled.

Sorry to everyone in TPE land but it is just so annoying. Andy says its because they often don't know which way round the train is going to be, but if that is the case than why give a choice.

Perhaps with the Christmas holidays coming up I will get out a bit more, and the exams will be over by then so hopefully I will be able to tell you more exciting things next month.

Keep on loving trains until next month everyone!

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

Chiltern Railways celebrates 100,000 downloads of their cutting edge app

Chiltern Railways is celebrating one hundred thousand downloads of their pioneering mobile ticketing app, which allows customers to buy, receive and display tickets via their phones.

The app, which was an industry first, enables customers to buy tickets and scan the bar code at station barriers, eliminating the need to print a ticket at home or queue at a TVM or ticket office.

Since the launch of the app, Chiltern Railways added a feature so that it is possible to access free real time train information for any UK journey for the first time. Unlike other commercial booking services, the app does not include a booking fee and is free to download. It also remembers favourite journeys and debit card details, so that travel routes can be made with just a few touches of the screen.

Thomas Ableman, Commercial Director at Chiltern Railways said: "Our innovative approach to ticketing has been incredibly popular with our passengers, who are now able to spend less time queuing, buying and printing tickets."

"The introduction of the app followed the successful launch of Mainline, our fast service between London and Birmingham. Not only are our trains faster but also the app allows passengers to buy their tickets on the move, speeding up the buying process. We look forward to reaching the next 100,000 download milestone as more and more people make Chiltern Railways their train company of choice."

The application has been developed with partners Atos Origin and Masabi. To obtain the app, passengers just have to text 'Chiltern' to 88600 or search online app stores



Work to start on £5.1m Llandudno station upgrade

Work has recently commenced on a £5.1m project to improve Llandudno Station in North Wales.

Outline design work has already been completed for the planned refurbishment of the station which has benefited from a £3.5m Welsh Government investment including European Regional Development Fund structural funding, £1.5m from the Department for Transport's National Stations Improvement Programme. Taith, a legally constituted joint committee of the six north Wales county authorities for the purpose of developing and implementing actions and strategies for transport in north Wales, has contributed £1.4m towards the funding and the Railway Heritage Trust £150,000.

Detailed design work will now commence on the station enhancement which will include a new frontage, ticket office, improved bus facilities and customer information systems.
The Welsh Government Minister with responsibility for Transport, Carl Sargeant, said: "The upgrade of Llandudno station is the first in a number of station improvements that the Welsh Government is supporting as we strive to make rail travel more comfortable and attractive to the public."

"In addition to providing a positive first impression for visitors to Llandudno this project will also provide a boost to the local economy as local employment will be used in the refurbishment of the station." Network Rail will deliver the scheme on behalf of the Welsh Government. Mark Langman, Network Rail's Wales route managing director, said: "This very important project to enhance Llandudno station will regenerate and revitalise this area of the town, encouraging locals and visitors to use public transport through the provision of updated and enhanced facilities.

"We are looking forward to completing the project in 2014 and to handing over to Arriva Trains Wales and the local community a station of which they can be proud, as it will improve the gateway to the town and will bring huge benefits to the local economy."
The other partners and key supporters of the scheme are the local train operator, Arriva Trains Wales (ATW), the station leaseholder, and Conwy County Borough Council.

Councillor Philip Evans, Cabinet Member, Conwy County Borough Council, said: "Once the improvements at the railway station are complete it will become a great asset to the town. It will create a positive first impression for visitors to Llandudno and I'm delighted that these long-standing plans are becoming a reality."

Councillor Mike Priestley, Chair of TAITH, said: "TAITH is delighted to be working with partners to fund this important redevelopment project at Llandudno Station.
"We have supported some major station improvement projects in recent years, and to bring forward a project that improves the sustainable transport infrastructure in the centre of our largest resort town is a priority for us. "Replacing the current poor quality station with a new facility that provides a much improved passenger experience and contributes to regenerating part of the town centre, highlights the importance of transport infrastructure in our communities."
Andy Savage, Executive Director of the Railway Heritage Trust, said: "We are delighted to support this scheme, which is providing a much better facility for Llandudno, but making good use of the remaining heritage of the old station to do so." Ian Bullock, Customer Service Director for ATW, said: "This work will bring a great improvement to the station environment, and we, along with our passengers welcome this additional investment. We look forward to operating the new improved facilities and supporting the delivery of this project."

