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Submissions

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

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Please include a detailed description and credits.

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Welcome to Issue 90 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Yet again, I find myself sat here thinking I'm sure it wasn't a month ago that I sat writing my last editorial. But as everyone says, times flies when your having fun, so lets crack on and enjoy it. Firstly, this month, we have to truly say a big welcome to the new boys on the block. Colas Rails Class 70/8s have started work more or less straight off the docks and seemingly they are very much more reliable then their Freightliner counterparts (or is it just early days). Possibly all the modifications carried out on this batch has cured all their problems.

Now I know that I've said this before, but I'm going to say it again. I do believe that the year 2014 is going to be a good year for the UK Railways. Not only are we seeing interesting new locos appear in the scene (this being the Class 68s.), but lets not forget the veterans that have make a comeback to the scene in recent months. I always heard enthusiasts says, there is nothing of interest in the UK anymore, as all we have is Class 66s. Well I just don't see that anymore, I feel (like the photo below) we now have a lot more to see. Finally I have had some comments regarding the font used in the magazine not being clear to read, rest assured we are looking into this at the moment.

As always, please keep your photos coming into us.

Andy

This issue wouldn't be possible without: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Ben Bucki, 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, Ken Mumford, Alan Naylor, Gerald Nicholl, Dave Peel, Neil Pugh, Wayne Radford, Charlie Robbins, Gary Smith, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Chris Stanley, Steve Stepney, Craig Stretten, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Tim Ward, Stuart Warr, James Wise and the guys at RailUK.

Front Cover: Class 70 801 pilots 56 078 working the 6V62 Tilbury Riverside to Llanwern Exchange Sidings past Ashbury Crossing on February 26th, with a London-bound HST just disappearing out of the photo. ***Ken Mumford***

This Page: Network Rail's Class 97 302 and 97 304 are seen working the 6W70 Newtown - Bescot through Wombridge on February 16th. ***Carl Grocott***



Charter Scene

Pathfinder Tours - The Buffer Puffer 11.0

On January 25th, Pathfinders Buffer Puffer 11.0 railtour, which started in Crewe, visited a number of lines in London. This is the first leg, the 1Z60 Crewe to London Blackfriars with Class 37 405 top 'n' tailing 37 610 between Barnes and Putney. ***Wayne Radford***

Pathfinder Tours - The Buffer Puffer 11.0

Class 37 610 top'n'tailed with 37 405 are seen at Stafford on January 25th working the return leg of the Buffer Puffer tour, 1Z66 Tattenham Corner - Crewe. ***Carl Grocott***



Pathfinder Tours - The Buffer Puffer 11.1

Left: Class 20 303 is seen in London's Canon Street station whilst working the Buffer Puffer 11.1 tour on February 8th. ***Gary Smith***

Main: On February 8th, Class 20 303 approaches Castlethorpe near Milton Keynes working Pathfinder Tours, 'Buffer Puffer 11.1', the 05:02 1Z57 Stafford - London Blackfriars. Class 20 304 can be seen on the rear on the train. ***Matthew Bird***

Pathfinder Tours - The Buffer Puffer 11.1

Right: Class 20 303 leads the tour through this classic location of Wandsworth Common with the afternoon leg of the tour. *Gary Smith*

Main: Class 20 304 exits the tunnel at Tulse Hill with the London Bridge - Epsom Downs leg of the 'Buffer Puffer 11.1' tour on February 8th. *Chris Morrison*



Pathfinder Tours - The Buffer Puffer 11.1

Class 20 304 heads the Hayes - Blackfriars leg of Pathfinder's 'Buffer Puffer 11.1' passing St. Johns on February 8th. *Chris Morrison*





Pathfinder Tours - The Clay Box

Above: Class 37 409 passes Uffington with the 1Z60 Crewe - Daventry. ***Phil Martin***

Right: Class 37 409 is seen leading the 1Z60 Crewe - Daventry through Walcot on February 22nd. ***Carl Grocott***

Main: Class 37 409 powers through Admaston on February 22nd with the Crewe to Daventry section of the tour, Class 37 609 was on the rear. ***Jon Jebb***





Pathfinder Tours - The Clay Box

Above: Class 37 609 is seen on the rear of the tour as it heads towards Daventry. ***Class47***

Left: Class 37 402, having replaced 37 409, is seen with the tour passing through Wolverhampton, heading for Birmingham International. ***Class47***

Main: Class 37 409 top'n'tailed with 37 609 passes Battlefield working the 1Z60 Crewe - Daventry on February 22nd. ***Carl Grocott***

Pathfinder Tours - The Red Rose Kipper

An overnight trip for Class 37 409 and 37 609 working the 1Z57 Rose Hill - Colne at Crewe on February 21st. This unusual tour was organised to travel at night so as to visit several branch lines that are too busy to accommodate charters during daylight hours. ***Carl Grocott***

Railway Touring Company
Winter Cumbrian Mountain Express

Class 86 259 'Les Ross' arrives into Preston on February 15th with the Cumbrian Mountain Express which it will haul as far as Carnforth, for steam forward to Carlisle. ***Class47***





Railway Touring Company - Winter Cumbrian Mountain Express

Above: A wet and Gloomy Carlisle on January 25th as LNER B1 No. 61264 and Black 5 No. 45407 wait to depart for Manchester Victoria on 'The Winter Cumbrian Mountain Express' railtour. Note on this date the tour started from Manchester Victoria and was steam hauled throughout. ***Alex Thorkildsen***

Right: On February 1st, LMS Jubilee Class No. 45699 'Galatea' is pictured at Carnforth North Jct. after taking over from Class 86 259 working the 1Z86 London Euston - Carlisle 'Winter Cumbrian Mountain Express' Charter. ***Richard Moxon***

Main: Jubilee Class 4-6-0 No. 45699 'Galatea' heads past Hincaster with the northbound 'Winter Cumbrian Mountain Express' on February 1st. ***Gerald Nicholl***

Railway Touring Company - Winter Cumbrian Mountain Express

Replacing the unavailable No. 46115 'Scots Guardsman' on the 'Winter Cumbrian Mountain Express' on February 8th, Jubilee Class 4-6-0 No. 45699 'Galatea' blasts under the overhead paraphernalia near Hincaster with no apparent signs of steaming issues reported later. ***Gerald Nicholl***

Railway Touring Company - Winter Cumbrian Mountain Express

The sun starts to emerge following a sharp shower at Mealbank as Stanier 4-6-0 No. 46115 'Scots Guardsman' leans into the curve with the northbound 'Winter Cumbrian Mountain Express' on February 22nd. ***Gerald Nicholl***

Statesman Rail - Winter West Highland Statesman

Main & Right: West Coast Railway Class 57 315 and 57 314 are seen working the 1Z37 Statesman Rail's, Winter West Highland Statesman (Day 1) from Bristol Temple Meads to Fort William through Euxton on February 28th. *Dave Felton*





Northern Belle

Left: Class 47 832 is seen on the rear of a Northern Belle working from Crewe on February 6th, as it rounds the curve onto the Chester line. *Michael Lynam*

Main: Class 47 790 leads the Northern Belle out of Crewe on February 6th, with a Crewe to Chester working. *Michael Lynam*



Northern Belle

Left: A break from Northern Belle duties on February 24th, as Class 47 832 is seen passing through Leyland station on February 24th, hauling a 4Z31 Crewe DRS - Carlisle Kingmoor stock movement. ***Dave Felton***

Main: Class 47 501 (with 47 832 on the rear) working a Coventry - Coventry via Shrewsbury - Chester - Crewe Northern Belle trip heads up on Hencote bank on the Chester line after departing Shrewsbury, February 15th. ***Phil Martin***



West Coast Railway Co. - THE WELSH BORDERS

Left: Class 47 746 is seen on the rear of the 'Welsh Borders' tour as it passes through Gobowen heading for Shrewsbury on February 15th. ***Phil Martin***

Main: LMS Jubilee No. 45699 'Galatea' passes Gobowen on time with the St. Neots - Shrewsbury charter on February 15th. ***Chris Morrison***

West Coast Railway Co. - THE WELSH BORDERS

LMS Jubilee No. 45699 'Galatea' storms Battlefied after leaving Shrewsbury with the return working of the tour back to St. Neots on February 15th. ***Phil Martin***



Vintage Trains - The Chiltern Champion 1

Left: WIzzo Class 52 No. D1015 and Class 47 773 stand at London Marylebone on February 9th with the return 'Chiltern Champion' tour to Solihull. *Chris Morrison*

Main: Class 52 No. D1015 'Western Champion' calls at Leamington Spa with Vintage Trains 'Chiltern Champion 1' tour to Marylebone on February 9th. *Chris Morrison*



V. S. O. E. - The Golden Age of Travel

Left: Class 67 019 is seen at London Victoria hauling the ECS from the luncheon trip to Guildford on March 1st. *Class47*

Main: SR Merchant Navy Class No. 35028 'Clan Line' is seen arriving into London Victoria with the return working of the London Victoria - Guildford luncheon special on March 1st. *Brian Battersby*

ECS and Light Engine Moves

LNER A4 Pacific No. 4464 'Bittern' catches a patch of sun at Colton on a repositioning movement from Shildon to Crewe via York on February 26th. ***Gerald Nicholl***

ECS and Light Engine Moves

Left: West Coast Railway's Class 47 760 and 47 826 pass through Leyland on February 26th with a 5Z47 ECS from Carnforth to Tyseley. ***Michael Lynam***

Main: Following winter servicing to the stock, Class 57 601 and 47 826 top'n'tail the 9 coach Statesmen set through Burton, returning as 5Z35 Nemesis - Carnforth on February 24th. ***Stuart Hillis***

ECS and Light Engine Moves

LNER A4 No. 4464 (60019) 'Bittern' is seen as it passes Harrowden Junction at a leisurely pace working as 5Z14 Southall to Barrow Hill on February 4th. ***Derek Elston***

ECS and Light Engine Moves

Its stint at the East Lancashire Railway over, LNER B1 4-6-0 No. 61264 threads through the Calder Valley past the derelict platforms at Mytholmroyd heading back to the NYMR on February 10th.
Gerald Nicholl

ECS and Light Engine Moves

On February 5th, LMS Royal Scot Class No. 46115 'Scots Guardsman' is seen at Hellifield with the 5Z50 Carnforth to Carnforth loaded test run, seen here taking on water in the loop. ***Chris Stanley***

Pictures: Chiltern Railways

Class 67 018 is seen at London Marylebone ready to work a Chiltern Mainline service to Birmingham Moor Street on February 27th. ***John Coleman***

Colas Rail

With plenty of activity taking place, Class 70 803, 70 804 and 70 805 are seen at Seaforth Docks, Liverpool being prepared for delivery, February 18th. ***Derek Elston***





Above: Brand new Class 70 803, 70 804 and 70 805 are seen on the docks at Seaforth, February 9th. ***David Hollowood***

Left: Class 37 421 is seen in Colas Rail's Rugby yard on February 22nd. What future for the former 'The Kingsman'?. ***Class47***

Main: On February 23rd, Class 56 087 passes Grimpo, on the Chester line between Gobowen and Baschurch, with the Chirk - Carlisle empty timber working. ***Phil Martin***

DB Schenker's fleet





Above: Class 66 081 heads on the fast through Doncaster with a Carlisle - West Burton PS loaded coal working, February 21st. *Michael Lynam*

Right: On February 6th, Class 66 125 is seen at Appleby working the T23 iron ore circuit. *Steve Thompson*

Main: Class 60 063 is seen approaching Doncaster on February 5th with a rake of Network Rail ballast hoppers in tow. *Derek Elston*

Class 60 100 works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Leyland station on March 3rd.
Alan Naylor





Above: Class 60 015 clags through Carlisle with a rake of loaded ballast wagons heading for Leyland. ***Alex Thorkildsen***

Left: On February 6th, Class 60 066 heads up Appleby bank in dire lighting, working the 6T26 loaded ore. ***Steve Thompson***

Main: Class 60 019 is seen arriving into Toton Yard with an engineers train, February 25th. ***Michael Lynam***





Above: On February 5th, Class 60 071 'Ribblehead Viaduct' is seen at Appleby working the Scunthorpe/Immingham iron ore circuit. ***Steve Thompson***

Right: On February 3rd, Class 66 185 passes Stenson Jct. with stone empties from Washwood Heath, heading for Peak Forest. ***Phil Martin***

Main: Class 60 090 and 58 023 are seen amongst the many locos stored in and around Toton yard, February 25th. ***Michael Lynam***

