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Submissions

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Welcome to Issue 88 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well, welcome to the year 2014, Something I have to write down and practise at this time of the year. I'm sure I'm not alone with this, but I find myself heading into February still writing 2013 on everything. I trust that the Christmas and New Year have been good one and we are all ready for a full railway calendar for 2014 (we still have a limited stock of Railtalk Calendars available for sale, so if you interested please see pg. 26). I'm sure the eagle eyed reader will have seen a few changes to the magazine this month. Our new design has been in the making for a good few months. I hope that it's made a good first impression on you, the design team have worked hard, tweaking every aspect of the magazine for a better read for everyone. Throughout 2014, look out for more changes, new features and the like.

But as always, the magazine wouldn't be here without you, so please give us your views of the new design. Your likes, dislikes whatever the aspect, we run the magazine for you. So your thoughts are the most important aspect of our progression. Lastly, I would just like to wish everyone every success in the next 12 months of this 2014 year. Also with the new design magazine, we have launched our own, Facebook Page, Twitter Feed and Youtube Channel. So please like us on Facebook, follow us on Twitter and watch all those lovely videos on Youtube. I think I might of mentioned 2014 enough now, but lets just make 2014 the year to remember!

Andy

This issue wouldn't be possible without: John Alsop, Steve Andrews, Robert Bates, Brian Battersby, Sam Bilner, Matthew Bird, Pete Cheshire, Julian Churchill, John Coleman, Lorenzo D'aniello, Neil Davies, Derek Elston, Eddie Emmott, Dave Felton, Jonathan Gill Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Darrel Hendrie, Brian Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Michael Lynam, Steve Madden, Phil Martin, Jonathan McGurk, David Mead, Lewis Mitchell, Chris Morrison, Gerald Nicholl, Neil Pugh, Wayne Radford, Charlie Robbins, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Steve Stepney, Craig Stretten, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Stuart Warr, James Wise, and the guys at RailUK.

Front Cover: London Underground Metropolitan Line 'S' stock trains pass at West Hampstead under a winter sunset on December 8th. ***James Wise***

This Page: On November 20th, Class 52 No. D1015, working for GBRf, passes Harrowden Jct. on a loaded ballast working. Seen running wrong line after running around its train at Kettering. ***John Coleman***



Pathfinder Tours - The Beverley Humber

Class 37 604 and 37 423 speed through Mexborough on December 21st with this Newport - Beverley charter (Class 37 612 was attached to the rear). ***Class47***



Pathfinder Tours - The Beverley Humber

Left: DRS's Class 37 604 and 37 423 power up Old Hill bank with Pathfinder's Newport - 'Beverley Humber' trip on December 21st. ***Chris Morrison***

Main: Class 37 604 and 37 423 are seen heading through Gilberdyke with the outward working, heading for Beverley. ***Robert Bates***





Pathfinder Tours - The Beverley Humber

Above: Class 37 604 and 37 423 are seen at Newport on December 21st, the starting point for the tour to Beverley. ***Lewis Mitchell***

Left: Class 37 612 leads the ECS past Selby Street in Hull on the way to Dairycoates for servicing. ***Robert Bates***

Main: Class 37 612 is seen on the rear of the tour as it passes through Mexborough on December 21st, heading for Beverley. ***Class47***

Pathfinder Tours - The Maybach Meanderer

Class 52 No. D1015 is seen working the 1Z52 Crewe - Quainton Road 'The Maybach Meander' arriving into Cheltenham Spa on December 14th. ***Lewis Mitchell***





Pathfinder Tours - The Maybach Meanderer

Above: No. D1015 'Western Champion' passes Ealing Broadway on December 14th with the return working of 'The Maybach Meanderer' railtour. ***Chris Morrison***

Right: *'The Maybach Meanderer' was the title given by Pathfinder Railtours for their excursion on December 14th that started from Crewe at 07:01 with a Class 67 for motive power to Bescot where haulage was changed to D1015 'Western Champion' for the run to Quainton Road for a visit to the Buckingham Railway Centre. The route from Bescot was via Birmingham New Street, Cheltenham, Swindon and Oxford and this image shows the train slowing for a very brief stop at Kemble station. The departure from this stop sounded magnificent and looked good as twin plumes of exhaust rose into the winter sky. Before the effects of the Beeching Report Kemble station was the junction for two short branches to Cirencester and Tetbury, some evidence of these branches remains as does the water tower seen to the left of the picture.* ***Stuart Warr***

Main: On December 14th, Class 52 No. D1015 'Western Champion' speeds through Longbridge with the Crewe to Quainton Road tour. ***Richard Hargreaves***

Pathfinder Tours - The Maybach Meanderer

'Wizzo' No. D1015 arrives into Birmingham International on December 14th, with the return working from Quainton Road, heading for Crewe. ***Richard Hargreaves***



Steam Dreams - The Cathedrals Express

On November 30th, LMS Black 5s Nos. 44871 and 45407 'The Lancashire Fusilier' head the 1Z90 London Euston - Chester into Milton Keynes Central.

Daniel Stanbridge



Railway Touring Company - The Christman Cheshireman

With Shrewsbury disappearing into the background, BR standard Class 7 No. 70013 'Oliver Cromwell' storms up on Hencote Bank on the outward journey towards Chester with this Bristol to Crewe tour. ***Phil Martin***





Vintage Trains - THE MELTON CHRISTMAS FAYRE

Above: Great Western Class 5700PT No. 9600 leads the 1Z60 Tyseley Warwick Road to Melton Mowbray with Pannier No. L94 out of site on the rear at Frisby on December 1st. ***Derek Elston***

Left: Great Western 5700 Panniers Nos. 7752 and 9600 scurry though Wigston South whilst working the 1Z60 Tyseley Warwick Road to Melton Mowbray on December 1st. ***Derek Elston***

Main: London Transport liveried Pannier No. L94 (GWR No. 7752) is seen on the rear of 1Z60, Tyseley Warwick Road to Melton Mowbray, working in tandem with No. 9600 about to cross the river at Frisby on December 1st. ***Derek Elston***

Vintage Trains - THE CHRISTMAS WHITE ROSE

GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' passes Hillam with the 'Christmas White Rose' tour running from Tyseley to York on December 14th. *Gerald Nicholl*

Vintage Trains - THE CHRISTMAS WHITE ROSE

GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' is seen arriving into Derby with the 1Z43 Tyseley to York on December 14th. ***Derek Elston***

Locomotive Services - The Capital Streak

Left: Scotrail liveried Class 90 019 pulls away from Finsbury Park station in charge of the outward leg of 'The Capital Streak' railtour to York on December 7th. The return leg back to London would be steam hauled by A4 Pacific 4464 'Bittern'. ***James Wise***

Main: On December 7th, Scotrail liveried Class 90 019 is seen arriving into Doncaster in some very low wintry sunlight working the 1Z44 Finsbury Park - York. ***Steve Thompson***



Locomotive Services - The Capital Streak

Left: LNER A4 No. 4464 'Bittern' is seen 'on the blocks' at the London Kings Cross on December 7th after a special 90mph run from York. ***Chris Morrison***

Main: LNER A4 Pacific No. 4464 'Bittern' heads past Ryther with the postponed 90mph-sanctioned York to Kings Cross 'Capital Streak' on December 7th. ***Gerald Nicholl***

Railway Touring Company - THE YORK YULETIDE EXPRESS

LNER A4 Pacific A4 Pacific No. 60009 'Union Of South Africa' reflects a fleeting glimpse of the sun near Ryther Grange with the 'York Yuletide Express' from Norwich on December 12th. *Gerald Nicholl*

Steam Dreams - The Cathedrals Express

On November 23rd, BR Standard Class 7 No. 70000 'Britannia' passes Dundas between Freshford and Bathampton Junction with this Cathedrals Express working from London Waterloo heading for Shrewsbury. ***Stewart Smith***





VSOE British Pullman - LUNCHEON SPECIAL

Above: Southern Railway No. 35028 'Clan Line' passes Mortlake running nearly an hour late on December 7th with the VSOE Surrey Hills Pullman after brake problems with the Class 67 (It was left at London Victoria). ***Chris Morrison***

Right: 'Clan Line' is seen arriving back into London Victoria with the Surrey Hills VSOE special. ***Chris Morrison***

Main: On December 7th, Southern Railway rebuilt Merchant Navy 4-6-2 class locomotive No. 35028 'Clan Line' passes through Clapham Jct. with the London Victoria - Guildford outing. ***Richard Hargreaves***



VSOE British Pullman - Lincoln Christmas Market

In December of each year I normally visit Lincoln for the Christmas Market Charters. They're a bit thin on the ground this year and that, plus the antagonistic attitude of the imported security staff at Lincoln Central last time, made me stay away this year. The only charter to run was the VSOE from Victoria, and it was booked to go to Immingham SS to run round, then back to Barnetby for stock servicing. The floods of the previous night precluded any movement towards Immingham, so the train had to be backed into the Down Receptions from Barnetby East. Class 67 005 is seen here arriving at Barnetby from Lincoln in some pretty decent light, then drawing up beyond Barnetby East to set back into the sidings On it's way, it passed Class 60 017, stabled in Platform 1 with the previous night's 6E41 Westerleigh - Lindsay. It had arrived there some 20 hours earlier and, not being able to get into Lindsey, was supposed to run-round and go to Scunthorpe. The driver, apparently, had other ideas and screwed it down where it was!.