The new station frontage will be in keeping with the Victorian architecture of the town and provide a more pleasant environment for station users. Together with an improved bus interchange facility, the enhanced station will become an integral part of Llandudno's tourism and leisure economy. The new facilities will include a new ticket office and retail outlet designed to meet the Department of Transport's code for disabled people; the removal and upgrade of passenger toilets and an upgrade of the station's concourse areas and customer information systems. Doors, entrances and lighting will all be refurbished and new seating installed. The concourse area will feature a new glass curtain wall and there will be a new car parking area for up to 50 cars as well as car and taxi drop-off points.

A bus lay-by with two bus stops will be created at the front of the station and there will be additional bicycle storage facilities. Walkways to the station car park will also be improved. The work will be delivered by Buckingham Group Contactors Ltd using Mott MacDonald as the designer. The project is scheduled for completion by early 2014.

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 whilst at the Severn Valley Autumn Diesel gala I decided to visit the fairly new engine house at Highley for something to eat.

The engine house is situated a short walk from the station at Highley, housing the railway's locomotives that are not in use.

The cafe is situated in the top tier of the building, but easy to access via a lift for people who can't manage the stairs. A good selection of freshly cooked meals are available, on this visit the pie fans were happy, with on offer Cottage Pie, a Steak & Ale pie. Lasagne and freshly made Faggots in gravy were also available and my fellow visitor who had the Faggots commented on how good they were.

Meals are served with a choice of vegetables and roast potato's or freshly made chips and the ever health conscious co-editor chose the chips.
The cost was either £6.99 or £7.99 depending what you chose, and whilst that may seem expensive, a home cooked meal that was very filling and very nice I personally think not, and you could certainly taste the ale in the pie.

Various sandwiches were also available as were crisps, cakes and other confectionery.

There were a plethora of desserts available, but after eating the main meal I think it would have been far too filling for me, however the co-editor true to form tucked into homemade apple pie accompanied with clotted cream and it was reported back as being excellent, as witnessed by there being no crumbs left on the plate and the co-editor staying silent for the whole 2 minutes he took to eat it, but that always a blessing! (He likes his food you know)

Drinks: Tea, Coffee, Hot Chocolate and Latte's can be obtained plus in the fridge were locally produced drinks such Dandelion and Burdock, Elderflower, and Blackcurrant in small glass bottles as well as the usual soft drinks such as Cola, Orange and Lemonade.
Also to be found was 'Hobsons' bottled beer from the local brewery.



The Cafe is a decent size and offers great views of the railway and the Severn Valley itself. It is adorned with paintings and nameplates and is an excellent place to stop for something to eat or drink whilst visiting the railway.



If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places for me to try.

Until next month,

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

NETWORK RAIL TO TURN FORMER PEUGEOT CAR PLANT INTO NEW LOGISTICS CENTRE

Network Rail has announced plans for a 300,000-sq ft national road haulage distribution centre on the site of the former Peugeot plant at Ryton in the West Midlands.

The £25m centre will create approximately 100 jobs when it opens, as well as supporting construction jobs whilst it is being built. It will be a significant hub for Network Rail's National Delivery Service (NDS), positioned at a convenient location for access to major main lines and with direct access to the A45 and the motorway network. It will also help reduce the cost of the railway by centralising previously leased properties in Lichfield, Worcester and Ludgershall and will cut Network Rail's carbon footprint by reducing road fleet mileage.



Martin Elwood, director of Network Rail NDS, said: "Network Rail's first preference is to transport goods by rail. This is not always the right solution so we have an extensive road fleet to transport goods and equipment to our work sites and depots. By bringing the logistics for this together at Ryton we can offer a more effective and efficient service for Network Rail. This will mean reduced costs and faster turnaround times when we do work on the railway."

The site is being acquired from Prologis and it is anticipated that the new distribution centre will open its doors in July 2013. The building has been designed to be BREEAM rated – an environmental standard that Network Rail is committed to fulfilling in new projects. The construction contractor is Buckingham.

The former Peugeot plant was closed in 2006. Originally it produced aircraft engines during the Second World War.

