

# 2012

## A REVIEW OF THE YEAR



A  
**Railway Herald**  
PUBLICATION





**Welcome to *Railway Herald's* review of the year.**

Over the course of the coming pages, the intention is to provide an overview of just some of the events and news that made the headlines over the past 12 months. We would encourage you to pass this 'Review' publication on to friends and families or send them a link to the webpage ([www.railwayherald.com/review2012](http://www.railwayherald.com/review2012)). Its free of charge, whether you are viewing the PDF file or the Digital Edition.

**Above:** Arriva Trains Wales Class 153 No. 153323 passes the box at Wrenbury on 8th September, with an early morning working from Shrewsbury to Crewe.

**Wrenbury is just one of several signal boxes that would be taken out of service during the year as the modernisation of the rail network's signalling system marched onwards.**

*John Whitehouse*

**Front Cover:** GBRf hired in six locomotives from DRS over 21st/22nd January for track relaying at Claydon, north of Ipswich. This included Class 37/6s Nos. 37612 and 37610, pictured departing the Claydon work site and crossing the River Gipping at Great Blakenham.

*Antony Guppy*

**Rear Cover:** Each year, the East Lancs Railway operates Santa Specials. On 21st December, BR Standard Class 4MT No. 80080 restarts its train away from Irwell Vale with the 12:00 Bury - Rawtenstall service. *Fred Kerr*

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# January

The year started with the news that the Alstom-built Class 460 EMUs, previously used on the Gatwick Express service, are to be disbanded and converted into five-car Class 458 units for South West Trains. Six additional Class 458s will be created in the move, with a number of the remaining vehicles being used to increase the existing four-Class 458s to five vehicles.

Additional Class 377s were ordered by Southern at a cost of £188 million. The order for 130 vehicles secured the short-term future of the Derby site. On the freight side, Direct Rail Services announced it had ordered 15 3,750hp

**Right:** While the start of the year did not look good for the Class 56 fleet, with a number of those used by Fertis being put up for sale, the end of the year was to get progressively better. Here several withdrawn members stand at Crewe Diesel Depot in January. *Jack Boskett*

**Below:** On 12th January, a Freightliner Intermodal service failed to reach the top of Brentwood Bank after the booked Class 90, No. 90048, was declared a failure. Unusually, a Crown Point-based Class 90 was allocated to Colchester thunderbird duties instead of the more usual DRS Class 47 locomotive. The result, was the sight of a pair of Class 90 locomotives, after No. 90015 rescued the train as far as the Down Goods Loop, where it is pictured. Freightliner Class 66/5 No. 66591 was dispatched from Ipswich to take the assembly forward. *Antony Guppy*

diesel locomotives from Spanish manufacturer Vossloh. The locomotives are to start delivery in late 2013.

The Hastings to Ashford line was closed for two months, to allow major repair and drainage work to be undertaken in Ore Tunnel, as well as various track renewals. Staying with infrastructure and the then Transport Secretary, Justine Greening, gave the green light to Britain's new high-speed route HS2, from London to Birmingham, Leeds and Manchester. The £32.7 billion project is expected to be delivered in 2026, although campaigns against the routing and the project in general were to capture the headlines throughout the year. In

other high-speed news, Deutsche Bahn announced that its proposed London to Frankfurt service had been postponed to 2015, due to the late delivery of new rolling stock.

In Cumbria, DRS started a six-week trial of a loco-hauled commuter service between Carlisle and Sellafield on 9th January. The trial was subsequently deemed a success and a permanent service is expected to be introduced in the New Year.

GB Railfreight commenced a new twice-weekly petroleum service with Greenenergy between Immingham and Cardiff.

In preparation for possible bad weather, the first of the new Network







Rail snow trains for battling severe conditions, especially on the Southern Region, was delivered to Tonbridge Yard. The aim is to operate trains with pairs of Class 57/3s displaced from West Coast duties.