Steve Thompson

London Underground 150 - Steam on the Met

Class 20 142 leads the 15:12 return leg of the Steam on the Met special from Uxbridge to Harrow on the Hill through Rayners Lane on December 8th. *James Wise*



UK Railtours - Road to Hull

Left: Class 67 005 is seen on the rear of the tour at this point as it passes through Hatfield and Stainforth, heading for Hull. The Class 67 would work back from Hull as far as Doncaster RMT where Class 92 015 would once again take over for the return to London Kings Cross. ***Richard Hargreaves***

Main: Class 60 020 is seen on the approach to Hatfield and Stainforth with this UK railtours trip from London Kings Cross to Hull via Deepcar. The Class 60 had taken over from Class 92 015 at Retford. ***Richard Hargreaves***



Saltburn Railtours - Lincoln Christmas Market

Left: Class 47 826 and 47 746 are seen heading through Doncaster on December 7th, top and tailing the 1Z47 Saltburn - Lincoln charter. *Steve Thompson*

Railway Touring Company - THE LINDUM FAYRE

Main: On December 7th, BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen stabled at Lincoln's Terrace Sidings being serviced after arriving with the RTC's 'Lindum Fayre' tour from London Kings Cross via Spalding. *Steve Thompson*





Pathfinder Tours - The Winter Settler

Above: The outward working of the tour from Crewe to Carlisle is seen passing Mexborough on a sunny December 28th. *Richard Hargreaves*

Right: After departing Carlisle about an hour late, the return working of the tour is seen at Doncaster running only about 25mins late, heading back to Crewe via Derby and Sheffield. *Andy*

Main: On December 28th, Deltic Class 55 No. D9009 'Alycidon' arrives into Skipton working Pathfinder's Winter Settler' railtour, 1Z55 Crewe - Carlisle via Leeds and the S&C.
Michael Lynam



Northern Belle

Left: Class 47 810 is seen ready to depart Birmingham International with the 12:23 Northern Belle luncheon special on December 19th. ***John Alsop***

Main: On a grey December 20th, Class 47 805 heads the Northern Belle through Lostock Junction, Bolton with the 1Z41 Crewe - Barrow excursion via Manchester and 47 810 on the rear. ***Michael Lynam***

ECS and Light Engine Moves

West Coast Railways Class 57 313, is seen taking the line to the East Coast mainline at Harringay Park Junction whilst working the 5Z80 empty coaching stock move from Southall to Ely on December 7th. *James Wise*

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Chiltern

DB Schenker liveried Class 67 018 is seen at London Marylebone on December 7th, working a service to Birmingham Snow Hill.
Richard Hargreaves

CrossCountry

Arriva Cross Country retains a small number of HSTs and in the opinion of the photographer these trains, despite their age, are the only ones suitable for a long journey with this Train Operating Company. (We agree-Ed) Seen on December 14th, power car No. 43207 leads the 1V54, 06:32 Dundee to Plymouth and it has just passed Standish Junction (just south of Gloucester) running a mere 5-minutes late, which is very commendable considering the length of the journey already completed. ***Stuart Warr***

DB Schenker's fleet





Above: On December 21st, Class 60 074 is seen on the rear of a Toton - Doncaster light engine convoy as it reverses in Doncaster station. ***Richard Hargreaves***

Right: On December 4th, Class 66 069 runs light engine through Stafford on a Crewe Basford Hall - Bescot move. ***Michael Lynam***

Main: Class 60 079 approaches Kangaroo Spinney, Wellingborough with the Bletchley to Peak Forest stone empties. on December 3rd. ***Derek Elston***

DB's latest overhauled Class 60, No. 60 066 slows rapidly at Cholsey Manor working 6B33 Theale OS - Robeston empty bogie tanks, running at this point around 40 odd early on December 17th. ***Daniel Stanbridge***





Above: On December 4th, Class 66 122 heads through Stafford with a Halewood - Southampton Docks loaded car train. ***Michael Lynam***

Right: On December 14th, Class 66 011 leads an early running Greenburn Kuer Mining to Ratcliffe PS through Tapton. This service had departed at 17:58 on the previous evening. ***Derek Elston***

Main: On December 28th, Northern's Class 333 007 arrives into Skipton with a terminating service from Bradford Foster Square whilst Class 66 024 passes through on a Hunterston - Ferrybridge PS working. ***Michael Lynam***

Class 60 079 is seen working the 6Z65 Earls - Walsall cement tanks at Clay Mills on December 19th. ***Stuart Hillis***





Above: On a dull December 6th, Class 66 003 and 60 059 are seen at the head of 6X01 Scunthorpe to Eastleigh with continuous welded rails, passing through Burton on Trent. ***Stuart Hillis***

Right: On December 19th, freshly painted Class 60 001 is seen working the 6M57 Lindsey - Kingsbury oil tanks through Clay Mills. ***Stuart Hillis***

Main: Class 60 066, repainted in silver ready for decals to be applied, is seen working the 6Z55 Toton North Yard - Kingsbury with a rake of redundant 'seacow' wagons for scrap, passing Burton on Trent on December 4th. ***Stuart Hillis***

On December 7th, Class 60 049 heads through Baystan Hill working the 6V75 steel empties from Dee Marsh.
Phil Martin





Above: On December 18th, Class 60 019 approaches Manchester Victoria with the diverted Preston Docks - Lindsey Oil Refinery empty tanks. ***Michael Lynam***

Right: A grubby, presumably off RHTT duties, Class 66 034 heads a Trafford Park - Southampton West Dock liner through Stafford on December 4th. ***Michael Lynam***

Main: Class 66 091 heads east towards Dagenham Dock with 6L26, empty hoppers from Acton on December 9th. This view is from Forest Road which along with the railway line bisects the Walthamstow Reservoirs in North East London. ***James Wise***





Above: Class 60 054 passes Stenson Jct. on December 16th with a rake of loaded oil tanks heading for Kingsbury. ***Phil Martin***

Right: Class 66 177 passes through Pleasington station on December 10th with the Avonmouth Hanson Sidings - Clitheroe Castle Cement empty tanks. ***Michael Lynam***

Main: Class 66 021 passes Leaton on the Chester - Shrewsbury line with steel empties from Dee Marsh, heading for Margam on November 30th. ***Phil Martin***



Above: Class 66 061 approaches Settle on December 11th with a Mossend Yard - Clitheroe Castle Cement empty tanks. ***Michael Lynam***



Right: On December 4th, Class 60 074 passes Sutton Bridge, Shrewsbury working the 6V75 Dee Marsh - Margam steel empties. ***Phil Martin***

Main: On October 24th, Class 66 140 top'n'tails a RHTT set with 67 003 working 3J92, 23:18 Toton TMD - West Hampstead seen passing Oakley, near Bedford. ***Lorenzo D'aniello***

Class 90 036 working the 6M02 Shieldmuir - Warrington RMT additional Royal Mail service passes Winwick Jct. on a sunny December 10th. ***Dave Harris***

Class 56 312 passes Cheltenham working the 0Z51 Kidderminster - Eastleigh convoy conveying 50 026, 50 031 and 50 135, December 16th. ***Lewis Mitchell***

Direct Rail Services





Above: DRS veterans, Class 37 602 and 37 601, the latter of which is the oldest mainline Class 37 on the network. Out shopped from the Vulcan works in 1961 and still going strong after 52 years. Both are captured here on a dreary December 6th with a Crewe - Drigg low level waste passing Winwick Jct. ***Dave Harris***

Left: Class 57 009 is seen on the rear of a returning convoy of RHTT locos from Stowmarket through Northampton heading for Crewe Gresty Bridge and a good clean looking at the state of them. ***Richard Hargreaves***

Main: Class 57 309 is seen on the rear of the 6W99 engineers working at Wellington on the evening of December 11th. ***Carl Grocott***



Class 37 038 accelerates through Shenfield hauling two Stoneblowers on a Marks Tey - Preston working, December 20th.
Charlie Robbins

On December 21st, the 6K73 Sellafield - Crewe passes Winwick Jct. with Class 57 002 and 57 008 at the helm.
Dave Harris







Above: On December 4th, Class 66 423 and 66 426 head a Coatbridge - Daventry (Malcolm) Intermodal working through Stafford. ***Michael Lynam***

Left: On December 11th, Class 66 304 heads the daily 6K05 Carlisle - Crewe engineers train through Hellifield. ***Michael Lynam***

Main: Class 66 426 arrives into Carlisle on December 19th, with a Crewe - Carlisle loaded ballast working. ***Michael Lynam***

On December 4th, Class 20 302 and 20 309 are seen passing through Scunthorpe with the 3S14 Grimsby Town - Malton, one of the last runs for the 2013 season. ***Steve Thompson***

East Coast



Above: On December 21st, Class 91 131 emerges from Wabtec Doncaster works having had attention to its bogies and wheelsets. ***Richard Hargreaves***



Right: On November 14th, Class 91 125 is seen at London Kings Cross ready to work a service for Newcastle. ***John Coleman***

Main: Class 91 125 propells the Sky 1 HD liveried set into Doncaster on a sunny December 21st with a Leeds - London Kings Cross service. ***Class47***

First Great Western

Left: First Great Western's HST power car No. 43035 leads a Paddington to Hereford service, seen heading across Malvern Common on December 16th. ***Neil Pugh***

Main: On December 14th First Great Western's HST power car No. 43017 leads the 1L58, 13:00 Cheltenham to London Paddington service at the start of the Golden Valley line to Swindon from Standish Junction. The location of this picture is 1/2-mile south of Standish Junction and the lines to the left of this image are the route of the former LMS line from Birmingham to Bristol. ***Stuart Warr***

Freightliner

Class 66 623, 70 020, 66 568 and 70 007 are all seen at rest on Leeds Midland Road on December 21st.
David Hollowood





Above: Class 66 607 and 66 545 pass Tapton Junction some 210 minutes late with a Bardon Hill to Tinsley Flhh Yard on December 14th. ***Derek Elston***

Left: Class 66 595 arrives into Hellifield on December 18th, heading north with an empty coal train. ***Eddie Emmott***

Main: Class 70 003 is seen at dusk on December 9th working the 4L57, 13:06 Daventry to Tilbury intermodal, as it passes along the section of Gospel Oak to Barking line that bisects the Walthamstow Reservoirs and is paralleled by Forest Road in North East London. ***James Wise***

Class 90 047 working the 4L97, 04:59 Trafford Park to Felixstowe, passes by the Regents Canal at Camden Town, on December 14th. ***James Wise***



Class 66 517 stands underneath the crane at Leeds Midland Road depot on the afternoon of December 21st.
David Hollowood

Class 70 019 passes through the heart of Camden Town working the 4M93, 08:11 Felixstowe North to Crewe intermodal on December 14th. *James Wise*

On December 21st, Class 86 609 and 86 604 pass Winwick Jct. working the 4M01 Coatbridge - Crewe.
Dave Harris





Above: In the rain on December 19th, Class 66 508 pauses at Carlisle for a crew change whilst working a Fiddlers Ferry - Hunterston empty coal hoppers. ***Michael Lynam***

Right: Class 70 002 arrives into Carlisle on December 19th with a Crewe - Carlisle infrastructure train. ***Michael Lynam***

Main: Class 66 587 heads a Trafford Park - Southampton MCT working through Stafford on December 4th. ***Michael Lynam***





Above: On December 13th, Class 66 531 pulls away from Arpley Yard with a Fiddlers Ferry - Hunterston empty MGR working. ***Michael Lynam***

Right: Class 66 533 heads south through Stafford on December 4th with a Crewe Basford Hall - Southampton Freightliner working. ***Michael Lynam***

Main: On December 4th, Class 70 013 heads a Crewe Basford Hall - Bescot engineers working through Stafford. ***Michael Lynam***





Above: Class 90 041 passes through Stafford on December 4th with a Crewe Basford Hall - Felixstowe FLT working. ***Michael Lynam***

Left: On December 13th, Class 70 001 heads through platform 13 at Manchester Piccadilly working a Trafford Park - Southampton freightliner. ***Michael Lynam***

Main: Class Freightlner 70 013 heads north through Warrington on December 13th with a Crewe - Carlisle infrastructure train. ***Michael Lynam***

GBRf





Above: GBRf's Class 92 044 is seen stabled in the bay at Rugby on December 14th Rugby. ***Richard Hargreaves***