A Different View

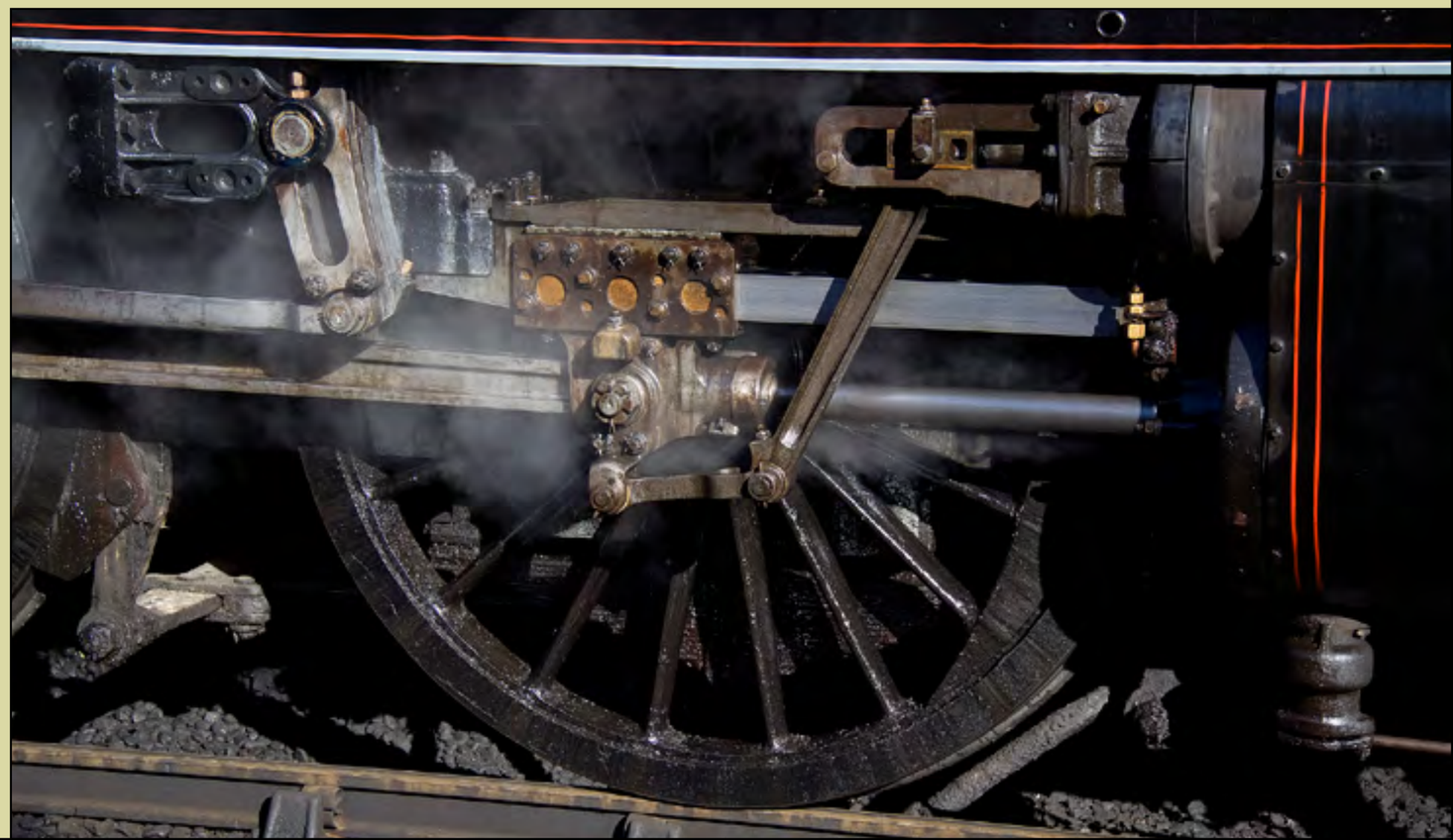
Top Right: Grafitti artists have brightened up Manors Metro station with a little humour, as viewed on October 18th. ***Alex Thorkildsen***

Bottom Right: A look at the valve gear on Maunsell Mogul 2-6-0 No. 31806 whilst at the Severn Valley Railway on October 13th. ***Richard Hargreaves***

Below: An abstract view taken between Haworth and Oxenhope, during the Keighley and Worth Valley's Autumn Steam gala on October 12th. ***Ben Bucki***







Severn Valley Railway

On October 6th, DCR's Class 31 601 is seen departing Kidderminster with a working to Bridgnorth during the SVR's diesel gala. *Richard Hargreaves*

Severn Valley Railway continued...