Class 60 001 passes through Baystan Hill on February 22nd working the 6V75 Dee Marsh - Margam steel empties.
Phil Martin





Above: Class 59 101 leads 59 201 and 66 080 through Earls Court on March 1st. ***Richard Hargreaves***

Right: Class 66 086 and 66 232 are seen double heading the 05:27 Warrington Arpley to Doncaster Europort conveying new Citroen vans, February 5th. ***Derek Elston***

Main: Drax liveried Class 60 066 passes through Burton on Trent with the 6E08 Wolverhampton - Immingham covered steel carriers on February 3rd. ***Stuart Hillis***



Above: On February 25th, Class 60 017 is seen loading it's train at Peak Forest Cemex Sidings, destined for Selby. ***Michael Lynam***



Right: Class 60 100 with the 6E54 Kingsbury - Humber oil tanks passes through Burton on Trent, March 1st. ***Stuart Hillis***

Main: Class 66 213 winds its way through Blackburn hauling the 6Z76 12:40 New Biggin British Gypsum to Arpley Sidings with empty gypsum containers on February 10th. ***Dave Felton***

Class 60 024, in full sun, passes through Burton on Trent working the 6M00 Humber - Kingsbury loaded oil tanks on February 25th. ***Stuart Hillis***



Above: Class 66 124 speeds through Doncaster on February 5th working the 09:36 Wakefield to Felixtowe intermodal. ***Derek Elston***



Right: Class 09 201 works a Class 8 trip freight from Milford West to Knottingley past Hillam Gates on January 22nd. ***Dave Peel***

Main: Class 66 121 working the 6X01 Scunthorpe - Eastleigh continuous rail train passes Burton on Trent, February 6th. ***Stuart Hillis***





Above: Class 67 006 and 67026 are seen at Doncaster on Thunderbird duties, February 5th. *Derek Elston*

Right: Class 60 092 leads 66 001 and 66 147 through Doncaster on February 8th. *Class47*

Main: Class 66 015 is seen after passing through Cherry Tree station as it heads towards Blackburn hauling the 6Z94 05:01 Avonmouth Hanson's Siding to Clitheroe Castle Cement on February 22nd. *Dave Felton*

Class 66 012 passes through Pleasington station hauling the 6Z97 05:30 Avonmouth Hanson's Siding to Clitheroe Castle Cement with empty cement tanks on February 27th. **Dave Felton**





Above: Class 66 144 heads light engine through Leyland station on February 3rd. ***Alan Naylor***

Right: Class 66 183 leads newly named 59 202 'Alan Meddows Taylor' through Burton on Trent working the 6D44 Bescot -Toton engineers comprising of a solitary wagon on February 28th. ***Stuart Hillis***

Main: On February 7th, Class 66 150 with the 6M57 Lindsey - Kingsbury loaded oil, passes Burton on Trent. ***Stuart Hillis***

Class 60 020 working the 6F74 Liverpool Bulk Terminal - Fiddlers Ferry power station loaded coal passes Winwick Jct. on February 13th. ***Dave Harris***





Above: Normally a Class 60 turn but on February 26th, Class 66 040 heads through Leyland working the 6E32 Preston Docks (Lanfina) to Lindsay oil refinery tanks. ***Alan Naylor***

Right: On February 24th, Class 66 221 and 67 016 are seen working the 6D44 Bescot - Toton engineers train of ballast through Burton on Trent. ***Stuart Hillis***

Main: On February 22nd, Class 66 143 passes Lidlington working the 6H10 11:30 Bletchley - Peak Forest. ***Lorenzo D'aniello***

Class 60 071 'Ribblehead Viaduct' works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Leyland station on February 7th. ***Alan Naylor***





Above: Class 66 119 with the 6M00 Humber - Kingsbury loaded oils, passes Burton on Trent, February 4th. ***Stuart Hillis***

Right: Class 66 122 storms through Marston Green on February 22nd with a loaded car train. ***Class47***

Main: Class 60 017 stands in the exchange sidings at Preston Docks with empty bitumen tanks that will later form the 6E32 to Lindsey Oil Terminal, February 28th. ***Dave Felton***





Above: Class 66 170 heads north through Crewe on February 6th, with a 6M44 Southampton - Halewood empty car flats working. ***Michael Lynam***

Right: Class 66 067 approaches Blackburn hauling the 6Z97 05:30 Avonmouth Hansons Siding to Clitheroe Castle Cement with empty cement tanks on February 20th. ***Dave Felton***

Main: DB Schenker liveried Class 60 063 working the 6E54 Kingsbury - Humber empty oil tanks heads through Burton on Trent, February 24th. ***Stuart Hillis***

DCR

Class 31 452 winds up the notches through Kensington Olympia leading the 6Z32 10:20 Peterborough - Totton Yard move comprising a Swedish 'Railvac'. Class 31 190 was tailing the train, February 22nd. ***Matthew Bird***



Left: *On-train announcements about many services that call at Newcastle include the suffix 'Central' and as this image shows the city's name is not in the middle of the sign (I almost wrote centralised, but realised that it was too much a pun) which begs the question is the suffix to be officially re-used?* This picture, taken on February 19th, shows the front-end profile of DCR Class 56 303 working the 11:01 Leith South to Drax awaiting a green signal. ***Stuart Warr***

Main: On February 22nd, Class 31 190 and 31 452 haul the Railvac through Sandy working 6Z32 10:20 Peterborough West Yard - Totton Yard. ***Lorenzo D'aniello***

Direct Rail Services

Class 20 309 is seen along with 20 308, 20 305 and 20 312 at Doncaster on February 8th, prior to working an engineering train later the same day. *Class47*





Above: Class 57 002 and 57 009 smoke out Basford Hall as the pair depart heading south on January 29th. ***Alex Thorkildsen***

Right: Class 90 020 leads Class 68 002 on a test run through Hest Bank, running as 5Z69 from Carlisle to Crewe. ***Michael Lynam***

Main: On February 13th, Class 66 303 heads the 4M82 Kingmoor - Daventry intermodal through Winwick Jct. ***Michael Lynam***



Above: Class 66 301 heads a delayed Abington Kingmoor - Daventry intermodal through Winwick Jct. on February 13th. *Michael Lynam*

Right: On February 19th, Class 47 841 takes 47 802 through Preston working 0Z47 Crewe to Carlisle with 47 802 heading for store and possible withdrawal. *Chris Stanley*

Main: Class 47 501 arrives into Crewe from Derby on February 5th, en route to Carlisle with a Class 68 test run (Class 68 002 was on the rear). *Michael Lynam*









Above: Class 57 009 and 57 002 work the first DRS run of 6U77 Mountsorrel - Crewe with 21 loaded IOA wagons passing Burton on Trent, February 3rd. This working has been taken over from Freightliner. ***Stuart Hillis***

Right: Class 37 218 and 37 405 haul the 6Z50 08:55 Crewe Coal Sidings to Workington Docks, seen about to pass through Leyland station on January 29th. ***Dave Felton***

Main: Class 66 302 passes through Blackburn hauling 6K05 12:46 Carlisle N.Y. to Crewe Basford Hall departmental train on February 10th. ***Dave Felton***



Class 92 002, on hire to DRS, approaches Preston on February 15th with a northbound Daventry - Mossend working. ***Class47***





Above: Class 92 002 approaches Carlisle on February 20th working the 4S43 Daventry - Mossend 'Tesco Express'. *Michael Lynam*

Left: Class 90 020 'Collingwood' (on hire to DRS) leads Class 68 002 'Intrepid' through Leyland station on February 2nd working a 5Z69 Carlisle to Crewe test run. *Alan Naylor*

Main: Class 57 007 and 57 008 pass through Stafford on February 28th working a Crewe - Toton engineers train. *Michael Lynam*

On a spring like February 19th, Class 47 818 looks smart on the first day of operation as part of Greater Anglia's 'short set. Here it is pictured crossing the Reedham Swing Bridge with 47 810 on the rear working the 10:57 from Lowestoft to Norwich. Note the water laden marshes after the winter rain. ***Tim Ward***





Above: Class 57 307 'Lady Penelope' is seen on crew training duties, heading through Carlisle on February 20th. ***Michael Lynam***

Right: Class 47 810 leads the Greater Anglia 'short set' on the 14:36 Norwich to Gt. Yarmouth service, February 19th. With sister loco 47 818 on the rear, the service slows to stop at the tiny platforms of Brundall Gardens, the first stop from Norwich. ***Tim Ward***

Main: Class 66 430 working the 4M34 Coatbridge - Daventry intermodal service passes through Stafford on February 28th. ***Michael Lynam***

With a friendly wave from the driver, Class 37 405 and 37 423 with 37 610 dead in tow, storm up Pleasington incline hauling 6K05 12:46 infrastructure train from Carlisle N.Y. to Crewe Basford Hall on February 28th. ***Dave Felton***

East Coast





Above: East Coast's HST power car No. 43257 awaits departure from Darlington whilst working 'The Northern Lights', 09:52 Aberdeen to London Kings Cross on February 19th. ***Stuart Warr***

Left: East Coast's HST power car No. 43296 brings up the rear of a London Kings Cross - York service on February 21st. ***Michael Lynam***

Main: Ex works Class 91 110 'Battle of Britain Memorial Flight' is seen exiting the yard at Doncaster on February 8th to re-commence its East Coast duties. ***Richard Hargreaves***

A line-up of East Coast Class 91s at London Kings Cross on February 20th, featuring 91 131, 91 111 and 91 119.
Stuart Worr

First Great Western



Left: Still on hire to First Great Western in early February was West Coast's Class 57 313, seen here at London Paddington after bringing in the ECS for the sleeper. ***Alex Thorkildsen***

Main: Rail-Fly liveried First Great Western HST power car No. 43163 stands at London Paddington (with 43177 on the rear). ***Alex Thorkildsen***

Freightliner

On February 7th, Class 86 627 and 86 637 approach Castlethorpe near Milton Keynes working the 4M87 Felixstowe - Trafford Park liner. ***Matthew Bird***





Above: On February 5th, Class 66 552 passes through Doncaster with a Kingston upon Hull to Cottam P.S. coal working. ***Derek Elston***

Left: Class 66 515 hauls an empty coal working through Atcham on February 22nd. ***Jon Jebb***

Main: Class 70 002 heads an Ellesmere Port - Fiddlers Ferry loaded coal working out of Warrington on February 13th. ***Michael Lynam***





Above: Class 66 413 passes Appleby working the 4G11 Doncaster Down Decoy - HIT coal empties, February 6th. ***Steve Thompson***

Right: Class 70 010 passes through Doncaster on February 5th, at the head of a rake of company hoppers. ***Derek Elston***

Main: Class 70 009 working the 4O27 Garston FLT - Southampton MCT freightliner service passes through Stafford on February 28th. ***Michael Lynam***





Above: Class 66 956 is seen on the rear of a top'n'tail Hall Royd Jct. - Crewe scrap ballast working through Stalybridge on February 26th. ***Brian Hewertson***

Right: Class 86 610 and 86 604 power trough Stafford at the head of the 4M54 Tilbury to Crewe working on February 18th. ***Derek Elston***

Main: Class 66 551 hauls an empty coal working through Admaston on February 22nd. ***Jon Jebb***





Above: Class 90 041 leads the 05:03 Trafford Park to Felixtowe through Northampton on February 18th. ***Derek Elston***

Left: Class 70 020 with the Trafford Park - Southampton MCT freightliner passes through Stafford on February 28th. ***Michael Lynam***

Main: Class 66 591 passes through Stratford on March 1st with a diverted northbound Freightliner working. ***Paul Godding***







Above: Class 70 006 heads north light engine from Bescot to Crewe Basford Hall through Stafford on February 28th. ***Michael Lynam***

Left: Class 66 569 working the 4O55 Leeds - Southampton modal train on February 26th passes through Burton on Trent. ***Stuart Hillis***

Main: Class 66 520 heads south through Stafford on February 28th working the Tunstead - West Thurrock cement train. ***Michael Lynam***

Class 66 551 passes Baystan Hill on February 22nd with a diverted Rugeley - Portbury empty coal working. ***Phil Martin***





Above: Class 90 048 heads through a gloomy Hackney Central on March 1st. ***Paul Godding***

Left: On February 20th, Class 70 003 passes through Carlisle with the 6C16 Crewe Basford Hall - Carlisle NY engineers train. ***Michael Lynam***

Main: Class 66 547 heads towards Red Bank cutting with the 4C20 Basford Hall - Carlisle empty coal hoppers on February 28th. ***Dave Harris***