The latest member of Freightliner's Class 70 fleet, No. 70017, arrived in the UK through Liverpool Docks on 10th January, with classmate No. 70018 being delivered through the same location 10 days later, while GBRf's fleet increased by five, with the delivery from Norway of the Vossloh Bo-Bo locomotives purchased for use at SSI Lackenby. DRS outshopped Class 66/4 No. 66412 in a new W H Malcolm livery towards the end of the month.

Knights Rail Services and Arlington Fleet Services announced a £3 million investment in Eastleigh Works, a location closed by Alstom in 2006. Rail operations are now secured through to 2016. The first of six new Stadler trams for Croydon Tramlink were delivered on 8th January. GBRailfreight marked a successful partnership with Drax Power Station in mid-January, by naming Class 66/7 No. 66734 *The Eco Express*.

In preservation, the Class 502 Group announced that it has secured a new home for the historic unit at Burleigh Bridge, near Southport. The Epping-Ongar Railway announced that it had purchased two GWR

**Above:** Following its ten-year boiler overhaul, LMS 'Duchess' Pacific No. 46233 *Duchess of Sutherland* undertook a short period of running-in on its home line, the Midland Railway-Butterley, prior to its historic repaint into BR lined green livery being completed. Here, the locomotive is pictured at Riddings, prior to returning to Butterley. *John Whitehouse*

**Below:** The Mid-Norfolk Railway operated a passenger service on the second day of the year. Here, large logo-liveried Class 47/4 No. 47580 *County of Essex* passes Wicklewood on 2nd January working the 11:00 Dereham to Wymondham Abbey service. *Colin Makcrow*





steam locomotives, No. 4953 *Pitchford Hall* and 'Large Prairie' No. 4141. The Ffestiniog Railway commenced work on a £1 million project to widen 'The Cob'. The process will allow a new platform to be constructed for Welsh Highland Railway trains at Harbour station.

It was steam by Royal appointment on 24th January, when HRH Prince Charles rededicated BR Standard 7MT No. 70000 *Britannia* in a short ceremony at Wakefield Kirkgate. His Royal Highness travelled on the Royal Train to the town prior to undertaking engagements locally.

**Top Right:** Having arrived in the UK through the Port of Liverpool, Class 70 No. 70018 was moved to Crewe Basford Hall on 23rd January, by Class 66/9 No. 66954, pictured here passing Whiston.

*Doug Birmingham*

**Right:** Drummond M7 0-4-4T No. 53 powers out of Quorn and Woodhouse working the 11:30 Loughborough to Leicester service during the last day of GCRs 'The Big One' Winter Gala on 29th January.

*Roger Brown*

**Below:** Recently outshopped Class 66/4 No. 66434 powers through Rugeley Trent Valley with a Daventry to Mossend intermodal service.

*Mark Thomsen*







**Above:** The last days of January saw the temperatures starting to dip and the snow arrive. Here, FGW Class 43 No. 43031 heads through Sonning Cutting towards London. *Ian Hall*

**Below:** On 27th January, a Northern Rail Carlisle to Leeds service led by Class 158 No. 158849, approaches the summit of Ais Gill on the Settle & Carlisle line. *Randy Coldham*





# February

**A change of operator for the Great Eastern and East Anglia rail network on 5th February resulted in the franchise passing from National Express to Dutch-operator Abellio, which won a short-term franchise and will operate the service for 26 months.**

The start of the month also resulted in the first major snowfalls of the year, up to six inches deep in some places. Engineering work on the new Rail Operating Centre at York uncovered the stonework and foundations of the old steam roundhouses, part of which will be preserved with the new building work. In London, work on the refurbishment of Farringdon station as part of the Thameslink programme was completed, and while Siemens won the contract at the end of 2011 to supply the new EMUs for Thameslink, Derby-based Bombardier announced that its Litchurch Lane works was secure in the short-term, although the longer term future hinges on it winning the contract to build the new Crossrail-fleet. Staff at the Derby plant were given a boost on 24th February, when HRH The Prince of Wales visited Litchurch Lane to show support for British

manufacturing. His Royal Highness tried his hand at driving one of the latest 'S' stock trains during the visit.