Class 50 026 'Indomitable' heads along the line near Bewdley with a working to Kidderminster, October 6th. *Andy*



Severn Valley Railway continued...

Above: Class 50 044, out of traffic with a serious engine failure, was positioned in the station at Kidderminster. An appeal has been launched to fund its repairs. ***Andy***

Top Right: Visiting for the gala Class 33 108 and the lines resident Class 50 135 'Ark Royal' prepare for the days services at Kidderminster on October 4th. ***Richard Hargreaves***

Bottom Right: Class 45 133, visiting the line for the gala, is seen ready to depart Bridgnorth with a service to Kidderminster on October 4th. ***Richard Hargreaves***

Below: Class 50 031 and 50 026 double head a Bridgnorth to Kidderminster service on October 6th. ***Richard Hargreaves***







Severn Valley Railway continued...

‘Western’ Class 52 No. D1062 ‘Western Courier’ heads a Bridgnorth to Kidderminster service on October 6th. ***Andy***

Severn Valley Railway continued...

Top Right: Class 37 906 is seen at Kidderminster on October 4th in very faded Railfreight livery. ***Andrew Wilson***

Bottom Right: Possibly only the second time that a Class 33 has ever visited the Severn Valley Railway, Class 33 108 waits at Bridgnorth on October 4th ready to work a service to Kidderminster. ***Phil Martin***

Below: Class 20 188 and 20 059 arrive into Hampton Loade on October 6th. ***Phil Martin***







Severn Valley Railway continued...

'Warship' Class 42 No. D821 'Greyhound' heads a Bridgnorth to Kidderminster service departing Highley on October 6th. ***Brian Battersby***

Severn Valley Railway continued...

Top Right: Class 08s No. D3022 and 08 471 are seen at Kidderminster on October 4th prior to working a shunter special to Bewdley. *Andrew Wilson*

Bottom Right: Needing attention from the paint brush is Class 50 031, seen here at Kidderminster with a service to Bridgnorth on October 4th. *Andrew Wilson*

Below: Class 20 188 arrives into Kidderminster on October 4th with a local service from Highley. *Andrew Wilson*







Birkenhead Tramway

Wallasey Corporation tram No. 78 is seen departing Woodside Ferry on October 7th. ***Paul Godding***

Foxfield Railway

Bagnall 0-4-0 saddle tank built 1946, No. 2842 leads Bagnall 0-6-0 saddle tank built 1954, No. 3059 'Florence No. 2' up from Foxfield Colliery towards Dilhorne Park on October 21st. ***Brian Battersby***



Foxfield Railway continued...

Above: Drewry 0-4-0DM built 1941, No. 2157 / WD 820 is seen in the yard at Caverswall Road. *Brian Battersby*

Top Right: Bagnall 0-4-0DH built 1961, No. 3207 was also seen at Caverswall Road on October 21st. *Brian Battersby*

Bottom Right: Haydock Foundry 0-6-0 well tank built 1874, No. C 'Bellerophon' is prepared for the days work. *Brian Battersby*

Below: Dubs 0-4-0 crane tank built 1901, No. 4101, and affectionately known throughout its life as 'Dubsy' undergoes attention at the Foxfield shed. *Brian Battersby*







Severn Valley Railway

Southern Region U Class 2-6-0 No. 31806 is seen at Bridgnorth on October 13th having arrived with a service from Kidderminster. ***Richard Hargreaves***



Severn Valley Railway continued...