GBRf





Above: Class 92 044 is seen stabled in the bay at Crewe on the evening of March 1st. ***Class47***

Right: Class 20 096 and 20 118 lead barriers and LUL stock with 20 314 and 20 311 on rear of 7X23 Derby - Old Dalby through Burton on Trent, February 7th. ***Stuart Hillis***

Main: Class 66 707 'Sir Sam Fay, Great Central Railway' is working the 6K50 Toton to Crewe through Burton on Trent with a very short engineers train comprising of just three Balfour Beatty wagons on February 17th. ***Stuart Hillis***

Class 20 096 and 20 118 head a new London Underground S7 unit from Derby Litchurch Lane to Old Dalby, seen at North Staffs Junction, Willington on February 7th. ***Chris Morrison***





Above: Class 66 728 'Institution of Railway Operators' powers the 10:02 Doncaster Decoy to Eggborough power station through Doncaster on February 5th. ***Derek Elston***

Left: Tube liveried Class 66 721 passes Heworth with a loaded coal train from Tyne Dock to Lynemouth. ***Alex Thorkildsen***

Main: Colourful Class 66 720 heads through Doncaster on February 8th with an empty MGR working from Drax. ***Richard Hargreaves***





Above: Class 66 724 passes through Stafford on February 28th with a Drax - Ironbridge Biomass working. ***Michael Lynam***

Left: Grey liveried Class 66 748 leads a Doncaster - Drax loaded coal working through a sunny Doncaster on February 8th. ***Class47***

Main: Class 66 701 works the 6B64 Tyne Dock - West Burton. past Steelworks footbridge, Hartlepool on February 10th. ***Michael J. Alderdice***





Above: Class 66 749 eases its way through Doncaster on February 8th with an empty coal working to Immingham. ***Class47***

Left: On January 29th, Class 66 729 departs Crewe Basford Hall with a liner heading for Felixtowe. ***Eddie Emmott***

Main: Class 66 716 heads through a sunny Stratford on March 1st. ***Paul Godding***





Above: Class 66 702 'Blue Lightning' working the 4V94 York Holgate - Portbury with biomass wagons heads through Burton on Trent, February 10th. ***Stuart Hillis***

Right: Class 73 136 is seen leading 73 107, 73 141 and 66 730 through Clapham Junction on March 1st. ***Brian Battersby***

Main: On February 27th, Class 66 718 departs Hartlepool on the Durham coast working the 6H90 Tyne Dock - Drax. ***Michael J. Alderdice***

Grand Central



Left: *A livery that owes much to the late Tom Clift is that of Grand Central, in the photographer's opinion it is not as sleek and modern as those of the larger TOCs, but it is striking and memorable.* On February 20th, HST power-car No. 43480 awaits departure at London Kings Cross with the 12:53 departure to Sunderland. ***Stuart Warr***

Main: On February 21st, Grand Central HST power cars Nos. 43467 and 43468 speed through Doncaster with a Sunderland - London Kings Cross service. ***Michael Lynam***

Greater Anglia



Class 90 005 in Abellio Greater Anglia livery, crosses the River Stour at Manningtree, propelling the late running 13:30 Liverpool Street - Norwich on February 1st. ***Chris Morrison***

Network Rail

Network Rail HST power car No. 43013 is seen with LNWR Class 08 810 at Heaton Depot. ***Alex Thorkildsen***





Above: Network Rail's Class 97 304 arrives at Crewe on route learning duties from Shrewsbury, February 6th. ***Michael Lynam***

Right: Railfreight grey liveried Class 73 107 top'n'tailed with 73 201 head through Wandsworth Road with a test train. ***Alex Thorkildsen***

Main: Class 97 302 and 97 303 lead the 6W70 Talerddig - Bescot empty ballast through Uffington, just after leaving Shrewsbury. ***Phil Martin***

Class 97 302 and 97 304 haul a long welded rails train out of Shrewsbury on February 24th, heading for the Borth area of the Cambrian. ***Phil Martin***



Above: Class 67 015 and 67 020 top'n'tail test train, 1Q20 Derby - Oxford - Derby through Burton on Trent, February 26th. ***Stuart Hillis***



Right: On February 16th, Class 97 302 and 97 304 lead the 6W70 empty ballast working from Newtown to Bescot through Carno. ***Carl Grocott***

Main: On February 26th, the NMT HST with power cars Nos. 43013 and 43014 speed through Leyland working from Craigentinny T&RSMD to Crewe. ***Michael Lynam***

On February 8th, Class 97 303 and 97 304 are seen working the 6W70 Bescot - Cambrian ballast through Drawell St., Shrewsbury. ***Phil Martin***

Class 97 304 and 97 302 work the 6W70 Bescot - Talerddig through Walcot on February 22nd. ***Carl Grocott***

Class 31 285 runs light engine from Tyseley to Derby RTC, passing through Burton on Trent, February 22nd. ***Stuart Hillis***

Units: DMUs and EMUs





Above: Arriva Trains Wales Class 153 363 passes Uffington with an all stations Shrewsbury - Wolverhampton service, February 16th. ***Phil Martin***

Right: The first refurbished First Capital Connect Class 365, No. 365 517 stands along with 365 508 at London King's Cross. ***Alex Thorkildsen***

Main: London Midland's Class 170 504 passes through Atcham on February 22nd with a Birmingham - Shrewsbury service. ***Jon Jebb***





Above: Northern Rail's Class 150 114 and an unidentified Class 153 are seen about to negotiate Bolton Junction on the approach to Blackburn with the 2N55 15:40 service from Manchester Victoria to Clitheroe on February 18th. ***Dave Felton***

Left: First Transpennine Express Class 350 405 works the 1M95 from Edinburgh to Manchester International Airport through Leyland on February 3rd. ***Alan Naylor***

Main: Northern Rail's Class 142 055 and Class 150 117 are seen departing from Leyland station with the 2N99 09:22 service from Manchester Victoria to Blackpool North on February 1st. ***Dave Felton***

An example of an old station modernised sympathetically is Darlington with a fine overall roof to protect passengers (or customers, these days) from the elements whilst waiting and boarding trains. This image shows two of Northern's large fleet of Class 142s waiting in the bay platforms at the south end of the station on February 19th. ***Stuart Warr***





Above: Class 350 110 approaches Crewe on February 7th with a Liverpool - Birmingham service. ***Richard Hargreaves***

Left: With the Shard in the background and a skyline dominated by cranes, Southern's Class 377 619 approaches Clapham Junction on February 27th. ***Derek Elston***

Main: With a backdrop of Blackburn town centre, Northern Rail's Class 150 119 is pictured after departing from the station with the 2J58 16:40 service from Clitheroe to Manchester Victoria on February 19th. ***Dave Felton***





Above: The Eversholt Rail's demonstrator, Class 321 448, passes through Stratford working a Greater Anglia service on March 1st. ***Paul Godding***

Right: On February 16th, a London Midland Class 153 leads 150 107 as the duo approach Roade working 5Y30 Bletchley - Tyseley after a couple of weeks in use on the Bedford to Bletchley line. ***Matthew Bird***

Main: First Heathrow Connect's Class 360 201 speeds through Ealing Broadway on March 1st, with a London Paddington - Heathrow Airport service. ***Brian Battersby***





Above: The refurbished Class 321 448, provided by Eversholt Leasing for customer and industry assessment, leaves the rarely photographed Kirby Cross, Essex, working the 17:00 Walton On The Naze to Colchester local service. ***Tim Ward***

Right: Arriva Trains Wales Class 175 111 passes through Winwick Jct. with a Manchester Piccadilly - Llandudno service on February 13th. ***Michael Lynam***

Main: A pair of South West Trains Class 458s line up alongside a London Overground Class 378 at Clapham Junction on February 22nd. ***Matthew Bird***



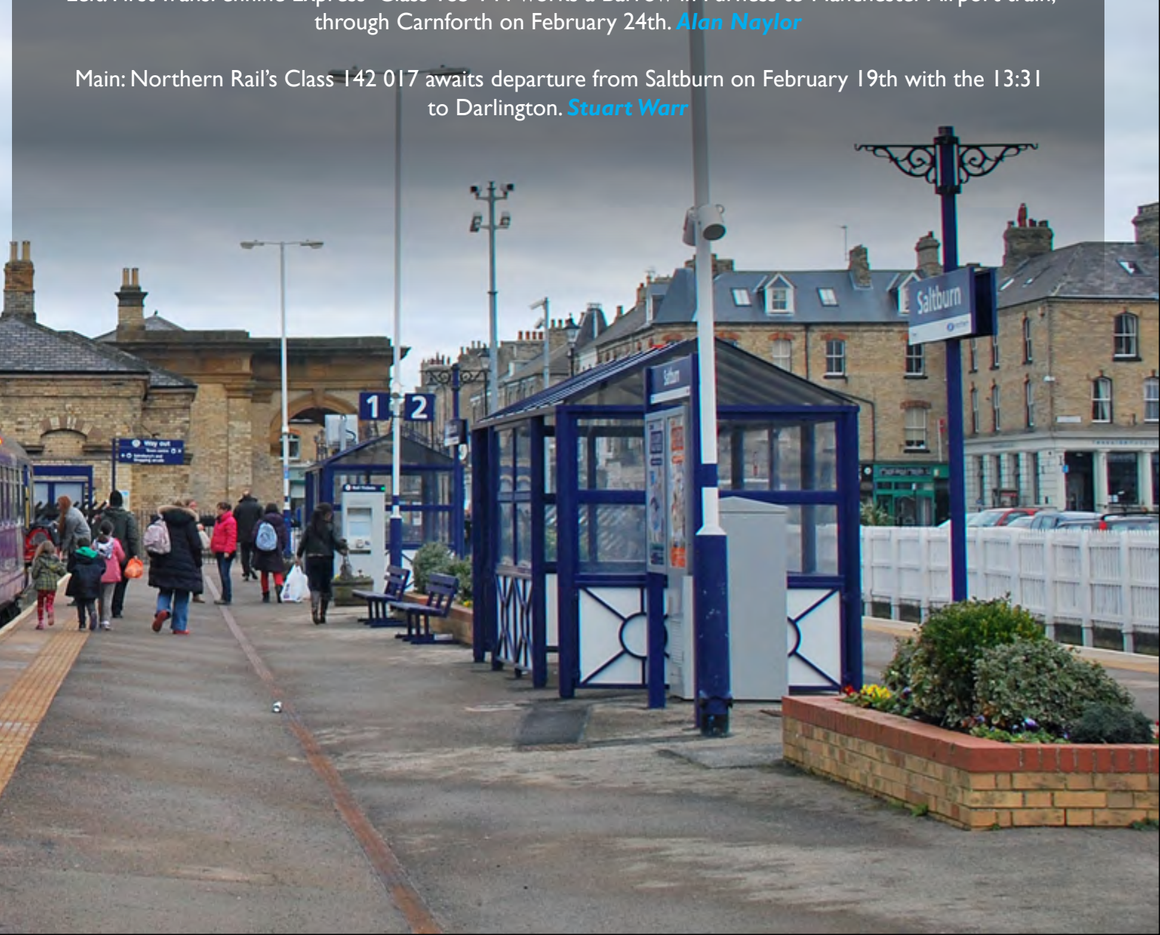


Above: Northern Rail's Class 150 148 stands in Preston station on February 15th with a service to Colne. ***Class47***

Left: First TransPennine Express' Class 185 144 works a Barrow in Furness to Manchester Airport train, through Carnforth on February 24th. ***Alan Naylor***

Main: Northern Rail's Class 142 017 awaits departure from Saltburn on February 19th with the 13:31 to Darlington. ***Stuart Warr***









Above: London Midland's Class 170 Turbostar DMU No. 170 510 passes Malvern Wells travelling towards Hereford on February 24th. ***Neil Pugh***

Right: Gatwick Express' Class 442 418 approaches Clapham Junction on February 27th with a service from London Victoria. ***Derek Elston***

Main: On February 27th, First Transpennine Express' Class 350 402 is seen on a driver training run through Preston. ***Brian Battersby***



Above: Northern's Class 150 268 departs Hellifield on February 5th with a Leeds to Heysham Port service. *Chris Stanley*



Right: First Great Western's Class 165 220 stands at London Paddington on March 1st having just arrived with a service from Oxford. *Class47*

Main: First Transpennine Express' Class 350 404 works a Manchester Airport - Glasgow train through Leyland station on February 26th. *Alan Naylor*





Above: Northern Rail's Class 150 203 heads south through Euxton with the 2F57 09:35 service from Blackpool North to Liverpool South Parkway on February 22nd. ***Dave Felton***