Left: Class 66 718 is seen at paused at Nuneaton on December 14th. ***Paul Godding***

Main: On December 11th, Class 66 711 heads under the refurbished station canopy at Hellifield, working a New Biggin British Gypsum - Doncaster Gypsum service. ***Michael Lynam***





Above: On December 28th, Class 87 002 passes Platform 2 of Newcastle working light engine from Doncaster to Mossend Yard. ***Alex Thorkildsen***

Left: Hours earlier that the shot above and having ventured over to the East Coast for the Christmas period, GBRf operated Class 87 002 is seen at Doncaster on December 28th, awaiting a path back to Mossend and a return to West Coast duties. ***Richard Hargreaves***

Main: Beacon Rail's GBRf Class 66 750 is seen heading through Doncaster on December 28th with a route learning trip to Knottingley. ***Richard Hargreaves***





Above: Class 66 712 heads through a sunny Doncaster on December 21st running light engine from Wrenthorpe to Doncaster Royal Mail terminal. ***Richard Hargreaves***

Left: On November 13th, Class 52 No. D1015 'Western Champion' passes Headlands Bridge, Kettering running light engine heading towards Wellingborough. ***John Colemen***

Main: On December 31st, Class 66 751 and 66 740 are seen leading an Ironbridge - Seaforth Biomass working. ***Jon Jebb***

Network Rail

Class 31 465 pauses at Selby on November 21st with a York - Derby test train. Andy





Above: On December 3rd, Class 37 682 is seen coming off E Line at Frodingham Jct. with the 1Q31 Derby - Doncaster, via Peterborough, Sleaford, Lincoln, Doncaster and Barnetby. This shot shows it heading for Barnetby running half an hour late, before returning to Doncaster. *Steve Thompson*

Right: Class 67 026 pauses at Bedford station at 04:00 on November 5th with a RHTT working. *John Coleman*

Main: Power car No. 43013 leads the NMT into Derby station assisted at the rear by No. 43062 'John Armit', working a Derby RTC to Heaton T&RSMD turn on December 14th. *Derek Elston*

Network Rail's Class 97 303 leads the 6W99 through Wellington on December 12th. ***Carl Grocott***

Class 97 301 is seen pushing the 3Z01 Swansea - Derby through Cheltenham on December 7th. *Lewis Mitchell*





Above and Right: On December 19th, Class 37 419 and 31 465 are seen working a Network Rail survey train. Running as 1Q13 it was continuing a tour that lasted most of the week, the latest leg involving over 200 miles, starting at Doncaster TMD and proceeding via Scunthorpe and Barnetby to Lincoln. It then retraced it's steps back to Doncaster before returning to Derby via Retford, Worksop and Sheffield. The outward leg was undertaken largely before daylight, but here is the return, passing Appleby. *Steve Thompson*

Main: On December 7th, Power car No. 43062 is seen on the rear of the NMT as it passes through Doncaster heading for Heaton. *Steve Thompson*

Scotrail

Class 90 024 speeds away Hanslope Jct. leading the 1M16 20:44 Inverness/Aberdeen/Fort William - Euston 'Caledonian Sleeper' which was only running 264 minutes late.
Time for a lie in me thinks, ***Matthew Bird***

Units: DMUs and EMUs





Above: Northern's Class 150 201 takes on a heavy load at Skipton on December 28th while operating a Morecambe - Leeds service. ***Michael Lynam***

Left: First Great Western's Class 180 104 pictured on the down main at Malvern Wells on December 12th. The train is about to stop at Malvern Wells box and return to Great Malvern station. ***Neil Pugh***

Main: London Overground's Class 378 208 stands in New Cross Depot on December 1st. ***Alex Thorkildsen***





Above: Northern Rail's Class 144 001 is seen departing Doncaster on December 21st with a service to Lincoln via Sheffield. ***Richard Hargreaves***

Right: On December 28th, Northern's Class 333 014 arrives into Skipton with a terminating service from Bradford Foster Square. ***Michael Lynam***

Main: Siemen's Class 350 401 is seen passing Winwick Jct. with the 5T73 Carnforth - Crewe route learner for TransPennine Express on December 19th. ***Dave Harris***



On December 12th, Class 350 401 became the first First TransPennine Express Class 350 EMU to visit Scotland when it arrived on a test run between Preston C.S. and Edinburgh Waverley station running as the 15:23 5S96 Preston C.S. - Edinburgh Waverley move. ***Jonathan McGurk***





Above: New First TransPennine express unit No, 350 403 sits in Carlisle having arrived from Preston on a staff familiarisation run, December 19th. ***Michael Lynam***

Right: Royal Mail Class 325 007 leaves Carlisle heading Crewe on a driver training run, December 19th. ***Michael Lynam***

Main: Northern Rail's Class 150 145 departs Hellifield on December 11th, with the 2H90 Leeds - Morecambe service passing under the recently refurbished and painted canopy. ***Michael Lynam***





Above: Arriva Trains Wales Class 158 839 heads up Hencote Bank on November 30th with a Birmingham - Holyhead working. ***Phil Martin***

Left: Class 158 711 is seen departing Edinburgh Waverley with a service to Dundee. ***Paul Godding***

Main: Class 170 630 is seen heading across Malvern Common towards Great Malvern Station, to form the 11:10 service to Birmingham New Street on December 16th. ***Neil Pugh***





Above: East Midlands Trains' Class 222 013 passes Tapton on December 14th working the 10:28 Sheffield to London St. Pancras International service. ***Derek Elston***

Right: First TransPennine Express Class 185 135 arrives into Manchester Victoria on driver training duties and is seen passing the site of Manchester Exchange station and what was to the left the adjoining platform No. 3 with Manchester Victoria No. 11, which was Europe's longest platform at 2.238 feet (682m) and could accommodate three trains at once. ***Michael Lynam***

Main: Arriva Trains Wales Class 158 830 heads through Leaton on November 30th with a Birmingham - Holyhead service. ***Phil Martin***





Above: London Overground's Class 378 232 is seen ready to depart Clapham Junction on December 7th with a service to Willesden Junction. ***Richard Hargreaves***

Left: First Capital Connect's Class 319 218 Croydon in Lyca Mobile livery stands at Brighton with a service for Bedford, December 7th. ***Derek Elston***

Main: Scotrails Class 170 460 is seen arriving into Edinburgh Waverley with a service from Perth. ***Paul Godding***

After a brief ceremony at Liverpool St., refurbished Class 321 448 complete with new livery, passes through Ingatestone on its inaugural run to Colchester, December 18th.
Charlie Robbins





Above: East Midlands Trains' Class 158 858 passes Tapton with the 09:05 Leeds to Nottingham service on December 14th. ***Derek Elston***

Left: South West Trains's Movember fitted Class 458 026 is seen at Clapham Junction on December 7th. ***Richard Hargreaves***

Main: On December 12th, Class 442 406 arrives into Brighton with a service from London Victoria. ***Derek Elston***





London Overground's Class 172 006 is seen travelling on the line that bisects the Walthamstow Reservoirs, working the 2J70, 15:18 Barking to Gospel Oak service on December 9th. ***James Wise***





Above: Chiltern's Class 165 001 calls at the two coach platform at Islip with the 11:30 Bicester Town - Oxford on December 14th. ***Chris Morrison***

Left: On December 6th, the unusual sight of East Midlands Trains Class 153 379 coupled to Northern's Class 153 359 is seen at Barnetby. This combination was due to flooding in the Immingham area. ***Steve Thompson***

Main: London Overground's Class 172 001 is seen travelling between South Tottenham & Blackhorse Road stations on the section of line that bisects the Walthamstow Reservoirs with the 2J59, 13:35 Gospel Oak to Barking service on December 9th. ***James Wise***

Going Underground

On November 2nd, District line 'D' stock No. 5569 departs Fulham Broadway with a Putney Bridge service.
Paul Godding



Above: London Underground 'C' stock Nos. 5522, 5555 and 5549 arrive into Putney Bridge working train No. 070 on December 1st. ***Alex Thorkildsen***



Right: 'D' stock No. 7062 arrives at West Brompton on a Wimbledon bound service, November 16th. ***Chris Morrison***

Main: London Underground's Central Line '1992' stock No. 91077 heads a service through White City on November 16th. ***Paul Godding***





Above: Battery locomotives Nos. 27 and 29 depart Harrow-on-the-Hill working train No. 600 from Ruislip Depot to Northwood on December 2nd. ***Alex Thorkildsen***

Right: London Underground liveried Class 20 227, Sarah Siddons, Jubilee Coach No. 353 and Metropolitan No. 1 power up the fly under into Harrow-on-the-Hill on December 2nd. ***Alex Thorkildsen***

Main: Bakerloo Line '1972' stock No. 3299 emerges from the depot at Queens Park on November 16th. ***Paul Godding***



Above: District Line 'D' stock No. 7528 is pictured stabled at Kensington Olympia on December 7th. ***Richard Hargreaves***



Right: Bakerloo Line '1972' stock No. 3533 passes by Willesden depot with a service from Stonebridge Park on December 7th. ***Richard Hargreaves***

Main: Bakerloo Line '1972' stock No. 3248 passes through Kensal Green on November 16th with a service to Elephant and Castle. ***Paul Godding***

Tyne and Wear Metro





Above: Newly liveried Metrocars Nos. 4038 and 4084 arrive into West Jesmond working train No. 110. The new livery is designed to have the same livery that East Coast Trains carry between London and Aberdeen along the East Coast Mainline and supports their new advertisement campaign 'Feel at Home' ***Alex Thorkildsen***

Left: What a brilliant place to break down! Metrocars Nos. 4064 and 4067 sit at Gosforth South Junction with the emergency brakes jammed on working train No. 126 on December 14th. ***Alex Thorkildsen***

Main: With their new mainline numbers and cantrails attached, Battery Locomotives BL2 (No. 97902) and BL1 (No. 97901) stand in Hylton Street Yard on December 19th top 'n' tailing refurbished Metrocar No. 4052 waiting to depart for Gosforth Depot. ***Alex Thorkildsen***





Above: Metrocars Nos. 4039 and 4027 stand under a rainbow at Felling working train No. 106 on December 27th. ***Alex Thorkildsen***

Right: On December 19th, Metrocar No. 4071 stands on an Allelys Low Loader in Hylton Street Yard, waiting to go to Wabtec in Doncaster for refurbishment. ***Alex Thorkildsen***

Main: Metrocars Nos. 4001 and 4009 stand at Whitley Bay working train No. 114, one of the extra Christmas services running between St. James and Sunderland on December 27th. ***Alex Thorkildsen***

Class 56 transfer to Leicester





Above: After many previous attempts, the movement of Class 56s from the Nemesis depot at Burton on Trent finally got underway on December 3rd, using West Coast's Class 57 601 and 57 315, seen here arriving at Bruton, running as 0Z57 Carforth - Burton Nemesis. ***Stuart Hillis***

Right: Finally leaving the depot and heading for Leicester, the convoy running as 0Z58 Burton Nemesis - Leicester LIP is seen passing Clay Mills level crossing. ***Stuart Hillis***

Main: The 0Z58 Burton - Leicester is seen ready to depart with (in order), Class 57 315, 56 106, 56 031, 56 069, and 57 601. ***Stuart Hillis***

Edinburgh Trams





Overnight on Wednesday 4th / Thursday 5th December an Edinburgh tram travelled down Princes Street for the first time on a test run.