The West Coast Main Line was severely disrupted on 3rd February when Freightliner Class 90 No. 90046 derailed at Bletchley in the early hours of the morning while working 'light engine' from Crewe to Wembley, prior to operating the Virgin Trains loco-hauled diagram. As a result some Sleeper services were diverted via the Chiltern route. Trains returned to normal from 6th February. Plans have been set out that would see Transport for London have control over all local rail links within Greater London - the bid comes on the back of the investment in London Overground, and the subsequent improvement in passenger numbers and reliability since coming under TfL.

Work has commenced at Kilmarnock on the refurbishment of the Class 180 DMUs bound for First Great Western. This work is in addition to the reliability modifications being undertaken by Brush Traction at Loughborough across the entire Class 180 fleet. A planning application for a new depot for the ICE project at Bristol Stoke Gifford has received the go-ahead. Centro awarded

'preferred bidder' status to CAF during the early part of the month. The award was the latest stage in the granting of an order for 25 new Urbos3 light rail trams. In late February, Centro was also given the green light for construction to commence on the City Centre extension. A derailment outside East Croydon station shortly after 06:30 on 17th February, brought disruption to the morning peak service on the London Tramlink network. In Newcastle, the first two refurbished Metros, Nos. 4041 and 4072 re-entered traffic, albeit three months later than originally planned, due to a greater degree of work being required to remedy corrosion.

With the introduction of the new Class 172s through the West Midlands, London Midland released several Class 150s to other operators, some of these ending up with First Great Western, which is to utilise Nos. 150001 and 150002 on the Reading to Basingstoke shuttles. Network Rail introduced its new archive website during the month, giving the public a chance to access drawings and other documents relating to the railway network, in some cases dating back to the earliest days of rail transportation.

**Below: A Class 395 EMU working the 12:42 St Pancras International to Margate speeds through Southfleet Junction on High Speed 1. The Class 395s were to play a major role in the London 2012 Olympics during the summer period. The lines either side of HS1 here, previously saw regular use from Eurostar services heading for London Waterloo, although with all Southeastern High Speed and Eurostar services operating out of St Pancras, they are little used today. *Tony Rispoli***







GBRf was awarded the contract to move spoil from the Westbourne Park to Northfleet in Kent, as part of the Crossrail works, two Class 66/7 locomotives being dedicated to the flow. The second visit of a Class 67 to Great Yarmouth occurred on 27th February, when Nos. 67005 and 67006 arrived at the resort with the Royal Train, conveying HRH Prince Charles.

On 25th February, Beattle Well Tank No. 30587 visited Lille Bridge Depot on the London Underground, bringing the

sight of steam back to the location for what is believed to be the first time in 41 years.

Gauging and operational problems prevented a special Steam Dreams charter running that would have marked the 40th anniversary of GWR 'King' No. 6000 *King George V* breaking the BR steam ban, while at the same time raising money for the 'Help for Heroes' charity. The train on 25th February, should have featured GWR King No. 6024 *King Edward II* from

Hereford to Birmingham Snow Hill, from where 'AI' No. 60163 *Tornado* was scheduled to take over to London Paddington. Having operated a small number of steam services during 2011, Compass Railtours announced an expanded steam programme in early February, operated in association with West Coast Railway Company, mainly based around the North West.

A new viaduct is to be built in South Wales at a cost of £15.6 million. The work on Loughor Viaduct, part of a larger project to improve infrastructure between Cardiff and Swansea, will result in the structure once again carrying double-track. Elsewhere, the Pont Briwet wooden trestle bridge on the Cambrian route near Penrhyndeudraeth is to be replaced at a cost of £20 million.

The last two members of the current order for Class 70 Powerhaul locomotives were moved from Liverpool Seaforth Docks to York, via Crewe, on 18th/20th February respectively. Testing was also carried out in the middle of the month on the ability for the Eurotunnel 'Krupp' diesels to rescue a Class 395 EMU.

Freightliner exported another member of its Class 66 fleet on 27th February, this time No. 66417, previously with Direct Rail Services. The locomotive has been transported to Freightliner PL in Poland. DRS has outshopped Class 66/4 No. 66434 in a new Malcolm Group livery.