Right: Southern's Class 377 609 arrives into Clapham Junction on March 1st. ***Brian Battersby***

Main: Northern Rail's Class 153 330 and Class 150 226 approaching Blackburn station with the 2N54 15:00 service from Manchester Victoria to Clitheroe on February 10th. ***Dave Felton***





Above: London Midland's Class 172 338 departs Birmingham Moor St. on February 7th with a service to Stratford. ***Richard Hargreaves***

Left: TransPennine Express' Class 350 404 departs a sunny Preston on February 27th with a Manchester Airport - Edinburgh service. ***Brian Battersby***

Main: Arriva Trains Wales Class 158 818 heads through Atcham on February 22nd. ***Jon Jebb***





Above: Vodafone liveried Heathrow Express' Class 332 013 is seen at London Paddington on March 1st. ***Brian Battersby***

Left: Northern Rail's Class 156 452 is seen departing from Leyland station with the 2F51 09:04 service from Preston to Liverpool South Parkway on February 26th. ***Dave Felton***

Main: Northern Rail's Class 150 144 is seen departing from Cherry Tree (Blackburn) station with the 2N10 11:44 service from Blackpool South to Colne on February 22nd. ***Dave Felton***







Above: On February 18th, Northern's Class 323 224 departs with the 14:48 Manchester Piccadilly to Stoke-on-Trent; note the rebuilding and ongoing refurbishment of Manchester's Piccadilly station has been sympathetically executed to retain the fine architectural features of this important terminal unlike the carbuncles known as London Euston and Birmingham New Street stations. ***Stuart Warr***

Left: London Midland's Class 350 118 stands at platform 8, Watford Junction with the 08:24 London Euston to Milton Keynes Central service on February 1st. ***Derek Elston***

Main: Greater Anglia's Class 321 362 passes through Stratford on March 1st with a service for London Liverpool Street. ***Paul Godding***

News and Features: Going Underground

‘C’ stock No. 5707 arrives at Paddington with a Wimbledon - Edgware Road service on January 18th.
Chris Morrison





Above: London Underground 1960's Stock No. L133, 1973 Trailer Car Track Recording Car No. 666 and 1960's Stock No. L132 are seen departing Harrow-on-the-Hill working train No. 776. ***Alex Thorkildsen***

Right: 'C' stock No. 5598 pauses at Barbican whilst working a Circle Line train, January 18th. ***Chris Morrison***

Main: Central Line 1990 stock No. 91219 arrives at Stratford, with a service for West Ruislip, January 18th. ***Chris Morrison***





Above: London Underground 'C69' stock No. 5592 is seen at Wimbledon station on February 26th. ***John Coleman***

Left: 'C' stock No. 5726 is seen working train No. 076 on an Edgware Road to Wimbledon service, February 26th. The 'C' stock is in its final weeks in service before being replaced. ***John Coleman***

Main: Piccadilly line stock No. 115 is seen at Barons Court working a service to Cockfosters on March 1st. ***Richard Hargreaves***

A train of 'S' stock sets off under Praed Street at Paddington with a Circle Line service to Edgware Road, January 18th. ***Chris Morrison***

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



London Underground District Line 1938 Stock stands at Ealing Common with a special to Tower Hill.
Alex Thorkildsen

Piccadilly line services are seen passing at Ravenscourt Park, whilst in the background a District line service from Ealing Broadway is seen departing. ***Brian Battersby***

Manchester Metrolink







Left: Latest arrival, tram No. 3079 is seen arriving at Queens Road Manchester on February 8th. ***David Hollowood***

Main: For 9 months from Friday February 21st, Metrolink are carrying out works to improve/expand the stop at Manchester Victoria. These works involve the removal of the extant island platform, installation of pointworks at both ends of the run up and run off of the stop, and a new junction/crossover at the Corporation Street end of the Victoria stop section to serve the new second city crossing, for which works have already commenced. Trams continue to run, but will not call at Victoria, with passengers advised to alight at Shudehill and follow the signposted route along Balloon Street to Victoria as a temporary measure until works complete around November time. Signage has been posted regarding the work taking place, including altered system maps excluding the Victoria stop and large pink apologetic signs explaining they're "making Victoria posh" (pictured above)

This is M5000 trams Nos. 3005 and 3014 seen at Bury Interchange working a service to Abraham Moss, where bus replacement services would take passengers into Manchester. ***CJ Sutcliffe***

The Great Gathering: The Great Goodbye

Main: At great expense (hopefully justified) the National Railway Museum gathered together all six extant A4 Pacifics to commemorate the 75th anniversary of Mallard breaking the World steam speed record in July 1938; they were exhibited at York twice in 2013 each time as 'The Great Gathering' and finally once at the annexe of the NRM at Shildon between February 15th and 23rd marketed as 'The Great Goodbye.' *Stuart Warr*

Right: 'Dwight D. Eisenhower' is seen in the company of 'Bittern' and 'Dominion of Canada'. *John Alsop*









Above: The final line up of all six surviving A4's at Shildon. ***John Alsop***

Left: Front-end profiles of Nos. 60007 'Sir Nigel Gresley', 60009 'Union of South Africa' and 4464 'Bittern' on February 19th at Shildon. ***Stuart Warr***

Main: A4 No. 4489 'Dominion of Canada' (complete with bell) stands alongside No. 4464 'Bittern' ***Stuart Warr***

Siemens Class 700 unveiled





The Class 700 is a class of electric multiple unit procured by the Department for Transport under the Thameslink rolling stock programme for use on expanded Thameslink, Southern & Great Northern franchise in the United Kingdom.

In 2011 Siemens was announced as preferred bidder to manufacture the trains - a politically controversial decision as the competing bidder Bombardier Transportation had a train factory in the UK. Both the procurement process and final close of contract were significantly delayed, resulting in the expected first delivery date moving from 2012 to 2016. The £1.6 billion contract to manufacture and provide service depots for the trains was finalised in mid 2013.

A fleet of 115 eight and twelve carriage trains are expected to enter service between 2016 and 2018. Associated rolling stock depots are to be constructed at Hornsey and Three Bridges.

Photos of the launch at ExCeL centre. ***Wayne Radford***

Tyne and Wear Metro



Above: Metrocar No. 4004 stands on an Allely's low loader at Coach Lane heading for Wabtec in Doncaster to be refurbished, marking the half way point of the Metrocar three quarter life refurbishment programme. ***Alex Thorkildsen***



Right: Battery Locomotives Nos. BL1 (97901) and BL2 (97902) approach Shiremoor with Metrocar No. 4069 in tow working from Gosforth Depot to Hylton Street Yard. ***Alex Thorkildsen***

Main: Tyne and Wear Metro's Metrocars Nos. 4038 and 4084 stand at Felling advertising the East Coast Trains feel at home advertisement campaign, working train No. 134. ***Alex Thorkildsen***

Fares Advice with RailUK

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

Faulty TVM and obtaining a refund from uncollected tickets

Q: I am spending the weekend in York visiting a friend. I booked my travel single Redcar Central to Eaglescliffe and Off Peak return from Eaglescliffe to York (GC only with 16-25).

I went to collect my tickets from the TVM at Redcar, and the screen was unresponsive to touch. The train to Eaglescliffe came in and explained to the guard who just looked at my confirmation and said go to the booking office at EAG. When seeking assistance at the station they said they were unable to recall tickets (must still be Fastis) and I would have to check with the guard on the Grand Central. When the GC came in I checked with. one of the guards who said to jump on and we will sort it onboard. Another inspector came on and told me I would need to buy another ticket and then seek a refund and to seek advice from York ticket office.

A: The Northern TVMs do need addressing. It's quite common for them to go unresponsive when trying to enter a ticket reference and then to cancel the transaction due to a lack of activity. I had to try 5 times to get tickets printed at the one at Knutsford the other week.
I don't trust them enough to collect tickets on the day I'm going to travel so make sure I do it in advance if I don't select the post option.

Eastcoast.co.uk vs mobile site price difference?

Q: I noticed this when looking for tickets the other day and my laptop was playing up and had to use my iPhone.

eastcoast.co.uk £62.90
m.eastcoast.co.uk £60.50

Same train, same ticket - Super Off Peak Single Newcastle-Kings Cross. Anyone else noticed this? And any suggestions why? Presumably you still get East Coast Rewards etc.
The pricing difference isn't there for Advance tickets, nor for the Super Off Peak Return.

A: Yes, I noticed in January that East Coast appear to have set the price at 52% of the Super Off-Peak Single. "Disc. 48%" appears on the tickets. I was not aware that this applied to www.eastcoast.co.uk only, with m.eastcoast.co.uk continuing to offer the full 50% discount.
But they have not changed the advert for "50% off selected Super Off-Peak Singles tickets", nor the terms and conditions which state "50% discount is applied to the usual Super Off-Peak single for your journey with route "Any Permitted" being shown on your ticket."

On closer inspection, it seems that m.eastcoast.co.uk is offering 50% off the single price (£121 > £60.50), whereas the main website is offering slightly more than 50% off the return price (£126 > £62.90). Weirdly, this makes two Of-Peak Singles cheaper than a return!
(Also, note that it's not an app, just the mobile website. You can even use it on your desktop by going direct to the address.)

Delay Repay when trains are full up

Q: A train that normally runs with eight coaches is short-formed one day and runs with four. This causes the train to become full to capacity when it reaches a busy station. The passengers who are unable to board the train must wait 30 minutes for the next train to their destination. Can they claim Delay Repay?

All 4 coaches was full up to the doors and nobody else could board. I called southeastern and explained and they agreed to do a delay repay.

I then get an email rejecting it:
"It's our aim for no passenger to stand for more than 20 minutes on any of our services. But unfortunately we cannot ever guarantee a seat as we run a turn up and go service due to high number of commuters. On this basis, we cannot offer compensation for a crowded service as it is a passengers decision whether or not they wish to attempt to board a busy train."
I called again and they again agreed to do a delay repay. Then they rejected me again saying largely the same thing.

A: *Southeastern's Passenger Charter uses this wording: Quote: If delays occur we'll endeavour to get you to your destination as quickly as possible. If you miss your last train because of a delay to one of our services, we'll arrange onward transport either by road or with another train operating company or if this is not possible we will provide overnight accommodation. If your journey is delayed we will provide the information you need to complete your journey and to make a claim for compensation if your journey is delayed by 30 minutes or more.*

Note the use of 'journey', not 'train'. As such, even though the train may have ran on time,.as your journey was delayed.

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.



The 0Z20 Oakhampton - Derby comprising of Class 20 189 and 20142 hauling 47 375, 31 459 and 47 769 passes Burton on Trent, February 25th. ***Stuart Hillis***

Virgin tops Which? list

According to new research by Which? magazine into customer satisfaction with airport trains, the link to Birmingham Airport from Birmingham New Street rail hub, operated by Virgin Trains, achieved top marks with a satisfaction rating of 87 per cent. Customers also said they liked the £2.40 price of a single journey.

High and low: customer satisfaction rates for airport trains - according to Which?

1. Virgin Trains - Birmingham Airport: 87%
2. Tyne & Wear Metro - Newcastle Airport: 85%
3. Docklands Light Railway - London City Airport: 81%
4. First TransPennine Express - Manchester Airport: 73%
5. Heathrow Express - London Heathrow Airport: 70%
6. Stansted Express - London Stansted Airport: 69%
7. First Capital Connect - London Gatwick Airport: 68%
8= Southern Trains - London Gatwick Airport: 67%
8= London Underground - London Heathrow Airport: 67%
10. London Midland Trains - Birmingham Airport: 66%
11= First Great Western - London Gatwick Airport: 62%
11= Northern Rail - Manchester Airport: 62%

The Heathrow Express got a rating of 70 per cent, while the Gatwick Express achieved an overall passenger satisfaction rating of just 60 per cent.

The Stansted Express achieved a rating of 69 per cent - but the £23.40 price of a single ticket was noted.
The First TransPennine Express train to Manchester Airport got a satisfaction rating of 73 per cent.



Class 321 448 is seen at London Liverpool St. station on February 27th. ***John Coleman***

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.