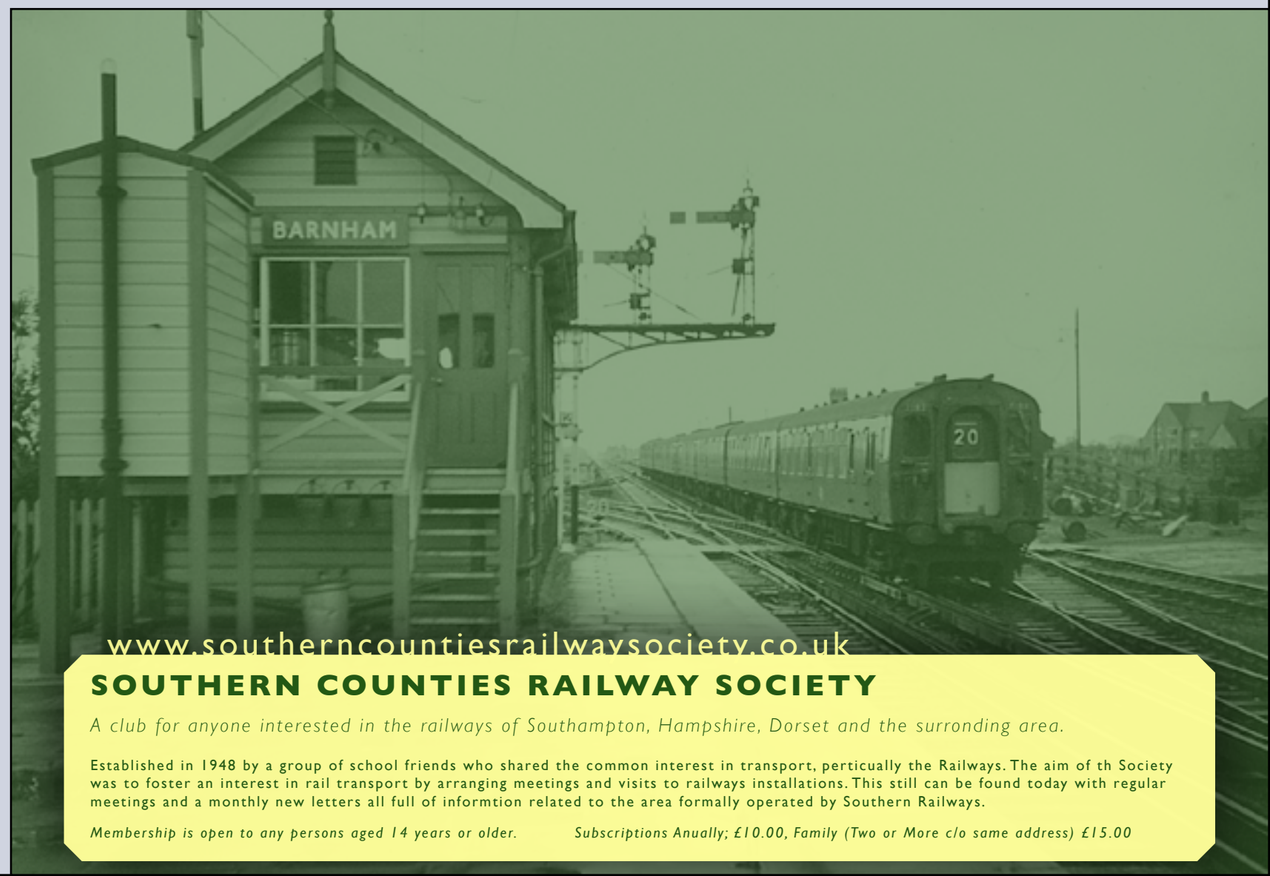
Above: GWR 4-6-0 Manor Class locomotives No. 7812 ‘Erlestoke Manor’ is seen at Bewdley on October 4th. *Andrew Wilson*

Top Right: LMS Stanier Mogul No. 42968 is seen having a rest between duties at Bewdley on October 4th. *Andrew Wilson*

Below: Hunslet No. 686 ‘The Lady Armachdale’ built in 1898, is seen inside the engine house at Highley on October 6th. *Brian Battersby*







www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

Established in 1948 by a group of school friends who shared the common interest in transport, perticually the Railways. The aim of th 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 informtion related to the area formally operated by Southern Railways.