All photos: Edinburgh Tram No. 264 is seen working 00:50 York Place - Haymarket Yard, seen at various locations along Princes Street. ***Jonathan McGurk***

Fares Advice with RailUK

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

Why are my tickets rejected at the barriers?

Q: I travel from Carmarthen to Harlow Town every couple of months when I visit home from university. I take the train from Carmarthen to Swansea, then the First Great Western to London Paddington, and then the tube to Liverpool Street and finally, Liverpool Street to Harlow Town - and then the same route for a return journey.

I have noticed that I would have journeys where my tickets keep getting rejected at the London barriers. I have to show the barrier staff member my ticket in order to get through. This happens at every single barrier I go through. This is a major annoyance and inconvenience, not only for myself but for others behind me. They are perfectly valid tickets and sometimes they work - other times they don't and I'm told to 'seek assistance'.

My Carmarthen-Harlow ticket is the ticket I use through the barriers (I get issued a Carmarthen-Harlow ticket, Liverpool Street-Harlow ticket and Swansea-Paddington ticket). Sometimes it works fine. Other times it simply does not let me through. I've tried all three tickets at points and none of them work. I really don't know why this is and it's really bothersome when you have queues of people impatiently sighing behind you as your ticket spits back out at you!

A: *To be fair, this happens frequently at intermediate stations, even reasonable ones. Some barriers are programmed better than others (or you could say that some are stricter).*

On most journeys that I make I either use a ticket starting or ending short, one that has lenient off-peak restrictions or I break my journey en route. I get refused by the barriers at least half the time. It is frustrating having to show the ticket to the staff, although I rarely, if ever, have trouble in being allowed through.

The most interesting tickets can be rovers, which often don't allow you through any barriers (e.g. Heart of Wales Circular Day Ranger - not allowed at Hereford, Shrewsbury, Newport, Cardiff or Swansea!)

Paper tickets marked "Smart SDR"

Q: I recently purchased an Anytime Day Return from a Southern TVM, from a station just outside the London Zones to a station in the Clapham Junction area.

The ticket was priced correctly and shown as an "Anytime Day Return" on the TVM screen. However, when it printed, it was marked as a "Smart SDR". This being a paper ticket, I was a bit puzzled.

For a start, I couldn't see that the key would not have been valid for my journey anyway, and in any case, the reader on the machine wasn't working at all. And then, of course, there is no way a usual paper ticket is a Smart ticket, no matter how much more of a smarter choice it might actually be.

I got a rather curious look from a member of SWT barrier staff when breaking my journey (but they let me out without actually commenting on it), and an experienced member of Southern staff at my origin station said he would report it, when I showed the ticket to him on my return. He didn't know why it was issued like that.

I then went to a TVM near the one where I purchased the ticket, and lo and behold, it was now offering Smart Anytime Day Returns on screen, and then trying to sell them as a paper ticket.

(I didn't bother putting it through any barriers - I was breaking my journey several times, and I suspected those actions, plus the odd wording on the ticket, would have been an indication that the magstripe might have conspired against me!)

A: It is probably due to a badly-programmed TVM. There are ticket types for smartcard-issued tickets (and these have existed on Oyster too in the form of PAP, POP and other ticket codes) but they shouldn't be placed on paper tickets.

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.

BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UKs finest exports in connection with the National Railway Museum's "Mallard 75" festivities.



Due to the immense amount of interest that the re-patriation of "*Dwight D. Eisenhower*" and "*Dominion of Canada*" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of a photobook.

Being available direct from the publishers, Blurb, this allows people from all over the world to order the book and have it delivered direct to their door in your choice of either softback, hardback (with dust jacket) or hardback (image-wrapped).

Please take a minute to look at our publication "By RAIL, SEA and ROAD" and we hope you enjoy the images of this; one of the most ambitious projects undertaken for the benefit of railway history in the UK and North America.

To see the book, and to order direct, please see:
http://www.blurb.co.uk/bookstore/detail/3708224



On December 4th, Class 92 032 heads through Manchester Oxford Road with an Ipswich to Trafford Park working.
Brian Hewertson

Loco Fleet List 2014

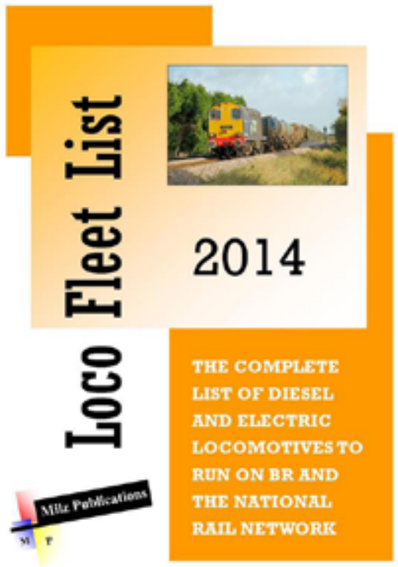
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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





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

Loco Fleet List 2014 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

Trains resume at Manchester Victoria after successful Christmas rail upgrade

A major upgrade of the railway at Manchester Victoria over the Christmas and New Year holiday has been completed, with rail services resuming as planned on January 2nd.



The closure allowed Network Rail engineers to install the equipment that will allow electric trains to start running from Manchester Victoria to Liverpool next December as part of the £400m North West Electrification Programme.

Network Rail engineers spent 10,000 man hours over the Christmas and New Year period, installing 74 foundations and some of the steel work for the overhead line equipment which will allow electric trains to operate. In the station, engineers installed 42 fixtures to hold the overhead wires to the roof of station.

At the east of the station, under Cheetham Hill road bridge, 400m of track was removed to allow the track to be lowered by up to 17 cm to create the headroom required for overhead lines. This required 1300 tonnes of spoil to be removed before the track was re-laid with almost 1000 tonnes of new ballast. Meanwhile, work continued on the £44m project to renovate the station and install the new roof which will be completed later this year.

To allow the project to be completed safely, there will be further planned closures to allow Network Rail engineers to complete the electrification work, with no rail services operating through Manchester Victoria on Sundays until the end of May. Customers are being advised to check travel details thoroughly when booking tickets and before they travel.

Martin Frobisher, area director for Network Rail, said: "Our engineers have sucessfully completed much of the work to allow electric trains to run from Manchester to Liverpool starting from December this year, providing passengers with quicker, cleaner and more frequent services. They did this despite some very difficult weather over the Christmas and New Year holiday.

"This project represents a significant investment in the railway in Manchester and, in conjunction with the Northern Hub, will see more trains and faster journeys, improving travel between major towns and cities across the north. "In order to complete this on time and allow our engineers to complete the electrification of the railway through Manchester Victoria, we will need access to the railway on Sundays until the end of May. We thank passengers for their patience while we carry out this vital upgrade."

Lee Wasnidge, area director for Northern Rail, said: "The rail network around Manchester has been a hive of activity over the festive period and work will continue in the New Year. With the electrification of routes into the city and further progress on the redevelopment of Manchester Victoria, 2014 will bring significant improvements for passengers."



Class 60 010 heads under Warrington Bank Quay station with an empty MGR working to Liverpool Docks.
Michael Lynam

Network Rail awards £1.2bn infrastructure deals to boost rail in London & South East

Network Rail has kickstarted its infrastructure investment plans for London and the south east for the next five years by nominating four preferred suppliers for contracts worth a total of £1.2bn. The framework agreements, which will come into force on 1 April 2014, will cover almost half Network Rail's £2.5bn workbank for the 2014-19 funding period in the region, delivering longer platforms for longer trains on key commuter routes, station enhancements, new footbridges to improve accessibility and upgrades to bridges, embankments and tunnels to increase the resilience of the infrastructure in some of the most intensely-used parts of Britain's rail network.

VolkerFitzpatrick, Costain, BAM Nuttall and Geoffrey Osborne are the four suppliers who will work with Network Rail's regional infrastructure projects business to build a bigger, better railway on the Anglia, Kent, Sussex and Wessex routes. Nick Elliott, southern regional director for infrastructure projects, Network Rail, said: "The number of people travelling by rail has more than doubled in the last decade and is predicted to grow by a further 400m by 2020. "To help meet this growth in demand, our plans for the next five years will help deliver a 20% increase in the number of seats into London at the busiest times of day. We'll do this not only through big, high-profile schemes, but also by targeted investment to lengthen platforms, improve stations, increase accessibility and make our infrastructure more reliable across London and the south east. "I look forward to working with our suppliers to build a bigger, better railway for passengers in and around the capital and to help support the region's economic growth."

The frameworks agreements have been designed to encourage increased collaboration between Network Rail and its partners, and will incorporate shared objectives to enable both sides to share in risk and reward and to incentivise safe, efficient project delivery. Safety accounted for 15% of the evaluation criteria for suppliers, which is a significant increase on previous frameworks and highlights Network Rail's commitment to improving workforce safety. Nick Elliott continued: "Safety is at the heart of everything we do, so it is right that we reflect that in the way we choose our supply partners. This represents a significant change to the way we assess safety and underlines our commitment to delivering a fundamental improvement in workforce safety within the rail industry."

Passengers to benefit from £80m rail investment in the Brighton main line

The railway between London and Brighton has been significantly upgraded over Christmas and the New Year thanks to an £80m package of improvements completed by Network Rail. More than 150 railway workers and engineers worked round the clock between Christmas Day and Thursday 2 January to upgrade the railway at Gatwick Airport, London Victoria station and a major junction between Redhill and Purley. The investment will deliver long-term benefits to passengers which include a more reliable infrastructure, which will help to reduce disruption, and an additional platform at Gatwick Airport which will provide greater flexibility for services calling at the station from February 2014.

Tim Robinson, Network Rail's route managing director for the Sussex route, said: "These three significant upgrades are part of our commitment to deliver a safer, more efficient and reliable railway which meets the increasing demands placed on it by a growing number of passengers. "The three complex and challenging pieces of work were carried out simultaneously, which helped to minimise the level of disruption to passengers. After many months of meticulous planning, and the hard work and dedication of our staff during some fairly atrocious weather conditions, the railway was upgraded and reopened on time as planned. "I would like to thank passengers for their patience while we completed this essential work and can assure them that we will continue to work with our partners and invest in the Sussex route to provide passengers with an ever improving service."