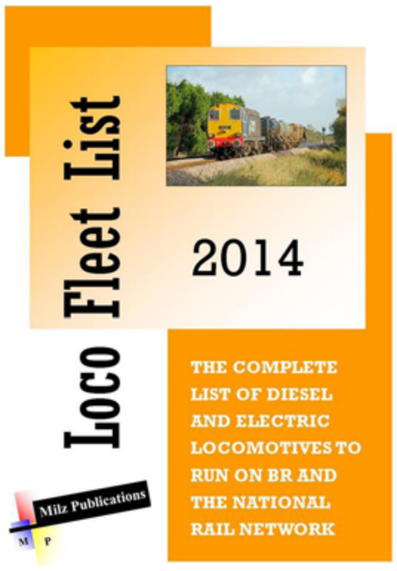
Contents

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



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



Dawlish railway restoration update

Following the latest severe storms, Network Rail has updated its estimate of the time it will take to restore the railway at Dawlish. It has now advised that the railway will be repaired by mid-April and that it will be working night and day with dedicated resources to accelerate this programme.

Recent storms caused extensive, further damage, increasing the scope of the repairs. However, the first defences installed reduced the potential impact and helped prevent further damage to the houses.

Patrick Hallgate, route managing director, Network Rail Western said: "We are all conscious of the importance of this railway to the South West, its economy and the people of Dawlish. They have been tremendous in supporting our team and understanding of the challenges we face. We are confident that we will have the railway back by mid-April and if we can we will beat that date."

Mark Hopwood, managing director First Great Western welcomes Network Rail's commitment to reopen the line through Dawlish by mid April, he said: "This will allow us to restore through train services linking London and Exeter with Torbay, Plymouth and Cornwall. We appreciate Network Rail's efforts to work round the clock to get the line reopen so we can resume services for customers as soon as possible.

"Until the line reopens we are running train services between Exeter and London and between Newton Abbot and Penzance with bus services linking these to keep our passengers moving.

"We will be ready to run services once Network Rail completes the work and until then we will do everything we can to minimise disruption to our customers' journeys."

To allow the public to witness the progress of the restoration live, Network Rail has set up a video feed of its restoration work on http://www.networkrail.co.uk/Dawlish/



Reedham Junction serves the Norwich to Lowestoft and Great Yarmouth lines. This is a view that will change markedly in the years ahead as signalling control will be centralised to, eventually, the new control centre at Romford. The westerly neighbour Cantley 'box will close too but Reedham Swing Bridge 'box will survive controlling the swing bridge over the broad. ***Tim Ward***

GB Railfreight Acquires New Locos to Support Growth

In order to deliver further growth GB Railfreight has decided to strengthen its existing fleet of locomotives by the procurement of a further 13 Class 66 locomotives from Electro-Motive Diesel Inc. (EMD) and the purchase of 16 Class 92 electric locomotives from its mother company, Europorte, a subsidiary of Groupe Eurotunnel.

On top of the purchase of eight Class 66 locomotives from EMD announced in September last year, this brings the total number of additional locomotives on order for the GB Railfreight fleet to 37.

The company hopes this procurement drive will double turnover over the next three years, which is currently in excess of £100 million a year.
The purchase of 21 Class 66 diesel locomotives will take GB Railfreight's current Class 66 fleet to 71. They will be delivered by Chicago-based Electro - Motive in late 2014. The locomotives have been secured ahead of the change in EU emissions legislation which, from January 2015, sees new regulations coming into force that could impact the ability to obtain compliant and affordable locomotives.

The 16 Class 92 electric locomotives have been bought from Europorte, a subsidiary of GB Railfreight's parent company, Groupe Eurotunnel. This type of locomotive was specially designed for traction through the Channel Tunnel. With European Technical Specifications for Interoperability (STI) now applying to the Channel Tunnel, these locomotives can be used on different routes, as they already are for other Class 92 owners. They are the first Class 92 locos in GBRf's ownership and will form part of the company's plans for future development of international traffic and electric haulage on the UK rail network.

John Smith, Managing Director of GBRf, said: "GB Railfreight has taken a giant leap forward in its locomotive procurement in a bid to improve the quality of our services, meet current and future demand and double turnover over the next few years.

"We have an excellent working relationship with Electro-Motive Diesel and, ahead of the change in EU emission legislation, the purchase of more locos allows us to grow our fleet of Class 66s in order to service the growing demand from our customers. The purchase of Class 92s from Europorte will help grow international business and is also an important step towards preparing the company for the electrification of sections of the UK's rail freight system."
"This procurement, the largest in our company's history, is a proud moment for us and is a sign that we are investing in the future of rail freight in this country. In return, we need to see a long-term sustainable approach to rail freight pricing in the UK in order to allow us to continue building a rail freight sector that truly serves the UK economy".

Paul Denton, Senior Vice President at Progress Rail/EMD, said: "I am extremely pleased with the decision of GBRf in selecting EMD Class 66 locomotives for its expansion plans. GRBf is an innovative and valued business partner in the European rail market, and we are proud they have chosen Electro-Motive to support their growth plans. This decision reinforces the position of the Class 66 as the most productive and dependable diesel locomotive in the U.K."

Jacques Gounon, Chairman and Chief Executive Officer of Groupe Eurotunnel SA, said: "Eurotunnel Group is committed to driving the development of international and domestic rail freight traffic in the UK and France. GBRf delivers an outstanding service and it is our responsibility to support its profitable growth and the increase in international traffic through the Channel Tunnel, contributing to the preservation of the environment via low carbon freight transport in the UK."



Colas Rail's Tamper, No. DR73909 'Saturn' heads through Leyland station on February 7th. ***Alan Naylor***

Plans submitted to improve the railway between Manchester and Liverpool as part of Northern Hub

Network Rail has submitted plans for a new section of railway near Huyton station as part of the £600m Northern Hub investment to provide faster, more frequent services across the north of England.

Work is already underway to improve capacity between Manchester and Liverpool to increase the number of tracks through Huyton and Roby from two to four.

An application has been submitted to the Secretary of State for Transport, following successful consultation last year, to gain consent to complete work on the fourth track on adjacent land currently occupied by a telephone exchange and bus station.

Planning permission is required - through a Transport and Works Act Order - to construct a new 240m section which will allow additional non-stopping services to run on the line without being held-up behind local stopping services and freight trains.

Martin Frobisher, area director for Network Rail, said: "The Northern Hub will transform the railway in the north of England. It will create space for up to 700 more trains every day which will boost capacity and provide better journey options for passengers. The plans at Huyton and Roby are a key part of this investment and will help to increase capacity on the line between Liverpool and Manchester."

Chancellor unveils the start of £600m rail investment in the north of England

The Chancellor of the Exchequer has officially launched a £600m investment programme which will transform the railway and boost the economy in the north of England. George Osborne MP marked the start of construction of a fourth platform at Manchester Airport station on February 7th, the first phase of a project which spans the north of England.

The £600m Northern Hub project will provide significant long-term benefits to passengers and help stimulate economic growth in the region by providing faster, more regular and reliable connections between towns and cities. Alongside Network Rail's electrification programme, more than £1bn will be invested in the railway in the north of England by 2019.

The Chancellor of the Exchequer, George Osborne MP, said: "The government's long term plan is about securing a recovery for all parts of the country. Because of the tough decisions we've taken on day-to-day spending, we're able to invest in key infrastructure projects like the Northern Hub, which will create billions for the region.
"Each part of this project, like the first work at Manchester Airport station that I've kicked off, will help us build the infrastructure we need to compete in the global race.

"This investment will ensure growth is not concentrated in any one place by keeping Britain connected and creating thousands of local jobs, delivering a brighter economic future for the whole country."
Martin Frobisher, area director for Network Rail said: "The Northern Hub and electrification programme is the biggest investment in the railway in the north of England for a generation and will transform rail travel for millions of passengers every year.

"Providing a faster, more regular and reliable railway between key towns and cities in the north of England provides significant benefits to passengers and helps to boost the economy, making it quicker and easier to travel further for work or pleasure. "It is a further example of the importance of the railway to and is a key part of our commitment to provide a better railway for a better Britain."

Andrew Cowan, chief operating officer for Manchester Airports Group (MAG), owners of Manchester Airport, said: "We welcome the fourth platform at the airport station. It will further open up the airport for our catchment area across northern England. Furthermore it will provide direct access for businesses and employees to our £800m Airport City development, which is transforming the area around the station into an international business hub.
"The fact the development can be completed ahead of schedule and alongside other construction works taking place will be advantageous to employees, the local community and of course our 20m plus airport passengers each year, many of which use the station, which operates 24 hours a day."
Councillor Andrew Fender, chair of the Transport for Greater Manchester committee, said: "I am pleased that we have been able to work with our partners to deliver this crucial addition to the airport's railway station 18 months ahead of schedule. "That's made possible by capitalising on the delivery of our new Metrolink line to Manchester Airport, funded entirely by the 10 Greater Manchester authorities, which will add yet further links to this key employment centre.

"The fourth platform will, of course, be the first of several significant improvements delivered by the vital Northern Hub programme that will transform our incredibly popular railways and provide the foundation for sustained economic growth across the region."
Nick Donovan, FTPE managing director, said: "These works will further enhance the railway station and provide yet more service reliability and customer choice as part of the wider Northern Hub project whilst also offering customers from across the north of England greater connections from rail to air.

"I am delighted that we have been able to work closely with Network Rail and Manchester Airport to facilitate the early delivery of this investment in additional platform capacity. "Currently an eighth of our business is initiated with journeys to and from Manchester Airport. From May this year we will be increasing the number of seats on our services from the airport by nearly 30%." Alex Hynes, managing director, Northern Rail said: "Millions of pounds worth of investment in rail in the north equals travel benefits to millions of passengers. The development at Manchester Airport will mean more reliable connections between rail and air, offering more opportunities to our customers to travel throughout Britain and beyond from the north of England."



Class 56 078 and 56 113 are seen passing Ashbury Crossing, near Shrivenham working the 6Z08 Llanwern to Washwood Heath. ***Ken Mumford***

GB Railfreight calls for more Strategic Rail Freight Interchanges in response to DfT consultation

GB Railfreight has made a submission to the Department for Transport's (DfT) consultation on the draft National Networks National Policy Statement (NN NPS). Its primary focus is the creation of a policy agenda that incentivises private investment in Strategic Rail Freight Interchanges (SRFIs) and freight warehouse facilities across the network. These infrastructural developments will play an important role in supporting various rail freight markets, in particular intermodal and aggregates.

In addition, the rail freight operator is also asking for an NN NPS that:

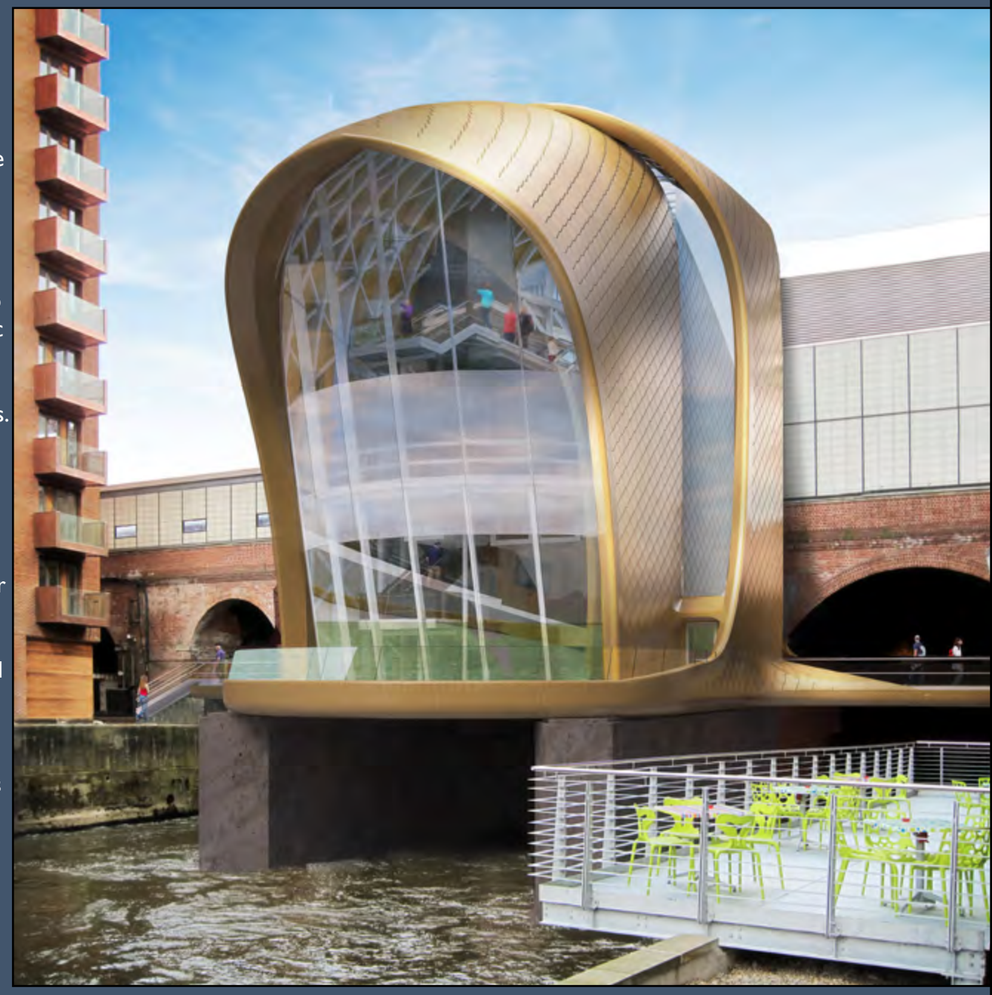
1. Looks beyond just roads and rail and considers infrastructure at the UK's ports.