The local County Council has given its agreement to a new station for

**Above:** BR Class 55 No. 55022 *Royal Scots Grey* is pictured at Bury Bolton Street after arrival from Heywood, with the return of an additional Bury to Heywood service that was provided to get commuters home, given the bad road conditions. *Steve Kemp*

**Below:** DRS Class 37s Nos. 37510 and 37087 *Keighley and Worth Valley Railway* 'top and tail' a Derby RTC to Carlisle Kingmoor working through North Stafford Junction on 11th February, moving one of the new snow trains. *John Neave*







**Left:** The latest member of the Class 70 fleet, at the time, No. 70018 approaches Kings Sutton on 18th February working the 11:11 Lawley Street-Southampton Maritime intermodal service. *Ken Brunt*

**Middle:** A Network Rail working operated over the disused Folkestone Harbour branch as far as Tram Road, just short of the viaduct on 24th February. Here, Class 73/2 No. 73205 *Jeanette* powers the return working back up the grade to rejoin the main line through Folkestone Central. *Andrew Wood*



Cambridge, to be called Cambridge Science Park. It will be built on the site of Chesterton Sidings, with construction starting in early 2014.

On 18th February, the Modern Railway Society of Ireland marked the end of the Class 450 'Castle' class, with a charter working taking in much of the fleet's old stamping ground. In preparation for a forthcoming ballast train programme between Londonderry and Castlerock, driver training on NIR's GM-built diesel locomotives took place on the closed branch to Antrim in Northern Ireland in early February. After 14 years service, the 12 two-car 2700 Class DMUs built by GEC Alstom are to be withdrawn from IE service from March. The first 80 Class DEMUs were cut up during the month at Ballymena, prior to being moved to a local scrapyard. During late February, a major event happened for Irish Railfreight with the introduction of a new intermodal flow for IWT from Ballina to North Wall.

Following the Christmas and New Year break, the raitour industry started interim operations again during the month, with the Railway Touring Company operating four 'Winter Cumbrian Mountain Express' trips from London, travelling to Carlisle outwards via Shap, and returning via the Settle & Carlisle line. Elsewhere, Steam Dreams made known its intention to create its own rake of coaching stock.

On the preservation front, the National Railway Museum announced that the two exported 'A4' locomotives, Nos. 60008 *Dwight D. Eisenhower* and 60010 *Dominion of Canada* that were sent to America and Canada respectively, are to be returned



**Left:** The only remaining Class 86/2 locomotive still operational is the privately-owned No. 86259 *Les Ross*. With a harsh backlight, the locomotive leans into the curves on the approach to Rugeley Trent Valley, with the London Euston to Carnforth leg of one of the Railway Touring Company's 'Winter Cumbrian Mountain Express' charters. *John Whitehouse*





to the UK later in the year, as part of a two-year deal connected with *Mallard's* 125mph record run anniversary in 2013. Volunteers aiming to rebuild the Glyn Valley Tramway in Chirk received the green light to start the first phase of work that will reopen a one-mile section from Chirk station.

On 6th February, work got underway to repair the Gloucestershire Warwickshire Railway landslip at Chicken Curve, while the Severn Valley Railway undertook major engineering work in Bewdley Tunnel. During the month, the NRM, rather optimistically announced a provisional test run for 'A3' Pacific No. 4472 *Flying Scotsman*, booked for 31st May. By the end of the year however, the locomotive was still not in an operational condition. The National Trust's LNWR 'Coal Tank', which is in the custodianship of the Bahamas Locomotive Society, returned to steam after a £154,000 overhaul.

The Churnet Valley Railway had the disappointment of being down to two locomotives for its first gala of the year after a defect in a weld repair was discovered on LMS 'Black 5' No. 44767 *George Stephenson*. BR Standard 8P Pacific No. 71000 *Duke of Gloucester* sustained front-end damage during a low speed shunting collision with LMS 'Black 5' No. 45231 at Bury on 26th February, with the result that the locomotive had to be withdrawn from charter commitments in early March, and was also removed from the roster of the West Somerset Railway gala in early April.