Adrian Witherow, head of terminals at London Gatwick, said: "Passengers are our number one priority and we have worked closely with the train operating companies and Network Rail to help minimise any disruption to travellers over the festive period. The upgrades will make for a much improved passenger experience – for both arriving and departing travellers who will be using rail services."

David Scorey, Southern's operations director, said: "We would like to thank our passengers for their patience and understanding while these vital improvements took place over the festive period. which has much improved the infrastructure on key areas of the Brighton Main Line, which we expect will help to deliver performance improvements in the future"

Keith Jipps, First Capital Connect's customer service director, said: "This work had a major impact on our services, adding up to 90 minutes to passengers' journeys. I'm delighted it has been completed successfully and really pleased by how we've worked together as an industry to make sure we warned people in good time."



The improvements at the three locations included:

•A new platform and associated track and signalling work at Gatwick Airport station which will provide greater flexibility for train services calling at the station which has potential to reduce delays caused by congestion on this busy line. Around 1300m of track was laid, a 50m long footbridge was renewed and a 250m long new platform, complete with a new lift, escalators and high-level walkway to the station, was completed. The new platform will become operational in February.

•A major junction replacement between Redhill and Purley (Stoats Nest junction) which has removed the need for speed restrictions and increased the reliability of the infrastructure. Replacing Stoats Nest junction was a huge engineering challenge. A total of 16 separate switches and crossings were replaced which, if they were laid end to end, would be around one mile long. More than 350 separate welds were used to complete the work. Around 7,770 tonnes of spoil were removed and replaced using 21 trains to transport the material.

•New signalling between London Victoria and Battersea, building on previous work carried out by Network Rail to upgrade the infrastructure and provide a more reliable service. Work took place at more than 70 separate locations and 12 new signals were installed.



On December 9th, DRS's Class 57 003 is seen hauling Greater Anglia's Class 90 005 as 0Z90 Crewe - Toton for a repaint. ***Stuart Hillis***

New campaign to bring station escalator falls down

A new CCTV and poster campaign has been launched to coincide with the busy festive period aims to reduce the hundreds of incidents each year involving people slipping or falling on railway station escalators. The latest annual figures show more than 400 people took a tumble on an escalator at the 17 biggest and busiest stations managed by Network Rail, including Birmingham New Street, London Paddington, Leeds and Edinburgh Waverley.

The number of people hurt on escalators is down by more than 20% compared with the previous year (512) - however the same causes of incidents remain. Trying to carry heavy luggage, high heels and alcohol all contribute to the total according to Network Rail.

Robin Gisby, Network Rail's managing director of network operations, said: "Stations are increasingly busy places but the majority of slips and falls we see could still be avoided. We often see people struggling with several pieces of luggage on escalators when the lift would be easier for them. It might sound obvious, but simply holding the handrail can be the difference between an uneventful escalator ride and a bump and bruise – or worse. We hope that the new campaign will act as a friendly reminder to take a little extra care when you're travelling during this busy festive period."

Ian Prosser, Director of Railway Safety at the Office of Rail Regulation (ORR) said: "We welcome Network Rail's latest campaign to raise awareness of safety risks from slips, trips and falls on escalators within railway stations. This is a timely reminder that a seasonal mix of alcohol, presents, luggage and in some cases high heels can leave rail users more prone to injuries over the festive period."

The poster, which will be placed in all 17 Network Rail managed stations across Britain, features a 'balloon man' about to step onto an escalator filled with drawing pins. The creative analogy aims to draw attention to the fact that a moving staircase can be dangerous and that you need to take extra care. This, along with a YouTube montage of CCTV footage of recent incidents, highlighting the often painful consequences of taking a tumble at a station, will run for four weeks.

Keeping the workforce safe – new Sentinel smart cards rolled out

With 67,000 people qualified to work trackside on Britain's railways, keeping track of everyone and keeping them safe has never been so important.

By January 6, new Sentinel smart cards will have completely replaced the previous cards, which will no longer be accepted. These smart cards offer a step-change in safety, as they allow for records to be instantly updated and closer monitoring of staff hours on duty.

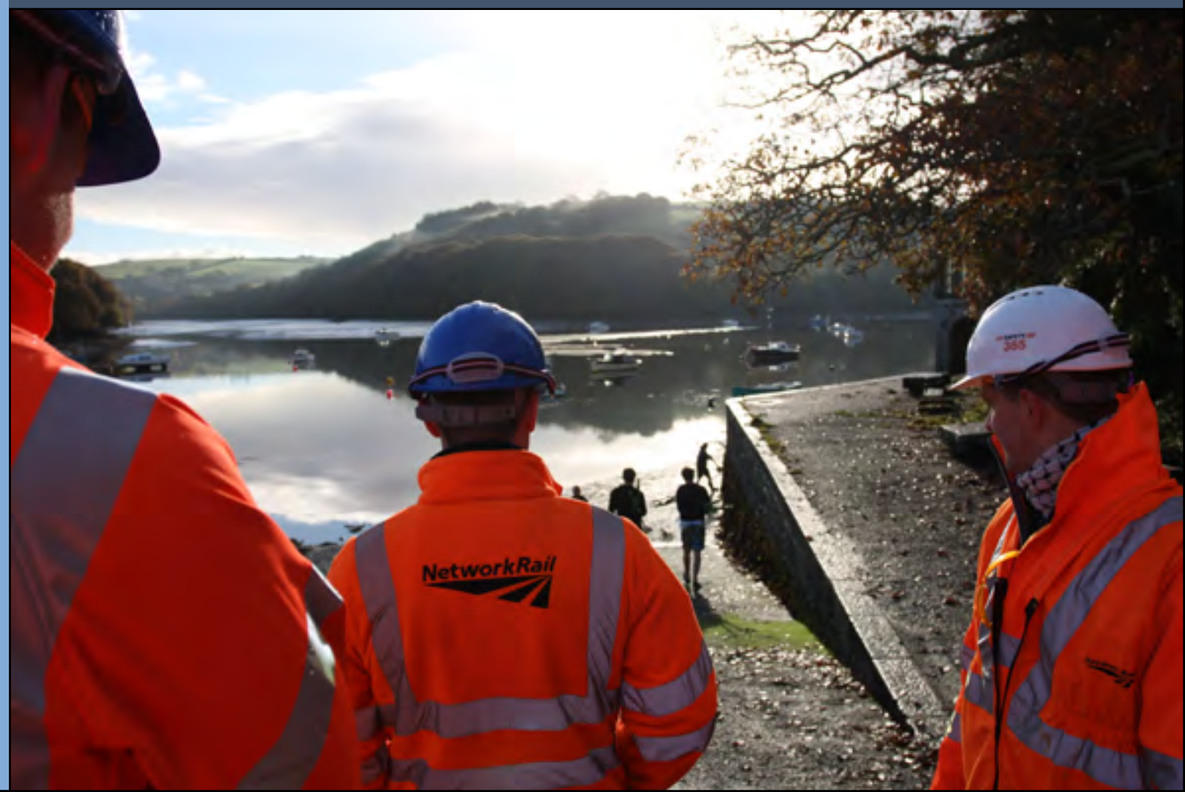
Network Rail's safety and sustainable development director, Gareth Llewellyn, said: "I cannot emphasise enough how important safety is to us and how committed we are to looking after the people who work with us.

"Sentinel smart cards are vital to improving our ability to do that, and they also offer a means of improving the efficiency of our operation on the ground. Being able to ensure people have the correct competences for the task will make us safer and more efficient. This is a hugely positive development for us and helps us continue to bring everyone home safe, every day."

Previous Sentinel cards carried all competencies and other details printed on their faces, and therefore needed to be sent away for reprinting when circumstances changed. The new smart cards use an RFID chip (radio frequency identification) which can be read by card readers hooked up to a PC, and more importantly they have a QR (quick response) code on the face, which can be read by smart phone. The data read by the phone is then sent to the Sentinel data base, which responds with the details of the person whose data is held on the card.

It also means data can be updated instantly.

Mr Llewellyn added: "Our supply chain has really embraced the new card and in fact become an advocate of them. We are all working together to complete the roll-out across the country."





Class 87 002 is seen at Warrington, ready to commence ice breaking duties. ***Michael Lynam***

Station retail continues to outshine high street, Network Rail sales stats show

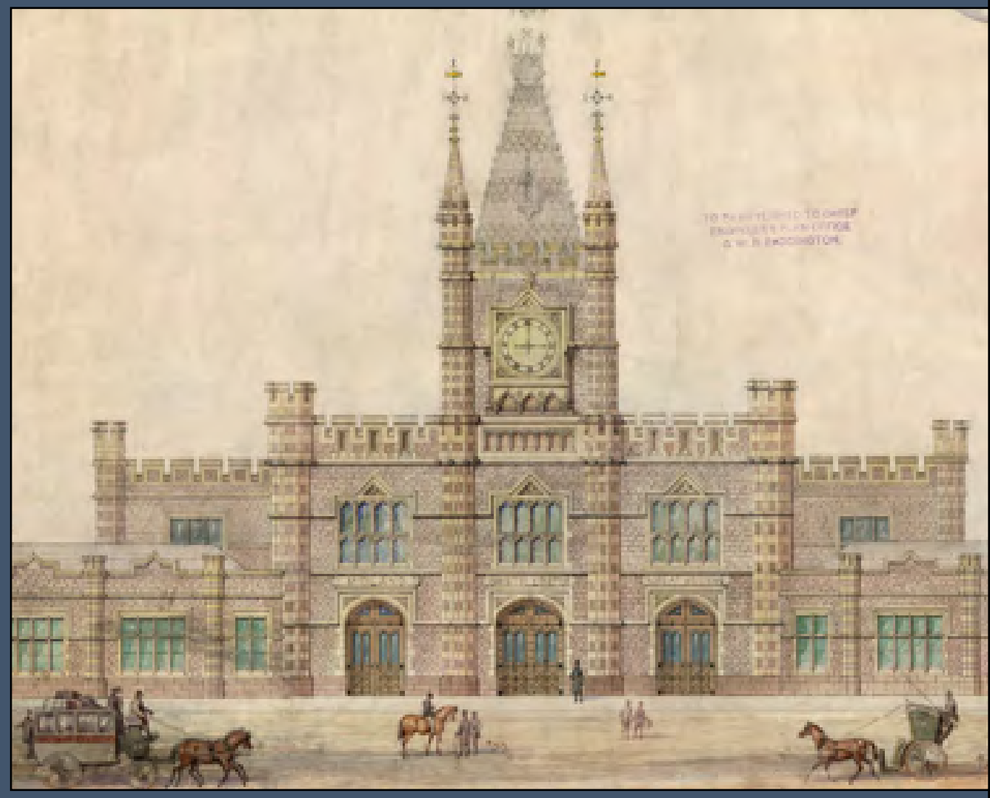
Retail sales at Britain's biggest and busiest railway stations continue to significantly outperform the high street, latest figures from Network Rail show. Station retail sales results from July to September 2013 show a 4.74% growth in like-for-like sales compared to the same period the previous year. High street sales, reported by the British Retail Consortium, grew by 1.5% over the same period.