2. Evaluates rolling stock policy alongside that of network infrastructure, in order to maximise sustainability and carbon efficiency.

3. Aligns itself with other aspects of the Government's transport strategy, including nationally significant projects, such as HS2, and local transport infrastructure projects.

The NN NPS sets out the policy agenda against which decisions on applications for nationally significant infrastructure projects on the national road and rail networks are made. It is, therefore, considered vital by rail freight companies and organisations in the formation of a framework that supports the growth of the industry.
GB Railfreight has further submitted a response to a Transport Select Committee inquiry, similarly looking into the effectiveness of the DfT in justifying the need for the NN NPS and its ability to address this need.
John Smith, Managing Director of GB Railfreight, said: "The national policy statement for our road and rail networks is an important step in the move towards a policy agenda that supports the sustainable growth of our UK rail freight industry.
"This statement can help address many of the challenges facing both freight operators and investors, in particular the need to create an environment that incentivises private investment in rolling stock and network infrastructure.
"GB Railfreight looks forward to continuing our relationship with the Department for Transport and developing a wider strategy that keeps our economy moving."

Secretary of State inspects new station project in Leeds



Secretary of State for Transport, Rt. Hon. Patrick McLoughlin MP has visited Leeds to mark the start of work on Metro and Network Rail's £17.3m project to create a new entrance to the south of Leeds Station.

The Transport Secretary met with officials and dignitaries to view the site of the new iconic entrance, which will significantly improve access for pedestrians and passengers.

Transport Secretary Patrick McLoughlin said: "As part of our long term economic plan we are investing record amounts into transforming our railways and stations, because improved transport links are vital for communities and local businesses. I am delighted to have had the chance to see how this iconic new station entrance will rejuvenate Leeds station, and support the continued regeneration of the southern quarter of the city.

"Leeds has great importance within our rail network as a gateway to the north. That is why it is crucial to our new high-speed rail link, which will improve connections for the entire region and boost the West Yorkshire economy to the tune of £1 billion a year."

"I'm delighted that work on this major project for Leeds is underway," said Metro Chairman Cllr James Lewis. "This new, pedestrian entrance will be a great benefit to people living and working south of the river, open up new travel opportunities and provide a further stimulus to redevelopment and expansion of the city centre.

"It will complement the existing entrances on New Station Street and Aire Street while relieving pressure on both, and is part of a City Region-wide transport and regeneration plan, which also includes rail stations and trains, proposed electrification of more local rail routes, NGT, major highways improvements the new 23km Cycle Superhighway connecting Bradford and Leeds and in, the longer term, HS2."

Phil Verster, Route Managing Director for Network Rail, added: "As a gateway to one of the biggest and most economically important cities outside London, Leeds station must reflect and enhance the city it serves. We expect passenger numbers using the station to rise by 16% by 2014 and by 62% by 2029. With over 100,000 people already using the station each day, meeting that growth in demand will be a significant but very welcome challenge.

"We expect around 20,000 people to use this new entrance once it opens but our vision for the station doesn't stop there. We already have plans to make the main concourse lighter, brighter and more spacious through improvements to the lighting and retails units. We continue to work with Metro and Leeds City Council to identify further opportunities to develop Leeds station into an even better asset for the city."



Class 66 142 hauls BR Standard 7 No. 70000 'Britannia' through Stratford on March 1st. ***Paul Godding***

Have a cuppa on Virgin Trains

A Virgin Trains' thermal mug is now available for purchase onboard Virgin Trains' services.

The thermal mug which sports the trademark Virgin red is being sold in The Shop onboard our trains for £6.95 and that even includes the first hot drink!

It's cold and dark outside and the best way to cheer yourself up on your daily commute is to drink a nice hot drink.

With this in mind and in response to customer feedback, our staff developed the idea of a mug that can be purchased onboard. It can also be used again on future journeys, which helps the environment by cutting down on the numbers of disposable cups we use.

Nitu Kapila, Trainer Consultant for Virgin Trains, who worked on the project, said: "We wanted to provide something different for our customers and we hope they will want to purchase a mug, which gives them a very good deal. It's been very exciting to lead this project with the team and to get the end result we wanted."



Until August 2014, customers who buy a hot drink refill for their mug from The Shop will get a 50p discount.

Swing bridge works underway in Selby

The most significant refurbishment of the rail swing bridge since it was built in 1889 is getting underway in Selby.

Engineers will refurbish the structure itself and the hydraulics on the swing span during the project.

Phil Verster, Route Managing Director for Network Rail, said: "Selby swing bridge has given many years of excellent service but the structure and the hydraulics are due significant refurbishment.

"We're investing £8m on steelwork repairs, work to the hydraulics on the swing span, waybeam replacements and wholesale grit blasting and painting of the entire structure. Once the work is completed the structure should be maintenance free for 25 years and we will be able to run trains at line speed, removing a speed restriction.
"I thank passengers for their patience while we complete these essential works."



Enabling works have already begun and the project will be completed by the end of November. Train services will be affected from 23:00 Saturday 26 July to the start of service on Monday 8 September. During that time:
First TransPennine Express: - Trains will not run between Selby and Hull and On Sundays buses will replace all FTPE services between Leeds and Hull

Northern Rail:- Trains will operate between York - Selby, and buses will operate between Selby – Hull with a combination of stopper and express services on offer to customers

First Hull Trains: Trains between Hull and London King's Cross will divert via Goole. Buses will operate from Howden and Selby and will connect to/from services at Goole

East Coast The daily direct Hull - London service will be diverted and will be unable to call at Selby. A replacement road service will link Selby with East Coast services at Doncaster

In addition to the above, no trains will call at Selby station from 23:00 Saturday 6 September to 05:25 Monday 8 September 2014 to allow the signalling system to be commissioned.

A spokesperson representing the train operators said: "We are working with Network Rail to minimise the disruption caused by the improvement works at Selby and put in place the best possible journey options for customers.

"Buses will replace a number of rail services and we will shortly be issuing updated timetables and customer information posters.

"We would advise customers to check the details of the travel and allow extra time to complete their journey. Full details of the improvements works and alternative arrangements will be available from National Rail Enquiries."

Polystyrene platform steals the show at Peterborough

Timelapse video released shows a modular polystyrene platform being installed as part of the Peterborough investment project by Network Rail.

To reduce disruption to passengers during construction the extension of platform 1 was cut from 20 weeks to just 20 days.

Three options were considered; a traditional concrete build, modular steel construction or modular polystyrene. Although widely used in Europe, the modular polystyrene option has only been trialled once before in the UK by Network Rail, but given it is available as Network Rail standard design and would be achievable within the timescale, the team opted for the new technology for the extension.

Adopting the modular polystyrene technology has delivered significant benefits for the project both in terms of improved safety and reduced the time taken to complete the work. This method has been proven to be four times quicker to construct than traditional build and between two to three times faster than using a steel modular solution.

The design eliminated the need for foundations, which contributed to reducing construction time, minimised the risk of buried service strikes and meant less material from excavation.

The project team and contractors, Carillion, worked with Megatech Projects to develop the design and deliver installation of the 30 polystyrene blocks and matching concrete surface panels used to build the new platform.



Delivered in just 73 hours including approximately half of the time to remove existing infrastructure and prepare the site, the reduced people time on site improved safety and has proven to be an excellent demonstration of sustainable delivery with very little waste/spoil generated and a design life of up to 60 years.

Phil Verster, Route Managing Director for Network Rail, said: "The work at Peterborough at Christmas was crucial to our programme improving capacity and reliability on the East Coast Main Line. The innovation demonstrated here has paid real dividends for the project. We need to embrace these new technologies and adopt new ways of working if we are to deliver our essential improvements whilst maintaining an acceptable level of service for our customers throughout our next five years of investment. "This platform extension is a good example of what can be achieved through challenging the norm and putting the customer at the heart of everything we do."

Programme Manager, Steve Coe who managed the project added: "Platform 1 traditionally has extremely heavy footfall so minimising passenger disruption was key, making the modular polystyrene design the best option.

"The modular design and speed of build generated real tangible benefits to the project and it's a method I will certainly consider adopting for future projects."



On February 20th, Colas Rail's Class 56 087 passes through Carlisle with the 6J37 Carlisle - Chirk logs. ***Michael Lynam***

Virgin Trains voted Best Train Operator

Virgin Trains was voted 'Best Train Operator' at the 2014 Business Travel Awards on 20 January 2014.

The company faced fierce competition from other shortlisted train operators such as Deutsche Bahn, Eurostar, First Great Western and Heathrow Express, but the judges were unanimously impressed by what the long-distance operator has to offer to its corporate and business customers.

The judging panel, made up of travel buyers, said: " [We] felt this operator was clearly targeting the corporate market. [We] were impressed by the growth and the client retention rate even where there was competition. They have excellent CSR credentials and a good employee recognition scheme. In the final analysis, as they said in their submission, it all comes down to people."

Anna Doran, National Sales Manager at Virgin Trains said: "For the past 19 years, the Business Travel Awards has been a long-standing fixture on the industry calendar, bringing together the travel industry's leaders and top corporate clients. It was one of the most fiercely contested awards ceremonies and being shortlisted in the first place was a tremendous accolade. We are very proud to have won the Best Train Operator category. The intensive application process covered all aspects of the business and was a real team effort."

Further evidence that Virgin Trains puts the customer experience at the heart of the business came on January 21st, when customers gave the company a 91% satisfaction rating in the Autumn 2013 National Passenger Survey.

Virgin Trains has remained unbeaten over nine consecutive surveys in the long-distance franchise category.

Public consultation begins on £104m Queen Street redevelopment

Network Rail has launched a public consultation to hear passengers' views on the proposed £104m transformation of Glasgow Queen Street station. The company has unveiled new designs for how the station will look as it begins an initial three-month long process to gather passenger and public views on the project.

Scotland's third busiest station with 20m passengers a year, Glasgow Queen Street needs to expand to meet predicted growth to 28m passengers by 2030 and to accommodate the longer trains that will be running on key routes in the future. As well as overhauling Queen Street's rail infrastructure and operational capabilities, the redevelopment will transform passenger facilities and improve how the station interacts with the surrounding city.

The project is part of the £650m Edinburgh Glasgow Improvement Programme (EGIP), which will deliver a rolling programme of electrification across the Central Belt over the next five years and beyond. Funded by the Scottish Government, EGIP will reduce journey times and boost capacity on key routes including the main Edinburgh Waverley-Glasgow Queen Street line. Transport Minister Keith Brown said: "Queen Street station is at the heart of Glasgow's railway network and passengers using the station should enjoy an experience befitting of that role.

"The EGIP scheme will result in 30 percent more seats and around 20 percent faster journey times on our flagship route. It's already delivered the stunning new-look £25 million Haymarket station in Edinburgh and this complete transformation of Queen Street means passengers will benefit at both ends and at all points in between. "Before then, we'll see the completion of electrification of the Cumbernauld line in time for the Commonwealth Games. We're now working with partners on the scheme to see these exciting plans come to life."

David Dickson, Network Rail's acting route managing director for Scotland, added: "We want to hear what passengers think of this exciting new vision for the future Queen Street – a vision of a station which better serves passengers and Glasgow and creates a landmark development in this iconic location. "The new-look Queen Street will greatly enhance the city centre and we want the public to help inform the final design of a station that will serve their needs for years to come."

With construction work due to begin in 2014 and complete in 2019, the project to redevelop Queen Street will:

•Create a landmark, modern station which reflects Queen Street's role as a gateway to the city and also as an important departure point for visitors heading north

•Redevelop the east side of the building to extend the Buchanan Galleries and create new passengers facilities over two levels

•Redesign the concourse to double public floor space, extend platform lengths, improve passenger circulation and enhance waiting areas, entrances and catering / retail space

•Replace the current 1960s entrance, and the hotel extension above, with a 500m2 modern glass frontage.