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**Above:** With a frozen land drain in the foreground, Class 66/5 No. 66557 powers a Roxby Gullet to Northenden Manchester Waste 'binliner' away from Scunthorpe, as it approaches Crowle. *Brian Hall*

**Below:** As noted on the previous page, Railway Touring Company operated a series of 'Winter Cumbrian Mountain Express' charters, operating each Saturday in February, and starting from London Euston. The trains used Class 86/2 No. 86259 *Les Ross* for motive power from the Capital as far as Carnforth, where the steam took over for the ascent of Shap. After a break in Carlisle, the trains then returned south to Farrington Junction at Preston, by way of the Settle & Carlisle line and Clitheroe. Here, the National Railway Museum's 'Britannia' No. 7003 *Oliver Cromwell* has charge of the northbound leg as it climbs through Beckfoot on the West Coast Main Line on 25th February. *Barry Martin*







**Above:** Two of Eurotunnel's Krupp diesel locomotives Nos. 0004 and 0005 pass Rainham in Essex, hauling SNCF TGV Postal unit No. 951 bound for Singlewell Loop, where it would spend the day. The unit, which had been 'dragged' by the two locos from Frethun the previous night, had visited London St Pancras International for a media event. The set had worked under its own power from Lyon to Frethun, via Paris Charles de Gaulle airport. *Nicholas Hair*

## March

**The month started on a positive note with the news that the DfT had confirmed an order for 20 new Desiro UK EMUs to be used by London Midland and First TransPennine Express. Ten Class 350/3s will be used by LM to strengthen London commuter services, while the remaining 10 Class 350/4s will be operated by TPE on the Manchester Airport to Edinburgh and Glasgow services. Delivery of the units is due to commence from late 2013.**

A nine-car Class 390 Pendolino was tested on two overnight runs on the East Coast Main Line on 12th/13th March. The tests, with No. 390055, were the culmination of ongoing behind the scenes work to establish if the Pendolinos were compatible with the ECML infrastructure. The set stabled at Ferme Park during the day, between the southbound and northbound runs. Video footage is available on our [website](#). Elsewhere, the first of the additional coaches to be inserted into

the existing nine-car Class 390s that are to be upgraded to 11-car sets arrived in the UK. Having been hauled through the tunnel, Colas Rail Class 66/8 No. 66847 moved the vehicles north to Longsight.

Another key event took place overnight on 20th/21st March, when a French TGV unit worked from Lyon to London St. Pancras International. The working operated via Paris Charles de Gaulle Airport, and was hauled by a pair of Eurotunnel Krupp Diesels, Nos. 0004 and 0005, from Frethen to London.

GBRf ceased using hired Class 20/3 locomotives from DRS for the movement of London Underground 'S' Stock trains. The move was reported as being commercial as the locomotives required fitting with GSM-R equipment, and as such would be unavailable for a period. The company moved to using heritage owned Class 20s, and subsequently used locomotives from HNRC.

DBS quietly added another locomotive to the 'Royal' fleet in mid-

March, when No. 67026 gained an all-over silver colour scheme, together with a Union flag and the official 'Queens Diamond Jubilee' logo. The locomotive was also named *Diamond Jubilee* without ceremony. Its first 'Royal' working was conveying HM The Queen and HRH Duke of Edinburgh from London to Manchester Victoria for engagements in the city.

Work also started on two major metro infrastructure programmes, firstly a £13 million contract was let during the month to Morgan Sindall to extend the Midland Metro depot at Wednesbury in preparation for the new CAF-built trams, with work to be completed by June 2013. In Scotland, the Glasgow Subway is to undergo a £287.5 million modernisation that will include a new fleet of driverless trains.

Crossrail awarded the contract for the construction of the new underground Liverpool Street station to Laing O'Rourke Construction Ltd in early March. The new station will provide an interchange for Crossrail





with LUL and National Rail services. Network Rail has commenced work on two 775-metre loops east of Ely station. The work is part of a bigger project to create a strategic freight network across the country. On the Great Eastern route, Billericay station has been upgraded in a scheme costing £1.4 million and now features an improved forecourt, ticket office and retail outlet.