The figures were compiled from the results of retailers operating from over 580,000 sq ft of retail space (520 units/ shops) at 16 of Britain's biggest and busiest stations owned and operated by Network Rail, benefiting from a combined annual footfall of over a billion. Top performing stations include Kings Cross (+28.4%), followed by Edinburgh Waverley (+13.1%) and Manchester Piccadilly (+13.1%) compared to the same period last year.

Specialist foods continued to perform strongly, with sales growing by 18.5%, supermarkets up by 9.75% and pubs and bars by 6.9%. Overall, this is the second biggest growth in station retail results recorded over the past three years.

Network Rail's retail commercial director, Hamish Kiernan, said: "These latest figures show that stations have become great trading environments for retailers, thanks to the growing numbers of people who choose to travel by rail and Network Rail's programme of investment to create destination stations. "The huge growth in sales at King's Cross, where the new western concourse has given people a much wider choice of food, drink and retail brands, shows that investment in bigger, better stations can benefit passengers, businesses and the wider public. We will continue to work with retailers to help them grow their business as we look to take advantage of further exciting developments at our stations in 2014."

Network Rail achieves first official archive accreditation



Network Rail is one of just six organisations to receive accreditation from the National Archives for its corporate archive service, which manages more than five million records from original Brunel architect's drawings to computerised reports for any one of the 5,000 railway engineering projects carried out each year.

Archive Service Accreditation is the new quality standard for archives services across the UK and achieving accredited status demonstrates that an archive service has achieved clearly defined national standards relating to management and resourcing; the care of its unique collections and what the service offers to its entire range of users. Accredited archive services are also recognised for their capacity to seize opportunities which bring benefits across the service and mitigate potential risks to ensure the sustainability of the service.

Network Rail's archive looks after and catalogues legal documents, deeds, drawings and other information from the dawn of the railways that is still needed today.

Network Rail Virtual Archive - Paddington Station Roof
Vicky Stretch, Network Rail's archivist said: "Network Rail is a young company with a significant engineering and operational inheritance. There's a huge value to the business of having a good archive. It's the accumulation of knowledge from right across the business, and that means we have a record of what was done, why it was done and in what context decisions were made.

"Being one of the first businesses in the country to achieve the standard is a real reward for the work we do, especially as our archive has only been around for five years - we've come a long way in a short amount of time. Managing a modern business archive alongside records from the very earliest days of the railway, helps us deliver a better railway for Britain now and safeguards our chapter for future generations."

Among the interesting items filed in the archive are the very earliest drawings of the Forth Bridge, title deeds for all the land Network Rail owns – some of which date back to the 1600s – and drawings signed by Brunel and George Stephenson. Network Rail and its contractors still use these drawings when working on the network, which includes some of the oldest railway in the world.

Vicky added: "If you think about the impact the railways have had over the past 200 years, Network Rail is the 21st century part of that story. What we're doing now is the next chapter in the history of the railway, and it's really important our story is told in another 100 years' time."

In February 2012 Network Rail launched its virtual archive which celebrates the heritage of today's railway infrastructure and provides public access to view a special selection of the Network Rail archive, which holds over five million records.

Visitors to the site can chart the history of the railway's most significant structures and stations including the Forth Bridge, the Tay Bridge, Box Tunnel, and many main line stations. The archive holds records by the most famous railway engineers including Isambard Kingdom Brunel, Robert Stephenson, Joseph Locke and William Henry Barlow

Peterborough passengers experience new, improved railway

Rail passengers travelling through Peterborough will have a more reliable journey from December 28th after Network Rail engineers completed three days of intensive work at Christmas. Passengers will experience the benefits of a £43m upgrade as the new signalling system goes live. The system, which monitors and controls the movement of trains through the busy station area, will mean a more reliable service.

Work on the new track layout, longer platforms, station bridges, extensions and new lifts was also completed between 24 and 27 December. This marks completion of the final key stage of the project which will ultimately create a bigger, brighter, better station to cater for the growing number of people who want to travel by rail.

Phil Verster, route managing director for Network Rail, said: "I thank all passengers for their patience as we completed this vital work. The new signalling system will help to make journeys more reliable. We have also opened the new platform and extended old ones. This will separate trains on the east/west routes from those travelling between the north and south and allow longer trains to stop at the station in the future

"In order to complete the work we were unable to run trains through Peterborough on 27 December. This was the only time in more than five years when we have closed the main line with no diversion route available. I thank passengers and our train and freight operating customers for their patience and support."

Passengers are reminded that platform numbers have changed at Peterborough station. New signage is in place.

Over the coming weeks engineers will complete the new waiting rooms on platform 3. Refreshment vouchers which can be redeemed on the station will be given to passengers until the waiting rooms are fully operational.

The project will fully complete by March 2014.





First Hull Trains have certainly got into the festive spirit this Christmas with seasonal greetings both inside and outside the trains, something that we've not seen on any other operator. ***Richard Hargreaves***

Hellifield transformation complete

Network Rail has completed a project to refurbish historic Hellifield station in the Yorkshire Dales. Built of iron and glass, the station canopy is over 130 years old and was last refurbished in the mid 1990s. Network Rail has now completed a £550,000 project to repair and redecorate the station canopies structural steelwork and replace all the glazing panels.

Network Rail area director Martin Frobisher commented: "This is a beautiful old building and the investment we have made to sympathetically refurbish it will safeguard its future and allow passengers to continue to enjoy the station for decades to come."

The station is managed by Northern Rail, Richard Allan, Area Director for Northern Rail, said: "Investment of this kind into our rural stations is extremely welcome and Hellifield will hugely benefit from this refurbishment. Our customers are now greeted by a brighter and more welcoming environment and be able to enjoy the unique surroundings this historic station has to offer."

Ruth Evans from the Friends of Hellifield Station added: "It is great to see the work carried out to such a high standard on this magnificent station. It is well worth a visit by using the famous Leeds-Settle-Carlisle line. The Tea Rooms on the station are open most days where you can enjoy a 'Fireman's Breakfast'. We would like to thank to Network Rail for their investment in this station."



GOING UNDERGROUND! EAST COAST 'FEEL AT HOME' CAMPAIGN REACHES THE TYNE AND WEAR METRO

A Tyne and Wear Metro train in a specially designed East Coast livery is now in service to promote the benefits of rail travel



East Coast has launched a specially 'wrapped' Metro train to look like the front door of a commuter's home as part of its £7 million "Feel at home" advertising campaign. The new livery also features designs inside the train to help persuade commuters to travel by train instead of flying when travelling to destinations along the East Coast route.

The Metro train's debut marks the latest phase of the advertising campaign by the train operator which includes TV, radio and online advertisements. East Coast Head of Marketing Natalie Cowen said: "We offer a convenient and comfortable route along the East Coast without the hassle of flying, and this Metro livery is designed to emphasise this message. East Coast carries over 19.1 million passengers every year but we want to encourage even more commuters to choose rail as their first choice of transport. This train is unique in creating an interesting and high impact advertisement at promoting travel with East Coast."

CBS Outdoor UK Managing Director Jason Cotterrell said: "This project is a great example of how to use outdoor advertising in an extremely inventive way. The design demonstrates the breadth of creativity that can be used on a train and we expect it to show how use of visual train advertising can communicate a strong message to an urban audience."
The East Coast liveried Metro train is designed to attract more business and leisure passengers to travel by rail. It train will operate to stations throughout the light rail system, including Newcastle Central where connections can be made with East Coast services, and Newcastle Airport.

The special livery will appear in service for 10 months, from now until October 2014.

Photo: GOING UNDERGROUND! EAST COAST "FEEL AT HOME" CAMPAIGN REACHES THE TYNE AND WEAR METRO. © East Coast

New £25m Haymarket station opens for passengers

Transport Minister Keith Brown officially opened Haymarket station's new main building and concourse on Thursday, December 19th as the £25m redevelopment of the facility nears completion.

Delivered on time and to budget by Network Rail, the new-look station is now one of the most modern and easily accessible on Britain's rail network. The new station building provides a public space 10 times larger than before and has enhanced retail facilities for passengers. The new main entrance also provides direct access to the tram line along Haymarket Terrace.

The steel and glass building also links to all platforms via a new, wider footbridge with lifts and escalators creating step-free access throughout. Transport Minister Keith Brown said: "The exciting £25million redevelopment of Haymarket Station marks a hugely important milestone in the Edinburgh-Glasgow Improvement Programme (EGIP) and I am delighted to be able to unveil the station's stunning new look to the public.

"Network Rail and ScotRail have worked extremely well together to deliver this transformation of one of our most iconic stations on time and on budget and I look forward to seeing this kind of successful collaborative approach continue throughout EGIP.

"The scheme is making excellent progress and is well on the way to helping provide a more comfortable and efficient railway benefitting not just our two biggest cities, but the whole of Scotland."
Alex Sharkey, Network Rail area director for Scotland East, added: "Haymarket station is already one of the busiest in Scotland and passenger numbers are set to continue to grow in the years ahead.
"This new building will ensure the railway is able to provide first-class facilities for those passengers and the new, modern station will also complement the wider redevelopment of the city's west end."
Steve Montgomery, ScotRail's managing director, welcomed the redevelopment of Scotland's fourth busiest station, and said it will encourage even more people to travel by train.

He added: "More than 22 million journeys a year are already made to and from Edinburgh on ScotRail trains. That's more than a quarter of our overall record breaking passenger numbers. The new Haymarket is a real boost for Edinburgh - and beyond, and I have no doubt the growth will continue.

"It's all about connecting people and communities, helping to grow the economy, and supporting business and the environment. Haymarket is a now a transport hub and gateway with the facilities and amenities to match.

Delivered with minimum disruption to passengers and the 800 services that call there each day, Haymarket has remained open and operational throughout the work, which began in spring 2012.

With the new building and footbridge open to the public, the project to fully refurbish the station will be completed by spring 2014 with the renovation of the original building and the removal of the now redundant footbridge attached to it.

The station has been redeveloped to meet the ever growing demand for rail travel into the capital, with passenger numbers at Haymarket expected to climb from the current 4million a year to 10million by 2030.

The work at Haymarket has been completed as part of the Scottish Government-funded Edinburgh-Glasgow Improvement Programme (EGIP), which is delivering a rolling programme of electrification across the Central Belt – reducing journey times and boosting capacity on routes including the main Edinburgh-Glasgow Queen St line.