Riviera Trains' Class 47 815 'Great Western' is seen on Crewe depot, February 28th. ***Michael Lynam***

Level crossing consultation - Nottingham to Grantham line

Network Rail is welcoming comments on planned improvements to level crossings on the Nottingham to Grantham line. Significant investment is planned to re-signal the line in order to replace life-expired equipment. Once completed it means all signals on the line will be controlled from the East Midlands Control Centre in Derby.

The section of line between Bingham and Allington is currently controlled by two Signal Boxes, Bingham and Bottesford West Junction, which date back to 1875 and 1876 respectively and which will be both removed.

The automatic half barrier level crossing at Asfordby will be upgraded to an MCB-OD (Obstacle Detection) with full barriers.

Bingham and Orston Lane level crossings will be renewed and converted to MCB-OD

Scarrington Lane and Normanton level crossings will remain as automatic half barrier crossings but will be supervised from Derby.

Sewstern Lane user worked level crossing will be renewed to current standards and supervised from Derby.

The works are proposed to take place in February 2015. An Information meeting has previously been held at the Old Court House in Bingham on 13 December 2013. Members of the public can send their comments to the appropriate Council below as part of the Statutory Consultation Procedure. Rushcliffe Borough Council – Bingham, Scarrington Lane and Aslockton crossings; Melton Borough Council – Orston Lane and Normanton crossings; South Kesteven District Council – Sewstern Lane crossing

Network Rail agrees to funding settlement to enable a better railway for a better Britain

Network Rail has announced that it was accepting the Office of Rail Regulation's conclusion for funding to maintain and improve Britain's railway over the next five years. The funding period, known as Control Period 5, begins in April 2014 and will benefit the rail experiences for four million daily passengers, freight users and strengthen Britain's economic growth.

Over the period £38bn will be spent in maintaining, renewing and improving the network. More and new trains will be added to the network, new stations built, facilities improved, platforms lengthened and transformational projects, such as the Thameslink programme, Birmingham New Street, the Northern Hub and main line electrification, completed.

David Higgins, chief executive, said: "The railway is a complex, long-term, critical element of Britain's infrastructure and needs sustained, high levels of investment if we are to meet the public's rapidly increasing appetite for rail travel, and businesses' desire to move freight off congested roads."

"We were clear in the development of our plans that we would need to do some things very differently in CP5 if we are to be successful in meeting the new challenges that we face and we remain committed to continuing with these changes

"Together with the ORR, we are determined to continue our drive to improve safety. Fundamental to this will be on-going improvements to our safety culture and how we manage our assets. By achieving this we can also deliver on-going efficiency savings and improve the reliability of train services, but getting the balance right between running more trains and improving punctuality will be a major challenge," "We are disappointed that we will start CP5 at a lower level of performance than was assumed at the time of the Final Determination. This is partly because of the weather but we also recognise our responsibility for the missed targets. We can still meet the targets for the end of the control period. Although we cannot do so as quickly as assumed or in all weather, we will work with operators to improve performance as fast as possible."

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Network Rail chooses suppliers to deliver £2bn programme to electrify railway across Britain

Four suppliers have been appointed by Network Rail to deliver a £2bn programme to electrify more than two thousand miles of Britain's railway over the next seven years, providing faster, quieter, greener and more reliable journeys for passengers and freight users and cutting the cost of the railway.

The successful bidders – Balfour Beatty, AmeyInabensa, CarillionPowerlines and ABC Electrification – will work with Network Rail to plan and deliver a range of schemes which will see key routes in England, Wales and Scotland electrified for the first time.

Once electrification schemes including the Great Western and Midland main lines, Liverpool to Manchester and Preston, the Valley lines in south Wales and the 'electric spine' from Southampton docks to the West Midlands and Yorkshire are complete, more than half Britain's rail network will be electrified with electric trains accounting for three-quarters of all traffic.

Simon Kirby, managing director of Network Rail's infrastructure projects division, said: "Our work to electrify two thousand track miles represents the biggest programme of rail electrification in a generation and will provide faster, quieter and more reliable journeys for millions of passengers every week while cutting the cost of the railway.

"Thanks to a firm commitment from government to invest in electrification schemes across the country, we are transforming the railway and providing Britain with a sustainable, world-class transport system that is fit for the future. To deliver this work in the safest and most efficient way possible, we need to make the most of the huge potential within our supply chain."

Six geographic framework contracts have been awarded, with each having a defined workbank of schemes to be delivered. This approach has been endorsed by the supply chain and industry groups such as the Railway Industry Association.

Jeremy Candfield, director general of the Railway Industry Association, commented: "This is a major and very welcome step in the transformation of the railway. It will encourage suppliers to invest in the training and equipment needed for the growing national electrification programme and pave the way for suppliers' greater involvement to maximise the efficient delivery of the projects."

The inclusion of a significant number of committed projects within each framework will support investment in the training and development of the resource pool, including supporting the proposed development of a Network Rail Electrification Training Academy, as well as providing the investment needed to develop innovation and improvements in the reliability of electrification technology.

Simon Kirby continued: "With billions of pounds set to be invested in electrification schemes over the next decade, and with many projects at different stages of development, it is absolutely vital that the supply market gets a clear, consistent message from Network Rail about what the company needs from its supply partners, where and when.

"The framework approach chosen by Network Rail gives suppliers a greater degree of certainty about the company's pipeline of work and means suppliers can target investment so they have the right people with the right skills in the right parts of the country to deliver schemes which will improve our railway and boost economic growth."



The Nosh Report

Welcome to a the "Nosh Report" your monthly dip into what's available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

This month I have been to a lovely Italian Restaurant in Harrogate, and to be honest it was a complete surprise just how good it was. I should say at this point that I'm not a big Italian food fan, Pizza Hut is normally about as close as I get!



Called: Casa Romana Ristorante they are at 23 Cheltenhan Crescent, Harrogate, North Yorkshire, and are about 5-10 mins walk from the station. They are open every day at lunchtimes and evenings, but Saturdays they are open all day.

They have a very comprehensive manu, but on this occasion we decided to have the 'Early Bird' which is two courses for £10.95 including drink.



I opted for a starter of essentially Bruschetta followed by a main of Chicken and Spaghetti.

However there was plenty of choice including pizzas.



Also available were a wide range of desserts, but even with our large appetites, we were stuffed.

Service was also very good and the food was served within a reasonable time. I can see this place being busy at weekends though, as we visited on a weekday and it was still fairly busy. However if you get a chance don't let this put you off.

'The restaurant staff dedicate themselves to offering good food, served graciously and efficiently. Because all of our meals are 'cooked to order' our biggest challenge is the time element. When we are busy, the cooking of your meals may take a little longer in preparing, seasoning and cooking. Despite the many original selections on our menu it is almost impossible to satisfy everyone's individual tastes. On request we will try to adjust to your diet, your particular taste or your light appetite. You have come to Casa Romana to be completely satisfied. If for any reason you are dissatisfied please bring it to our attention immediately and we will extend all efforts to right the situation, whilst you are still dining with us. Knowing our mistakes will be constructive in assisting us to improve our service to you.'

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.

Send your emails to: nosh.report@railtalkmagazine.co.uk



The route is cleared for a Lowestoft bound train to cross at Brundall station and level crossing. This signal is controlled by the Great Eastern style structure that is Brundall signal box, on the outskirts of Norwich, Norfolk. The 'box is protected by a Grade II listing announced in July 2013 to ensure the survival of some of our railway heritage. ***Tim Ward***

A Different View

An East Coast HST speeds through Doncaster on February 8th working a London Kings Cross - Newcastle service. ***Class47***





Above: Apart from the A4s appearing at Shildon in February, another A4 was seen in the North-East, this one is in brick and is located alongside the M66. ***John Alsop***

Left: Colas Rail's Plasser & Theurer Tamper machine No. DR73909 'Saturn' heads north towards the final destination of Preston with the 06:28 from Banbury Tamper Siding to Preston Dock Street Sidings on February 7th. ***Dave Felton***

Main: SB Rail's USP5000RT Plasser & Theurer Ballast Regulator No. DR77908 is seen stabled in sidings adjacent to Blackburn Station on February 19th. ***Dave Felton***

A brief visit to Saltburn on February 19th was rewarded with the discovery that the old station façade has been incorporated into a small shopping precinct, even including the North-Eastern Region's tangerine coloured backing to the sign. The current station is to the left of this image and is functional, smart, clean and tidy, points that are not always present at modern stations.

Stuart Warr



The delightful spot that is Brundall, pictured after February rainfall. The split platforms, a charming crossing keepers hut, a uniquely styled signal box and an array of semaphore signalling makes this a super spot to watch GA trains. Sadly, this railway infrastructure will all change in 2015 as the new world of colour light signalling and barriers will arrive as control will switch to first Colchester, then Romford Control Centre. ***Tim Ward***

Preserved Railways: Barrow Hill





Above: Three East Coast legends line up at Barrow Hill on February 8th, as LNER A2 No. 60532 'Blue Peter' is pictured alongside A4s No. 4489 'Dominion of Canada' and No. 60008 'Dwight D. Eisenhower'. ***Stuart Hillis***

Left: More east coast legends in the form of Class 55 019 'Royal Highland Fusilier', and still undergoing overhaul, Class 55 015 'Tuylar'. ***Andrew Wilson***

Main: A shame that 'Tornado' wasn't complete for the gala, seen here still undergoing its winter maintenance with cab removed. ***Andrew Wilson***

A great shame that Class 37 261 is to be sacrificed for spares whilst it is in working order. Seen here at Barrow Hill alongside the latest Class 37/4 to be resurrected, 37 422. ***Andrew Wilson***

The Wensleydale Railway

LAND SLIP APPEAL

The unstable embankment at Akebar is a serious threat to the future of the Railway. In early 2013 the Railway dealt with a previous slip at this location, but a more serious fault has now occurred.

Train movements have been stopped. Discussions with our landlord, Network Rail, have not been productive, and so we are getting on with the job of repairing the latest failure. Fortunately we are being supported by the rail industry and in particular HNRC who have supplied wagons and locomotives to assist us with the work.

The Railway's General Manager, Nigel Park said; 'This problem has the potential to disrupt the whole 2014 season. This would be disastrous, particularly with the need for us to transport people to Leyburn for the Tour de France and our ability to keep freight off the roads as equipment returns from Afghanistan. The Railway is growing each year and bringing more tourist business into the area, with almost 45,000 passengers travelling in 2013, but we do need help if we are to be able to keep developing this important community asset.'

The Railway's engineers have devised a plan to complete a repair, but all of this comes with a cost, around £100,000 at current estimates. Donations towards the repair can be made by visiting our website www.wensleydalerailway.com and using the 'Akebar Appeal' button, or sending a cheque payable to the Wensleydale Railway Trust at Leeming Bar Station, Leases Road, Leeming Bar, DL7 9AR. Gift Aid can be claimed on your donation if you confirm you are a taxpayer.