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

Great Central Railway

Top Left: Southern Railway Class V Schools 4-4-0 No. 925 ‘Cheltenham’ stands at Leicester North with a working to Loughborough on October 5th. ***John Alsop***

Bottom Left: Great Western Pannier No. 9466 heads towards Loughborough as it passes Woodthorpe on October 5th. ***John Alsop***

Below: BR Standard Class 2 2-6-0 No. 78019 backs onto its train at Loughborough, October 5th. ***John Alsop***







East Lancs Railway

Top Right: Class 3F No. 47324 and WD No. 132 ‘Sapper’ are seen at Irwell Vale during the East Lancashire Railway’s gala on October 20th. ***Alan Naylor***

Bottom Right: Class B1 No. 61306 ‘Mayflower’ approaches Irwell Vale, with a service to Rawtenstall on October 20th. ***Alan Naylor***

Below: Class 7F No. 49395 approaches Summerseat on the East Lancashire Railway with a service from Heywood on October 21st. ***Alan Naylor***











East Lancs Railway continued...

Above: LNWR ‘Super D’ 7F 0-8-0 No. 49395 eases its train past Burrs towards Bury on October 20th. ***Gerald Nicholl***

Left: LNWR ‘Super D’ 7F 0-8-0 No. 49395 catches the early sun leaving Irwell Vale during the Autumn Steam Gala on October 21st. ***Gerald Nicholl***

Below: On its first visit to the ELR, LNER B1 4-6-0 No. 61306 ‘Mayflower’ arrives into Irwell Vale with the 10:50 service from Heywood, October 20th. ***Mike Lynam***



Keighley and Worth Valley Railway

Top Right: BR 4F No. 43924 leaves Oxenhope with a northbound train on October 12th. ***Ben Bucki***

Bottom Right: 1896-built L&Y Aspinall No. 1300 and Lancashire and Yorkshire No. 957 approach Oakworth with the Vintage Carriage Trust rake of coaches on October 12th.
Alan Naylor

Below: LNWR Webb Coal Tank No. 7799 approaches Oakworth on October 12th. ***Alan Naylor***







Keighley and Worth Valley Railway continued...



Top Left: Resident Ivatt tank No. 41241 pilots visiting Ivatt Mogul No. 43106 towards Oxenhope station on October 12th with a service from Keighley. The Ivatt tank, a stalwart of the KWVR, is about to reach the end of its boiler certificate, and this will be its last gala appearance for some time. ***Mike Lynam***



Bottom Left: LMS Ivatt Class 4MT No. 43106 departs Damens loop under a rainbow whilst heading for Oxenhope on October 12th. ***Alan Naylor***

Below: At the Keighley and Worth Valley Railway Autumn Steam Gala on October 12th, the Lancashire and Yorkshire Railway 'A' Class No. 957 (a popular Worth Valley veteran) hauls some of the lines vintage stock through the woods between Haworth and Oxenhope with a train from Keighley. ***Ben Bucki***



Nene Valley Railway

Class 50 026 'Indomitable' arrives into Orton Mere on September 29th with a service to Peterborough. ***Andrew Wilson***



Nene Valley Railway continued...

Above: Class 55 002 'KOYLI' arrives into Orton Mere with a Wansford to Peterborough service on September 29th. *Andrew Wilson*

Below: BR Class 14 029 is seen at Yarwell Vale on September 29th, having arrived with a working from Wansford. *Andrew Wilson*



Wensleydale Railway

'GOING PLACES' Appeal

Building a Platform for a Better Future

The 'Going Places' Appeal

The Wensleydale Railway has launched a major Appeal to raise £250,000 during its tenth operating season. The headline objective is to construct a terminus for passengers at the Northallerton end of the line in time to celebrate the 10th anniversary of the reopening of passenger services on 4th July 2013. The terminus planned for next year will be a temporary structure, though it may have to last some years.

However, the Railway still intends to establish a permanent terminus adjacent to Northallerton Station, and it is also working on plans to extend west, first to Castle Bolton and then to Aysgarth. The Appeal will contribute to the planning process, feasibility studies and, where necessary, the acquisition of land to further both these developments.

The Appeal will also help the Railway to complete some projects which are important for its development. These include the building of a repair and maintenance shed at Leeming Bar, to enable paid and volunteer staff to work under cover for the first time and to provide security for visiting locomotives.

Volunteers are also working on the restoration of a rake of Mark I carriages, to provide suitable rolling stock for steam locomotives to haul.