The Welsh Assembly awarded £3.5 million to allow the redevelopment of Llandudno station to take place. In

the North West, the Government announced in its March budget that it had pledged £130 million of the necessary £560 million for the Northern Hub project.

Scottish Power announced at the end of the month that Cockenzie Power Station, near Edinburgh, is to close at the end of 2013, two years earlier than had been expected. The move would have come in 2015 because of European laws on emissions. In the Midlands, UK Coal announced that Daw Mill Colliery

**Above:** Class 20s Nos 20227 and 20142 lead a new LUL S8-stock unit onto the main line at Branston Junction, after traversing the Leicester to Burton-on-Trent freight-only line with the 11:42 Old Dalby to Amersham on 5th March.

*John Tuffs*

**Below:** The new Eastern Concourse at London King's Cross is pictured on its public opening day. This area replaces the 30-year-old temporary structure at the front of the station. The original ticket office has now been returned to its traditional role. *Malcolm Best*





is likely to close at the end of 2014.

Much work has taken place at London King's Cross over recent years to transform it from the dark unfriendly station it was into one of the highlights of the London termini. On 14th March, Network Rail held an opening ceremony with London Mayor, Boris Johnson, and the then Transport Secretary, Justine Greening, present. The station opened to the public two days later. The new look Basingstoke station was opened to the public on 15th March, after a £1 million improvement project.

Work was completed on the civil engineering and trackwork to connect the East London Line to the South London Line (SLL). Driver training commenced during the summer, with the SLL service transferring to London Overground from the December timetable change. TfL announced that it had awarded a contract to Virgin Media to supply Wi-Fi access at 120 tube stations.

Heathrow Express unveiled a new look to its trains at the start of March. The work is part of a £16 million project to introduce a new brand and corporate colours, alongside refurbished Class 332 EMUs. Also ringing the changes were Arriva Trains Wales, when it replaced the hired-in Virgin Class 57/3s with DBS Class 67s. The three nominated Class 67s had been painted into the base Arriva blue livery some months earlier.

The Department for Transport announced on the last day of March the bidders that are in the running to operate the Great Western, Essex Thameside and Thameslink franchises. The winners were due to be announced in May 2013, with the contracts commencing from September. However, with the fury over the West Coast franchise bidding process later in the year, 2012 ended with all three franchise bids currently on hold.

The Railway Preservation Society of Ireland operated a special from Dublin to Rosslare Harbour on 24th March, to mark the retirement of long-term steam and Irish Rail Driver Dan Renehan. The train visited Howarth, becoming the first steam working into the town for 30 years.

The preservation world lost one of its most influential figures on 18th March, when Alan Peglar OBE passed away at the age of 91.

**Right:** A photograph that can truly be called a first ever! Nine-car Class 390 No. 390055 stands under the, somewhat covered, roof of London King's Cross at 04:30 on 13th March, alongside Class 91 No. 91116. The 'Pendolino' had just arrived with an overnight test run from Edinburgh Waverley. It would return north the following evening. *Ken Brunt*

Most remembered for saving Flying Scotsman, Mr Peglar was also a station master, signaller, photographer, law student, bomber pilot and railtour organiser during his life.

GWR 'King' No. 6024 *King Edward I* undertook its final main line charters on 3rd and 17th March, before the expiry of its boiler certificate, its last

train being a 'Torbay Express' working from Bristol. Unfortunately, plans to operate both 'Kings' on the same charter in the early part of the year failed to reach fruition after problems occurred with recently restored No. 6023 *King Edward II*. LMS 'Princess Royal' No. 6201 *Princess Elizabeth* was unusually declared a failure at

**Below:** On 19th March, Colas Rail Class 66/8 No. 66848 passes Netherfield Junction on the eastern outskirts of Nottingham with the 06:00 Washwood Heath to Boston Docks steel working. Since the start of the flow, the trio of Colas Class 47s had been a regular sight on the train, although the year would be dominated more by the Class 66 and later the Class 56 fleet. *John Illingworth*





Carlisle on 10th March, after arriving with the 'Shap, Settle & Carlisle' Vintage Trains charter, double-headed with 'Castle' No. 5043 *Earl of Mount Edgcumbe*. The problem was a hot box on the tender of the Stanier Pacific. Five days later and all was not well for another Stanier Pacific, this time BR green-liveried 'Duchess' No. 46233 *Duchess of Sutherland*. Fresh from overhaul, the locomotive undertook a main line engine and support coach test run, but the working was terminated at Derby after a warm bearing on the big-end was discovered. A replacement test run operated on 27th March.