GB Railfreight contract extension with Mediterranean Shipping Company UK

GB Railfreight has confirmed a three-year extension to their contract with Mediterranean Shipping Company UK (MSC UK). The previous five-year contact was due to expire in February 2014, and this new contract will now end in January 2017. GB Railfreight will continue to run three daily services for MSC UK from the Port of Felixstowe: two to Hams Hall in the West Midlands and one to Selby in North Yorkshire. However, a new agreement has been reached that will see additional capacity being added to these train links by extending all three trains to up to 610m in length – allowing them to carry an average of an additional 54 containers per day. This new deal exemplifies GB Railfreight's commitment to developing long-term relationships with its customers, offering them flexibility and innovation in order to best meet their clients changing needs. It was only last year that GB Railfreight celebrated their 10-year partnership with MSC UK by naming a Class 66 locomotive 'Sorrento', after the home town of MSC founder Mr Aponte. It also provides another boost to GB Railfreight's intermodal service and underpins their growth aspirations at the Port of Felixstowe.

John Smith, Managing Director of GBRf, said: "We have been working with the Mediterranean Shipping Company for over 10 years and this contract extension is evidence of the excellent working relationship we have with them. "We pride ourselves in our ability to innovate in order to meet client needs and the provision of additional train capacity is an example of how we will deliver for MSC over the period of this contract "GB Railfreight is growing its intermodal container business, especially at Felixstowe. However, in order to reach our potential, we need an integrated Government approach to expand rail capacity in and out of our ports in order to meet Britain's import/export needs and deliver the full benefits of British rail freight." Dan Everitt, Managing Director at MSC UK, said: "We are extremely pleased to be extending our contract with GB Railfreight after over ten years of working together. "As a company, we move on average 2,000 containers on rail networks every week. It is therefore fundamental to our operations that we have strong working relationships with our suppliers to enable us to continue providing this reliable service to our customers. "Our decision to extend our contract for an additional three years is a testament to the service we have received throughout our relationship an we look forward to continuing our successful partnership with GB Railfreight."



Network Rail delivers first phase of North West electrification

Electric trains have started to operate over the railway between Newton Le Willows and Castlefield junction outside Manchester Piccadilly, marking the commissioning of the first phase of the £400m North West electrification project on time and under budget.

The commissioning of new electrical infrastructure on part of the world's oldest public railway between Newton Le Willows and Castlefield Junction marks a major milestone in the project which will see over 350km of track upgraded across the north of England delivered by December 2018.

Dyan Crowther, route managing director, Network Rail, said: "Electrification of key routes in the North West will significantly improve connections between our major towns and cities, boosting the economy and providing passengers with quicker, cleaner and more frequent services provide the railway that the region's passengers want and its economy needs.

"This is the first railway line to be electrified in England in over a decade. We have delivered this complex project, using modern standards and state-of-the-art technology, in four years from inception. We will continue to replicate the successful delivery of electrification across the North West which will be completed in phases by December 2016."

Rail minister Stephen Hammond said: "This is the latest step in delivering an ambitious plan to electrify the national railway infrastructure across the north. I am pleased that soon passengers on the Manchester to Glasgow and Edinburgh line will enjoy the benefits electric trains can deliver including faster journey times and more reliable services."

Chris Nutton, programme director, First TransPennine Express, said: "This is a significant and important milestone which marks the start of a major improvement programme which will bring great benefits to the north of England. "FTPE has delivered a £60m investment in a fleet of electric trains that will start to come into service in a few weeks and will mean a 30% increase in capacity across our network. Customers will benefit from more journey options, faster trains and better connectivity and accessibility. The procurement of these additional 40 carriages, alongside the North West electrification programme, is a great example of the industry working together and shows our commitment to providing the best possible rail travel for customers now and in the future."

The next major improvements will arrive in December 2014, when electric trains will be able to run from Liverpool to Manchester via Newton le Willows and Wigan and from December 2016, when they will run between Preston and Blackpool, Manchester and Preston and Manchester and Stalybridge. This will be followed by the completion of trans-Pennine electrification from Stalybridge through Huddersfield on to Leeds, York and Selby by December 2018.

Photo: NW electrification: the project team with the first train at Eccles. © Network Rail



The Nosh Report

Welcome to a shorter than usual "Nosh Report" owing to the fact that I've really overdone things at Christmas and I am having a well deserved rest.

However there are a couple of things that I can comment on this month,

GREGGS

Firstly I want to sat that the current Breakfast deal at most branches of Greggs continues and still offers excellent value for money at just £2 for a bacon and/or sausage sandwich with a choice of hot drinks. I myself have had this deal from various outlets over the last couple of months and can definetly say that the quality is excellent.

Secondly, another breakfast deal that has been in operation for quite a while now is at Pumpkin where a bacon or sausage sandwich can be purchased for just £1 whan bought at the same time as a hot drink.

Once again this is an excellent offer and the sandwiches seen to be of very good quality.



Finally this month I can report a big thumbs down for WH Smiths who seem to have issues with pricing at the moment. This seems to be mainly to do with multibuys or offers so when purchasing anything please do check that the correct price is charged at the till, and note that the self service tills are also charging incorrectly, but I'm not sure if this affects all outlets.

If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.
nosh.report@railtalkmagazine.co.uk



D1015 'Western Champion' approaches Islip on the Single track from Oxford to Bicester with the 'Maybach Meanderer' tour on December 14th. This line closes after February 14th to be rebuilt and double tracked as Chiltern Railways new line linking a new station at Oxford Parkway with Bicester Town and London Marylebone. ***Chris Morrison***

£15m to improve the railway at Whiteball tunnel



Passengers between Tiverton and Taunton are set to benefit from a better performing and more reliable railway as Network Rail invests in a major scheme at Whiteball tunnel.

From 18 January, Network Rail will be carrying out works to repair Whiteball tunnel to prevent the aging structure from deteriorating. In addition, work will be carried out to expand the drainage system and to improve the embankment around the area as part of a wider programme to alleviate flood risks posed by extreme weather.

Around three miles of track will be renewed and seven units of switches and crossings relaid separately at Taunton and Tiverton to enable trains to travel at a higher speed of 80mph. This effort will significantly help boost rail performance whilst complementing Network Rail's long-term aspiration to improve services between Bristol and Exeter.

Mike Gallop, Network Rail's director of asset management on the Western route, said: "We are carrying out essential improvement works on a vital rail link and on one of the more popular freight and commuter routes in the south west of England.

The programme also forms a key building block to support our long-term vision to improve journey times between Bristol and Exeter.

"Unfortunately we have to close the railway temporarily to enable us to carry out this complex piece of work safely and efficiently within a confined space. To minimise disruptions, we have carefully designed our work by integrating three separate projects into one programme, which enable us to tackle the tunnel and the railway together without having to close the railway many times."

The railway between Tiverton and Taunton will be closed between 18 January and 10 February but there will be alternative services provided for by First Great Western. Network Rail and First Great Western will also be providing additional car parking spaces at Taunton railway station to minimise any potential disruption to passengers.

Photo: Tunnel being sprayed with concrete © Network Rail

A Different View





Above: On December 4th, Northern Rail's Class 142 021, having emerged from the bay at Scunthorpe, waits beyond the crossover to come into Platform 2 to form the 12:19 circumnavigation of South Yorkshire to Lincoln. ***Steve Thompson***

Left: An overall view of the Nemesis depot looking bare now that the five Class 56s have left for Leicester. This viewon December 19th, includes Class 47 703 (ex Fragonset), 73 105 and 73 134, 09 014, 20 904 and 20 903, and a pair of 37s. ***Stuart Hillis***

Main: So East Coast are now repairing their Mk4s with Gaffer Tape! Not a very good advert for this so-called flagship rail network. ***Class47***

Barrow Hill



Class 03 066 sits outside the signal box at Barrow Hill during a WNXX night shoot on December 6th.
Brian Battersby



Above: Fresh from duties for GBRf, Class 20 096 is seen in the platform. ***Brian Battersby***

Right: Inside the main roundhouse at Barrow Hill on December 6th, a cabless LNER A1 No. 60163 'Tornado' which is having winter maintenance undertaken. ***Brian Battersby***

Main: The AC Loco Group's Class 85 006 and the NRM's Class 84 001 are seen in the yard at Barrow Hill on December 6th. ***Brian Battersby***









Above: Class 56 098 has recently arrived at Barrow Hill for assessment and repair work for a possible return to mainline running condition. ***Brian Battersby***

Left: Class 50 008 'Thunderer' was also on the site. ***Brian Battersby***

Main: Fairly recent arrival at Barrow Hill is Class 86 213, which has arrived for storage and possible further use overseas with its Floyd classmates?. ***Brian Battersby***

The Class 56 groups 56 006 stands silently in the yard at Barrow Hill. According to reports, it has several bookings for preserved lines in 2014. ***Andy***

Plym Valley Railway

Class 50 017 'Royal Oak' heads through Plymbridge on November 17th. ***Steve Andrews***

East Lancs Railway

The East Lancashire Railway operates mid-week shopper specials during the run up to Christmas. On the last day of operation, December 18th, Class 122 Unit No.W55001 eases out of a wet and windy Ramsbottom. ***Gerald Nicholl***

BR Standard Class 4 2-6-4T No. 80080 approaches Townsend Fold with one of the ELR's Santa Specials on December 1st. *Colin Irwin*

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

London Transport Museum - Covent Garden

Metropolitan-Vickers electric loco No. 5 'John Hampden' is seen on display at the Covent Garden museum. ***Richard Hargreaves***





Above: City & South London Railway's No. 13 electric loco built around 1890. ***Richard Hargreaves***

Right: Built around 1865, Metropolitan Railway 'A' Class No. 23 (LT L45) steam locomotive is seen on display at Covent Garden in December. ***Richard Hargreaves***

Main: An inside view of the 1938 tube stock driving motor car No. 11182. This stock is still in use on the Isle of Wight. ***Richard Hargreaves***

London Electric Railway's Q23-stock driving motor car, No. 4248, It was one of 50 built for the District Railway by the Gloucester Railway Carriage & Wagon company in 1923 and known as 'G' Stock. ***Richard Hargreaves***





The A1 Steam Locomotive Trust
New Steam for the Main Line

TRAVEL FROM LONDON TO YORK IN STYLE BEHIND TORNADO ON 'THE WHITE ROSE' EXPRESS

1940s style luxury train travel recreated on the East Coast Main Line

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the first train of its 2014 season with the recreation of 'The White Rose' express. 'The White Rose' was the premier train from London to Yorkshire in the post-war period and this railtour will showcase Tornado at her best, providing nearly 400 miles of travel behind the now famous star of BBC Top Gear's 'Race to the North'. Following her winter maintenance period, new build steam locomotive Tornado, which was completed in 2008, will be hauling her first main line railtour of 2014 on the Saturday 12th April from London King's Cross to York and return. We are pleased to confirm that the carriages will be in the historic carmine and cream livery and those passengers in premier dining on 'The White Rose' will receive a traditional silver service throughout the journey. We expect there to be much fast running at the permitted maximum speed of 75mph

Heading north covering 189 miles along the East Coast Main Line, Tornado will stretch her legs along the line once frequented by the original Peppercorn class A1s, taking in the magnificent sights of the spring countryside heading towards the picturesque and historic City of York. Pick-ups will be made along the way at Potters Bar, Stevenage and Peterborough. On arrival at York passengers will have time to explore the wonderful city, with its famous Minster and National Railway Museum, before boarding 'The White Rose' for its return leg to London.