The Railway needs money to improve its current operations. The Appeal money will contribute towards:

- The design and installation of a new signalling system for the passing loop at Constable Burton. This is a necessity for an expanded service on the line;
- The upgrading of passenger facilities, particularly at Leeming Bar and at Redmire;
- The upgrading of utilities, such as electricity supplies, which are inadequate for a developing heritage railway;
- The provision of permanent structures, such as water towers, to serve steam locomotive operations;
- The further improvement of its track and a greater investment in the maintenance and servicing of its rolling stock, to improve the experience of its passengers;

Additionally the Railway needs to invest in the repair and restoration of some of the old structures which add character to the Railway, but require attention. These include the station building and goods shed at Leeming Bar. It also wishes to clear up or reduce historic debts incurred to enable the Railway to purchase essential assets, equipment and rolling stock. How much of this list can be achieved will depend on the success of the Appeal.

The Appeal is promoted by the three railway organisations working in collaboration, the operating company (Wensleydale Railway plc), the membership organisation (Wensleydale Railway Association) and the charity (Wensleydale Railway Trust). To contribute please write for information to WR Appeal, Leeming Bar Station, Leases Road, Leeming Bar, Northallerton DL7 9AR, or go to www.wensleydalerailway.com .



NRM Shildon

Above: British Railways A4s Nos. 60008 'Dwight D. Eisenhower' and 60010 'Dominion of Canada' both of which have recently returned to the UK from the USA for an extended visit are seen in the Autumn sunshine at Shildon. *John Alsop*

Below: LMS Stanier Class 5 4-6-0 No. 5000 is seen inside the main building at Shildon. *John Alsop*



Gloucester and Warwickshire Railway

Below: Great Western Railway 4-6-0 Modified Hall Class No. 7903 'Foremarke Hall' awaits to depart Toddington on October 30th with the 'Cheltenham Spa Express' to mark the re-opening of the line following the rebuilding of the embankment at Chicken Curve. *John Alsop*



Bodmin and Wenford

Great Western Railmotor No. 93 is seen working from Boscarne to Bodmin on October 12th. ***Steve Andrews***

North Yorks Moors Railway

On the sunny autumnal morning of October 20th, Black 5 No. 45428 climbs towards Goathland with the 10:30 Grosmont - Pickering service. *Mark Pichowicz*

Mid Hants Railway

Class 50 027 in lovely Network South East livery is seen at Medstead and Four Marks station during its first day of revenue passenger service at the Mid Hants Railway on October 13th. *Martin Hart*



East Lancs Railway

Above: Class 14 No. D9531 working the 10:44 Bury to Ramsbottom blasts through Summerseat on October 13th during the lines Autumn Diesel Gala. ***Mike Lynam***

Top Right: Class 55 022 'Royal Scots Grey' working the 2J66 10:56 Rawtenstall to Heywood arrives at Summerseat, October 13th. ***Mike Lynam***

Bottom Right: Class 37 109 and 37 901 top'n'tail the 11:15 Heywood to Rawtenstall through Summerseat. ***Mike Lynam***

Below: Class 33 109 arrives into Summerseat with 2J69 10:25 Heywood to Rawtenstall on October 13th. ***Mike Lynam***









Avon Valley Railway

Above: Hunslet No. 7151 heads the goods train along the line. *Martin Hill*

Top Right: Polish industrial steam tank No. 4015 prepares to depart Bitton station on October 21st. *Martin Hill*

Bottom Right: Class 31 130 'Calder Hall Power Station' is seen at Bitton on October 21st. *Martin Hill*

Below: Sole surviving J15 No. 7564 is seen at Bitton station during the Avon Railway's gala on October 21st. *Martin Hill*









Ribble Steam Railway

Above: One of Ribble Rail's Sentinel shunters is seen working the 14:45 return working from Strand Road on October 7th. *Mike Lynam*

Top Right: Hunslet Class 05 No. D2573 is seen crossing the swing bridge with the 11:45 working to Strand Road on October 6th. *Mike Lynam*

Bottom Right: North British No. 27653 ex BICC is seen at Preston Riverside on October 6th. *Mike Lynam*

Below: Ex Netherlands NS663 is seen at Lockside Road crossing with the return 13:15 working from Strand Road on October 6th. *Mike Lynam*









Embasy and Bolton Abbey

Above: 'Beatrice' Hunslet 0-6-0 No. 2705, ex NCB Acton Hall Colliery, Pontefract, is seen being run in following overhaul as it passes Class 31 119 at Embsay Station on October 14th. *Mike Lynam*

Below: GWR No, 6619 with a returning service from Bolton Abbey is seen passing 'Beatrice' at Embsay Station. *Mike Lynam*



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

LAST HURRAH OF THE GALA SEASON!