A red-letter day in the history of the Bulleid Pacifics was 4th March, when SR 'West Country' Pacific No. 34092 *City Of Wells* undertook a steam test in Haworth Yard on the Keighley & Worth Valley Railway.

Further disappointment for fans of Flying Scotsman came at the end of the month, when it was announced that the locomotive would miss its date with the Olympic Flame on 20th June.

The Llangollen Railway



continued its push towards Corwen. The West Somerset Railway made preservation history over its 'Spring Steam Gala' weekend of 22nd-25th March, when it became the first railway to have a working locomotive turning facility at both ends of the line, enabling all steam locomotives to run chimney first in both directions.

**Above:** Recently released from hire to GBRf, Class 20/3s Nos. 20302 and 20301 *Max Joule 1958 - 1999* have returned to service with DRS. On 27th March, the pair drift through Heamies Bridge, north of Stafford, with the Berkeley - Crewe flask service. *Fred Kerr*

**Below:** When Class 66/4 No. 66414 was handed back from Direct Rail Services to the leasing company, its 'James the Engine' Stobart Rail branding vinyls were removed, leaving just the base blue undercoat. Subsequently taken over by Freightliner Intermodal, the locomotive is pictured in the spring sunshine, passing through Runcorn on 1st March, with the 14:03 Ditton (Stobarts) to Felixstowe Docks intermodal service.

*Doug Birmingham*





# April

**Virgin Trains reduced the number of 'Thunderbird' locomotives in its fleet to seven from the start of the month, handing back the unwanted members of the fleet to lease company Porterbrook.**

South West Trains completed the regeneration braking project covering its Class 444, 450 and 458 DMU fleets. The £2.2 million investment means that the trains now return electricity into the third rail when braking. It is expected that the technology will save 50 million kWh of electricity annually,

enough to power 11,500 UK homes for a year!

Freightliner had problems with its Class 70 fleet on 5th April, when No. 70018 caught fire at Wallers Ash, requiring the attention of the Fire Brigade. The locomotive and train was subsequently removed to Southampton Maritime for investigation.

Colas Rail won its first petroleum contracts during the month, being handed charge of the Grangemouth to Sinfyn (Derby) tanks. Devon & Cornwall Railways utilised Class 47/4 No. 47812 on a scrap working from

Cardiff Tidal to Stockton on 14th April, with Class 56/3 No. 56312 displaying its Railfest advertising vinyls also included as backup.

East Midlands Trains unusually operated a Class 222 Meridian on the Norwich to Liverpool route, between Nottingham and Merseyside on 15th April, as a result of the Grand National taking place. Both trains started or terminated at Norwich and involved a set swap at Nottingham.

Work has commenced on reinstating the loop at Beccles to allow an hourly timetable to be introduced on the East Suffolk Line from December. Suffolk County Council and Network Rail jointly fund the £4 million work.

A new deal was announced at the start of the month that would see the electrified service from London Paddington that starts in 2016, arriving in the original Brunel train shed at Bristol. The building is currently used as a car park and exhibition hall, but is to once again become a passenger terminus. Amey was awarded the five-year operate, maintain and deliver contract to electrify the Great Western Main Line from Maidenhead to Cardiff, along with branches to Oxford and Newbury at a cost of £700 million.

Network Rail was fined £4 million and ordered to pay costs of £118,052 for a breach of Health & Safety, which caused the Grayrigg derailment in 2007.

Work on a new viaduct at Stockley for Crossrail commenced during the month, as part of the enabling works for the new cross-London rail link.

In Scotland, services on the Highland Main Line were disrupted at the end of the month, following a landslide between Carrbridge and Slochd Summit. A further landslide in Lincolnshire on the same day closed the railway between Gainsborough and Retford.