Above: Normally resident at Tata steel Scunthorpe, Class 20 066 is seen at Barrow Hill for some maintenance on February 8th. ***Andrew Wilson***

Right: Class 37 503 and 37 521 are stored awaiting developments. ***Andrew Wilson***

Main: LNER A4 No. 4464 'Bittern' is seen giving rides along the branch at Barrow Hill during the 'East Coast Giants' weekend on February 8th. ***Andrew Wilson***

East Lancs Railway

LNER B1 4-6-0 No. 61264 heads for Rawtenstall at Ewood Bridge with the 10:20 from Bury on February 2nd. ***Gerald Nicholl***





Above: In decidedly horrific weather conditions, Class 40 No. D335 arrives at Summerseat with a Rawtenstall - Heywood service, February 8th. ***CJ Sutcliffe***

Right: On February 8th, Class 40 145 is seen on the parcels rake whilst working a footplate experience course between Bury and Rawtenstall. The parcel vans in the rake were marked with destinations such as '(Viva) Las Vegas', 'Hell And Back', or very apt for time of press, 'Not Quite Dawlish'. ***CJ Sutcliffe***

Main: British Railways Standard 4MT 2-6-0 No. 76084 stands at Summerseat, waiting to depart with a service to Rawtenstall on February 8th. ***CJ Sutcliffe***

LMS Class 5MT No. 45379 works the 1G55 Bury to Rawtenstall, through Irwell Vale during the East Lancs Railway's steam weekend on February 22nd. ***Alan Naylor***

Footplate Experience Courses are held regularly at the ELR; here Standard Class 4 2-6-4T No. 80080 has a light load at Hardsough Lane approaching Irwell Vale on February 21st.
Gerald Nicholl

Black 5 4-6-0 No. 45379 (on loan from the Mid Hants Railway) heads past a rainy Great Eaves Road crossing during the ELR's Steam Weekend and Transport Collectors Fair on February 23rd. ***Gerald Nicholl***



Above: Black Five No. 45379 heads up the first service of the day from Bury Bolton Street - Rawtenstall, seen here approaching Summerseat on February 22nd. ***CJ Sutcliffe***



Right: The 3P20 Parcels Group operated an early morning photo shoot on both mornings of the gala, held on February 22nd and 23rd, and here on the 22nd the lines visitor and co-star of the gala, Black Five No. 45379 visiting from the Mid Hants Railway is seen working the 4E51 Bury - Ramsbottom goods with Standard 4 No. 76084 banking. ***CJ Sutcliffe***

Main: Another shot of Black Five No. 45379, seen here working the early morning goods service towards Ramsbottom. ***CJ Sutcliffe***

On February 23rd, BR Standard 4MT 2-6-0 No. 76084 departs Irwell Vale, with a service to Rawtenstall. *Michael Lynam*

Churnet Valley Railway

Southern West Country Class 4-6-2 No. 34007 'Wadebridge' with the Pines Express headboard is seen near to Basford Hall as it heads for Cheddleton on February 22nd. It had returned to traffic after failing earlier in the day with a firebar issue.

Ken Abram

GWR Steam Railmotor No. 93 is seen departing from Consall, heading for Cheddleton. ***Ken Abram***

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

9F No. 92214 to stay at Great Central Railway for the foreseeable future under new ownership

BR Standard Class 9F 2-10-0 No. 92214 'Cock o the North' has been purchased by GCR Director, Mr Michael Gregory of Cromwell Tools for the dedicated use at Great Central Railway Plc. The Locomotive has been purchased from Mr Stuart Whitter of PV Premier Ltd and has come to us from the North Yorkshire Moors Railway.

Originally intended to visit the GCR for the Winter Gala over the weekend of 25th to 26th January, the locomotive will now stay permanently.

Bill Ford, Managing Director of the Great Central Railway plc said "No. 92214 is a magnificent addition to the GCR's already impressive locomotive fleet and being in such immaculate condition will prove a great attraction to our many visitors. 92214 will give us a great boost as we move forward to reunify the railway north and south of the Midland Main Line and open the planned museum at Leicester North".

Stuart said "Our experience has given us confidence that No. 92214 will be in the best of hands at GCR". "On behalf of the railway we would like to thank Stuart for the very professional way in which the transaction has been completed" Bill continued "It was also fantastic to see Stuart driving again on the GCR!"

"The railway's sincere thanks are extended to Michael Gregory and his team at Cromwell Tools for securing this wonderful loco for GCR's benefit" Bill concluded.

To welcome the loco to its permanent new residence, GCR staged a 'BR Standards Weekend' on 22nd & 23rd February, where the loco starred alongside No. 70013 'Oliver Cromwell' & No. 78019 as well as a heritage diesel locomotive operating a busy timetable.

Photo: No. 92214 at Leicester North. © Peter Holmes



Baldwin S160 Class 2-8-0 and GER N7 Class 0-6-2T are pictured banking the Gala's first train out of Cheddleton as it heads for Ipstones on February 22nd. ***Ken Abram***

On February 22nd, USA S160 2-8-0 No. 6046 is seen ready to leave Kingsley and Froghall with GER N7 No. 69621 in tow. ***John Alsop***

NEW STEAM LOCOMOTIVE No. 2007 'PRINCE OF WALES' PASSES FIRST MAJOR CONSTRUCTION MILESTONE

The project to build Britain's most powerful steam locomotive, No. 2007 Prince of Wales, is delighted to announce that the first major milestone in the building of the locomotive, the procurement of the engine's frames, is now confirmed with an order placed with Tata Steel, a significant partner in the project.

Thanks to the unprecedented success of The Founders Club, since its launch only four months ago, 250 people from as far afield as North America, Australia and Europe have signed up to the club generating in excess of £300,000 towards the initial phase of this exciting project. This has enabled rapid advancement in acquiring key parts of the locomotive and a demonstration to partners such as Tata Steel, of the support and feasibility of this exciting endeavour.

Following hot on the heels of The Founders Club is the formal launch of the project, kicking off with a presentation roadshow where supporters will be invited to join the monthly donation (covenanting) scheme. The first presentation was held at The Landmark Hotel in London on 8th March with a presentation at 11:00hrs and another at 14:00hrs. The Landmark Hotel is the ex British Railways HQ and a former LNER Hotel, so a very fitting location to launch the scheme.

Following the opening presentation in London, further presentations will be held over the coming months at locations around the country. These include: Saturday 22nd March, The National Railway Museum, York; Saturday 5th April, The Dolphin Centre, Darlington; Saturday 26th April, The Balmoral Hotel, Edinburgh; Saturday 17th May, The University of Aberdeen, Aberdeen

As with London, presentations are scheduled for 11:00hrs and 14:00hrs at each date and location.

Presentations will be delivered by key speakers behind this project and will cover the history of the P2's, the plan in place to build No. 2007 Prince of Wales, progress made to date and how individuals can help through volunteering and most importantly becoming a covenantor and sponsor.

Mark Allatt, Chairman of project to build No. 2007 Prince of Wales said:"We are very excited to announce today that we have ordered the frames from Tata and our seven year journey to turn No. 2007 Prince of Wales from a vision to reality has truly begun. Thanks to the magnitude of support generated in only four months from The Founders Club, we are in the enviable position of securing major elements of the locomotive much earlier and quicker than we forecast and also that we have been able to demonstrate to key industry partners the validity of this project. We very soon hope to announce several major sponsors and partners who wish to join and support the project.

With our main individual donation scheme kicking off on 8th March in London, our journey to bring Britain's most powerful steam locomotive back from the annals of history is becoming that much closer to reality".



SWANAGE RAILWAY

PUSH TO KEEP LINESIDE DRAINAGE SYSTEMS CLEAR KEEPS THE STEAM TRAINS RUNNING – DESPITE WET & STORMY WEATHER

A sustained push to keep lineside drainage systems clear and working efficiently is keeping the steam trains running through the Isle of Purbeck during the current spate of unusually wet and stormy weather. The volunteer-led Swanage Railway has been running passenger services between Norden Park & Ride, Corfe Castle, Harman's Cross, Herston and Swanage every weekend since Christmas.

Despite far greater volumes of rain and surface water than normally experienced at this time of year, the Swanage Railway's six-mile relaid line has not suffered any instances of flooding over recent months – and no trees have been blown on to the railway line. Swanage Railway General Manager Richard Jones said: "The Swanage Railway is open for business – despite the very unusual wet and stormy weather that has been hitting the Isle of Purbeck – and our steam trains are heated with steam from the locomotive so it's nice and cosy. "Giving unlimited train travel on the day of issue, our new Freedom of the Line ticket gives passengers – including families – the flexibility to enjoy all that the Swanage Railway offers no matter what the weather," he added.

Mr Jones explained: "Over the past couple of years, we have made the clearing of drains, drainage culverts and ditches – as well as under bridges – a priority to ensure the steam trains keep running and that our trackbed and its embankments are not damaged. "That vigilance and forward planning over recent years has paid dividends because we have not suffered any instances of flooding over the past couple of months and no trees have been blown on to the railway line.
"In looking after the tracks, the drainage system and the embankments, our permanent way department has been doing a sterling job in making sure that the trains can still run and run safely.

"The Swanage Railway has a lot to offer the visitor in wet weather from the comfort of a railway carriage and the beautiful views of the Isle of Purbeck can still be enjoyed through the window – not to mention the nostalgic and atmospheric sight, smell and sound of the steam locomotive," he added.



In early 2013, the Swanage Railway carried out major £100,000 drainage system replacement work at Swanage station – the first time such extensive work had been carried out at the low-lying Victorian terminus since the steam days of British Railways some 50 years ago.
The eight-week work involved lifting the railway tracks, digging out the clay underneath to a depth of up to six feet – together with the old post-war drainage system – and laying a new drainage system made of modern and more effective and efficient materials.

Richard Jones added: "It's very important that people stay safe when travelling to and from the Swanage Railway and visitors should always take notice of any advice that may be given to the public by the emergency services in times of very wet and stormy weather." Swanage has avoided being flooded by the recent weeks of unprecedented rain thanks to a multi-million flood alleviation scheme – with large holding ponds next to the Swanage Railway's Herston Halt on the outskirts of the town – built after a severe one in a hundred years flood in 1990.

Photo: SR drainage systems inspection by Barry Light. © ANDREW PM WRIGHT

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

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- *Become a Member*
- *Make a donation*
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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!

Mid Hants Railway

On February 22nd, the Branch Line Society chartered an unusual train on The Mid-Hants Railway. It was formed of diesel shunter Class 08 377, one brake van, one coach and diesel shunter No. 12049, seen here at Ropley. Tour participants were taken over every possible piece of track during their visit. ***David Mead***

Beaulieu Monorail

The Beaulieu Monorail was opened in 1974, at a distance of 1.6km. The system guideway has a loop configuration and includes a South and North terminal. The monorail transports visitors from the National Motor Museum to Palace House. It also travels through the roof of the National Motor Museum, before continuing its journey outside. The system was obtained from one of the famous Butlin's Holiday Camps and moved to Beaulieu. The train design was modified from the Butlin's "bullet car" look into a boxier design that allows more space for passengers. The monorail is in operation every day when the museum is open and although there is no actual fare taken for the ride, admission to the complex is by ticket only. This photo shows a train arriving at the North Terminal on February 13th. ***David Mead***

From the Archives

Deltic Class 55 007 'Pinza' gets away from Newark with a London Kings Cross - York semi -fast in August 1979.
Chris Morrison





Above: A feast of Class 56s are viewed on Knottingley depot on Sunday October 8th 1989. ***Derek Hopkins***

Left: Class 50 035, 50 004, 50 050, 50 040, 50 020, 50 015 and 50 021 are seen lined up at Plymouth awaiting their fate on October 25th 1990. ***Brian Hewertson***

Main: BR Class 81 001 is seen ready to depart Warrington with a train of vans on March 28th 1977. ***Dave Felton***



Above: Class 47 575 leads 47 766 through Cockwood on April 10th 1995 with a Rail Express Systems Plymouth to York parcels working. *Brian Hewertson*



Right: Class 37 430 'Cwmbran' and 37 427 'Bont y Bermo' cross 37 428 'David Lloyd George' with Cambrian services at Sutton Bridge Junction, Shrewsbury in August 1989. *Chris Morrison*

Main: BR Class 37 059 approaches Navigation Road, Altrincham with empty scrap wagons on September 28th 1991. *Michael Lynam*





Above: Class 37 421'The Kingsman' arrives into Chester on May 20th 1995 with a Holyhead - Crewe working whilst Class 20 128 and 20 075 are seen about to depart for Llandudno. *Brian Battersby*

Right: On an unknown date in the summer of 1972 at Bridgend station is Hymek diesel hydraulic, Class 35 No. 7095, working a westbound mixed freight. *Stuart Warr*

Main: Class 47 407 is seen ready to depart Scarborough on July 8th 1989 with a service to Liverpool. *Dave Felton*



Above: Class 25 153 heads through Manchester Victoria on December 2nd 1980. ***Steve Stepney***



Right: Connex South Eastern EMUs Class 421 747 and 421 805 are seen departing Gatwick on June 20th 1999. ***Paul Godding***

Main: Class 40 144 heads a Red Bank parcels train through Manchester Victoria on February 2nd 1980. ***Steve Stepney***





Above: First Capital Connect's Class 03 179 is seen at Wansford, Nene Valley Railway on March 1st 2008. ***Brian Battersby***

Right: Unique liveried HST power car No. 43028 departs Crewe on October 21st 1997 with a Holyhead - London Euston service. ***Paul Godding***

Main: Railfreight Distribution liveried Class 47 059 passes Wigan Springs Branch with a rake of empty ammunition vans on August 13th 1991. ***Michael Lynam***

An abundance of Class 33s, 73s and 56s to be seen on Stewarts Lane depot on July 26th 1993. ***Dave Felton***

The Back Page



Greater Anglia's Class 90 005 stands at London Liverpool St. after arriving with a service from Norwich. ***Alex Thorkildsen***