November steam enthusiast gala brings three locomotives together at the GCR

November 17th and 18th 2012

Steam engine enthusiasts are in for a treat in November at the Great Central Railway. While other railways wind down for the year, the GCR is offering a pre Christmas treat in the shape of a knight and two servants!

Southern Railways 'King Arthur' Class locomotive, No. 777 'Sir Lamiel' (newly repainted in vibrant Malachite Green) is leading the line up for a gala event, which also features Ivatt class 2 No. 46521 and LMS Jinty No. 47406.

"Before our annual Santa Special trains get underway, here's an early Christmas present for steam enthusiasts," said Kate Tilley, marketing manager for the Great Central Railway. "It's the chance to get some steamy miles in and see Sir Lamiel in its new coat of paint up close!"

The event takes place on Saturday the 17th and Sunday the 18th of November and will feature a busy timetable, demonstrations of the new turntable at Quorn and Woodhouse station plus some double heading! The trains pass through the newly signalled area at Swithland sidings. The Great Central Railway's famous all day breakfast will be served on certain services and the tea rooms at all stations will be open serving hot and cold meals.

The event is remarkable value with the GCR's normal fares applying. All day runabout tickets are just £14 for adults, with discounts for members of The Friends of the Great Central Main Line club.



Class 47 474 heads south through Stafford on June 27th 1998 with a ballast working. *Paul Godding*

From the Archives
continued...

Right: Class 37 408 waits at platform 12, Crewe station on January 16th 1999 with the evening Crewe to Holyhead service.
Paul Godding

Bottom Left: Class 47 523 'Railfreight' is seen at Wolverhampton on October 31st 1999 with the 12:45 to Birmingham New St. service.
Paul Godding

Bottom Right: Class 57 002 'Freightliner Phoenix' speeds through Crewe on October 30th 2004 with a working from Trafford Park.
Class47







From the Archives
continued...

Left: Class 37 689 heads through Crewe on October 30th 2004 with a RHTT working.
Class47

Bottom Left: Class 37 192 and 37 108 are seen at Oban station on July 18th 1982.
Pete Cheshire

Bottom Right: Class 60 020 arrives into Warrington Bank Quay on September 6th 1999 with a loaded MGR working for Fiddlers Ferry power station.
Paul Godding

From the Archives
continued...

Right: An unusual exhibit at the Hilton Hotel (NEC) Birmingham, by The Institute of Logistics and Transport on June 13th 2001, where the Class 92 was named after the institute.
Mike Lynam

Bottom Left: Class 31 230 and 31 300 are seen on Cardiff Canton depot, July 11th 1983.
Pete Cheshire

Bottom Right: Class 47 488 pauses at Telford on August 22nd 1998 whilst working the Shrewsbury to London Euston service which the diesel loco would normally work as far Wolverhampton, although it was not unknown for the loco to work throughout to London. *Paul Godding*







From the Archives
continued...

Left: Class 50 014 heads a service through Newton Abbot on August 8th 1987.
Richard Hargreaves

Bottom Left: Class 90 135 in Railfreight Distribution livery heads north through Stafford with a loaded car train on May 15th 1999.
Paul Godding

Bottom Right: Regional Railways / Merseyrail liveried Class 150 203 is seen at Chester working a service to Southport.
Brian Battersby







From the Archives continued...

Class 37 408 ‘Loch Rannoch’ is seen at Bridgend in March 2003 with a Cardiff - Rhymney service. *Richard Hargreaves*



Sporting white window surrounds on one cab end and York shed stickers for some bizarre reason, Class 33 108 arrives into Bewdley on October 6th, with a service from Kidderminster. *Richard Hargreaves*