Tornado will be hauling a limited number of main line railtours during 2014, the overwhelming majority of which will be promoted by its owning group with all profits going towards the upkeep of this magnificent locomotive. Consequently, space on this train is likely to be at a premium and so an early reservation is recommended.

Provisional Timings for 'The White Rose' express on Saturday 12th April 2014 are as follows:

Station	Depart	Return
London King's Cross	08:20hrs	22:00hrs
Potters Bar	08:45hrs	21:35hrs
Stevenage	09:05hrs	21:15hrs
Peterborough	10:15hrs	20:30hrs
York	12:45hrs	17:15hrs

Terms and conditions are available on request.

Tickets for the 'The White Rose' are priced at standard class (adult £99.00, junior £74.00), first class (adult £139.00, junior £104.00) and premier dining (adult £225.00, junior £168.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00 per person.



Bookings by debit or credit card are via our ticket agents Pathfinder Tours on 01453 835414/834477 or through www.a1steam.com. Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are very pleased to announce our first main line railtour of 2014 with 'The White Rose'. Tornado will be hauling fewer main line trains during 2014 than in previous years as we look to expand our own exciting railtour offerings, so we anticipate that seats for this train will sell out rapidly. This is a classic Peppercorn class A1 run from London King's Cross to York, offering magnificent sights and sounds that will accompany a fast, express working – an experience not to be missed!"

Photo: Stretching her legs on the East Coast main line Tornado hauls the historic White Rose express. © Geoff Griffiths/A1SLT

Embasy and Bolton Abbey Railway

Hunslet No. 2705 of 1945, 'Beatrice' runs round the stock at Embsay and Bolton Abbey Steam Railway on December 1st.
Colin Irwin



The A1 Steam Locomotive Trust
New Steam for the Main Line

'N' GAUGE MODEL OF NEW STEAM LOCOMOTIVE TORNADO IN STRIKING BLUE LIVERY NOW AVAILABLE

Graham Farish launch 1:148 scale model of new build Peppercorn class A1 Tornado

The A1 Steam Locomotive Trust is pleased to announce its association with and support from Bachmann Europe plc towards the on-going running of No. 60163 Tornado, the first main line steam locomotive to be built in this country for almost 60 years, thanks to the release of an 'N' gauge model of the Peppercorn Class A1 Pacific 4-6-2 under its Graham Farish brand.



Model railways have captured the hearts and imaginations of boys and girls, both young and old, for decades and now with the introduction of a 1:148 scale version of Tornado, everyone can have an A1 of their very own!

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "We have worked in conjunction with Bachmann since the early days of the project to build Tornado to deliver the popular '00' gauge models of Peppercorn class A1s and now also in 'N'gauge through Bachmann's Graham Farish brand. Despite the tiny size of 'N' gauge, the levels of detail are astounding, capturing the real thing terrifically in her current British Railways express passenger blue and previous BR Brunswick green liveries!"



Graham Hubbard, Managing Director, Bachmann Europe plc "we are delighted to be able to provide this iconic locomotive to N scale modellers for the first time. It is being released in two of the liveries Tornado has carried since entering service in 2008". The Graham Farish 'N' gauge model of No. 60163 Tornado are now available and will be priced at RRP £157.35. If purchased though the official Tornado shop at www.a1steam.com all profits go towards the unkeep of Tornado.
For more information about Tornado and details on how you can help please visit www.a1steam.com

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

GENEROUS GIFT TAKES GREAT CENTRAL RAILWAY BRIDGE APPEAL TO A THIRD OF A MILLION POUNDS

The Great Central Railway appeal to raise one million pounds for a new bridge over the Midland Main Line has been given a 'welcome Christmas boost'. A gift of twenty five thousand pounds in memory of a former volunteer at the GCR has taken the total raised to exactly three hundred and thirty three thousand pounds - a third of a way to the target. The new bridge, being built in partnership with Network Rail, is the key structure in a chain which will allow two sections of the Great Central Railway to reunite.

The gift was given by the 9F Locomotive Charitable Trust company in memory of one of their trustees Peter Lang. He a key member of the team who restored British Railways 9F Class locomotive number 92214 to steam, demonstrating precision engineering skills time and again to see the project through to a successful completion in 2003. He was also a regular volunteer at Loughborough shed on the GCR. Sadly he died in 2013 shortly after the deal to build the new Great Central bridge across the Midland line at Loughborough was announced. His fellow trustees made the donation to the bridge appeal in his honour.

Bill Ford from the Great Central Railway said, "We are deeply grateful for every donation we receive but we were particularly humbled by the the donation made in memory of Peter. He is missed by many, not only at the GCR but also everyone involved with number 92214. On behalf of everyone from the northern and southern section of the railway we'd like to record our deepest gratitude. The appeal total has jumped upwards giving us exactly a third of a million pounds, meaning we can go into 2014 with renewed confidence."

Donations from railway enthusiasts around the country have continued to arrive during Christmas week. The coming year will see physical works begin on the bridge, which is expected to be completed in mid 2015. Plans to progress other elements of the railway reunification project (including restoring the canal bridge at Loughborough and rebuilding a bridge over Railway Terrace in the town) are also moving forward.

There is more information at www.gcrailway.co.uk/unify



Photo: BR Standard Class 7 No. 70013 'Oliver Cromwell' arrives at Leicester North with the 10:30 from Loughborough on December 28th. ***John Alsop***

Barry Tourist Railway

The ex-GWR Steam Railmotor No. 93 may be considered as the forerunner of the ubiquitous diesel/electric multiple-unit seen throughout the United Kingdom. This example was built in 1908 at Swindon Works and for a quarter of a century plied its trade on the lesser used lines of the Great Western's network, but was condemned in 1934. By 1935 it had been converted to Auto-Trailer number 212 and after its life as a passenger carrying vehicle was deemed over (1956) it went into Departmental stock until disposal by British Railways in 1970 when it went to Didcot Railway Centre. Work to return it to its original condition did not commence until 1998 and this was completed in 2011, since when No. 93 has visited a number of heritage railways including the Barry Tourist Railway in South Wales where it is seen under a threatening sky on December 22nd working the 11:45 'Santa Special' between Barry Island and Gladstone Road. ***Stuart Warr***

On December 22nd, ex-GWR Steam Railmotor No. 93 is seen working the 13:30 Santa Special working from Barry Island to Gladstone Road. To the right of No. 93 is the Network Rail line from Barry Town to Barry Island, the destination of many southbound Welsh valley passenger workings. ***Stuart Warr***

Keighley and Worth Valley Railway

Wagen und Maschienenbau Railbus No. M79964 is seen at Oakworth with the 10:25 service to Keighley on December 29th. Derek Elston





Above: W. D. Austerity 2-8-0 No. 90733 is seen on the approach to Oakworth with the first steam working of the day to Keighley, the 11:00 from Oxenhope, December 29th. ***Derek Elston***

Right: Haworth shed on December 29th, with Class 08 266, D0266, W.D. No. 90733 and a Class 101 Met-Cam DMU. ***Derek Elston***

Main: On December 29th, Railbus No. M79964 is seen having just left Oakworth with the 11:15 service to Oxenhope. ***Derek Elston***

Dean Forest Railway

The post-Christmas market is targeted by heritage railways often with the lure of mince pies in addition to a ride though pretty scenery behind a nostalgia inducing steam engine or preserved diesel. The Dean Forest Railway ran services on the Saturday and Sunday after Christmas and in this image a Class 108 DMU (being led by M56492) slows for the stop at Whitecroft whilst working the 11:00 Parkend to Lydney Junction on 28 December 2013.

Stuart Warr

The final approach to Parkend station is on an incline of 1 in 73, so requires small locomotives such as this to continue to work hard. This is Collett designed 1400 Class 0-4-2T No. 1450 seen on December 28th whilst working a 'Mince Pie Special' the 11:30 Lydney Junction to Parkend. If it was not for the 'high-viz' coat worn by the signalman whilst collecting the token from the driver this picture could have been mistaken for one taken in the early 1960s. ***Stuart Warr***



Two Class 25s head a spoil train taking the Camp Hill line at Kings Norton on New Years Day 1979.
Chris Morrison





Above: LMS Stanier Black 5 Class No. 44884 passes through Accrington station with a short parcels train on 8th July 1967. *Dave Felton*

Left: Class 47 207 passes through Ais Gill on February 28th 1983 with a Leeds - Carlisle working. *Dave Felton*

Main: BR Class 77 1,500v DC electric locomotive No. 27002 'Aurora' (the only class member to be painted in blue livery) is seen arriving at Penistone station in May 1968. *Dave Felton*





Above: Class 76 030 and 76 029 pass through Guide Bridge light engine on April 21st 1980. ***Steve Stepney***

Right: Oooops, looks like Class 47 205 has had a bit of a mishap at Dewsnap on May 13th 1980. ***Steve Stepney***

Main: BR Class 31 238 passes through Hebden Bridge station with empty oil tanks on September 23rd 1987. ***Dave Felton***



Above: Class 58 011 heads an empty MGR working through Doncaster on February 13th 1999. ***Paul Godding***



Right: Class 31 434 heads a tank train through Warrington Bank Quay on October 3rd 1997. ***Paul Godding***

Main: Class 55 018 'Ballymoss' arrives at Doncaster with a York - London Kings Cross train in August 1979. ***Chris Morrison***





Above: BR 9F No. 92085 is seen awaiting the cutters torch at Barry Island on August 19th 1979. ***Steve Stepney***

Left: Mainline liveried Class 37 248 'Midland Railway Centre' passes through Warrington Bank Quay with an engineers train heading for Crewe Basford Hall in March 2001. ***Brian Battersby***

Main: Virgin Train's HST power car No. 43102 passes through Eastleigh on the front of a CrossCountry service to Poole on June 18th 1999. ***Paul Godding***





Above: A colourful line up at Tinsley, ready for the open day on April 28th 1996. *Steve Stepney*

Left: Railfreight Distribution's Class 47 156 is seen stabled at Buxton in June 1992. *Brian Batteresby*

Main: Class 47 452 heads a 1Z00 Scarborough - Manchester Victoria working through Seamer West on July 23rd 1983. *Dave Felton*

Class 47 453 with a Cross-Country service and 47 401 with a Newcastle - Liverpool Transpennine working are seen at Liverpool Lime Street station on June 6th 1983. ***Dave Felton***

The Back Page

On December 17th, Arriva Trains Wales Class 158 819 runs east up the Dovey Estuary between Aberdovey and Machynlleth on a Harlech - Birmingham service. ***Phil Martin***