The next Flexity 2 trams delivered to Blackpool commenced operations on 3rd April. Blackpool is the first network in the world to utilise the new design of Bombardier Flexity light rail vehicles.

The first of the 1000 series trams to receive the latest yellow and grey colours of Manchester Metrolink was unveiled early in the month, with No. 1003 being the recipient. And in Birmingham, Centro signed the contract with CAF at the end of the month for 25 new trams for Midland Metro. This followed the awarding of 'Preferred Bidder' status earlier in the year. Work has also started on the



**Below:** To mark the centenary of Immingham Docks, which was created by the Great Central Railway, GB Railfreight provided Class 66/7 No. 66742 for a naming ceremony within the Port complex on 27th April. The unveiling was carried out by Michael Portillo. *Richard Tuplin*

**Below:** Although the original 1000 series trams in Manchester are now starting to be replaced by the latest Bombardier-built Flexity design, a small number of the original fleet are gaining the latest colours. Here, No. 1003 heads for Piccadilly along Aytoun Street on 23rd March. *Jonathan Stevenson*







extension of the Nottingham Express Transit system to Clift and Chilwell.

A prototype shunter from Hunslet underwent testing at the Chasewater Railway in early April, before moving to the Tata Steelworks at Port Talbot. Colas Rail used Class 66/8 No. 66847 to move 11-car Class 390/1 No. 390157 from Dollands Moor to Liverpool Edge Hill on the 5th April, the same day that classmate No.

390156 entered traffic with Virgin Trains - the first 11-car Pendolino to work in public service. DBS Schenker renamed another of its Class 60 locomotives on 5th April, when No. 60059 regained the *Swinden Dalesman* plates.

A new livery was unveiled late in the month, when HNRC outshopped its recently acquired Class 20/3 No. 20314 in an all over orange livery, with yellow ends and black window surrounds,

and another new livery was revealed on 26th April, when GB Railfreight marked its 10-year partnership with Mediterranean Shipping Company by renaming and providing a new livery to Class 66/7 No. 66709. The locomotive was renamed *Sorrento* by Maurizio Aponte, Director of MSC Europe at Felixstowe Docks. The next day the company honoured another shipping connection by naming Class 66/7 No.

**Below:** One of the new Flexity2 designed trams from Bombardier, No. 011 operates a service to Starr Gate on the Blackpool network, having just departed from Gynn Square on 5th April.

*Steve Kemp*

**Below:** Resignalling of part of the Harrogate circle took place during the year. Here, Class 47/7 No. 47790 *Galloway Princess* passes Cattal with Northern Belle ECS from Harrogate, bound for Neville Hill Depot, via York, on 28th April. *Chris Powell*







**Below:** LMS 'Royal Scot' No. 46115 *Scots Guardsman* powers through Gleneagles Station under a stormy sky with Railway Touring Company's 'Great Britain V' charter on 24th April, bound for Glasgow. *Donald Taggart*

66742 ABP Port of Immingham Centenary 1912-2012, to mark the 100th anniversary of the Port. The naming was carried out by Michael Portillo, who was filming within the docks for his 2013 series of Great British Railway Journey's.

On 28th April, Greater Anglia outshopped Class 90 No. 90009 with a Union Flag on both sides. The locomotive was named *Diamond Jubilee* at Norwich by HM Lord-Lieutenant of Norfolk, Richard Jewson JP. The '90' became the third locomotive to carry the Diamond Jubilee name, and all at the same time! The others being WCRC Class 47/4 No. 47854 and DBS Class 67 No. 67026.

The now annual round Britain steam operation, in the form of 'Great Britain V' charter, was operated by the Railway Touring Company during the month. The working headed north from London and into Scotland, visiting both Kyle of Lochalsh and Mallaig, before taking in Stranraer and heading south along the WCML to Preston, then over the Marches to Bristol and the Devon Banks to Penzance, before the final day's leg back to London Paddington, using a variety of steam locomotives.

On 21st April, LMS 'Duchess' No. 46233 *Duchess of Sutherland* provided the motive power for its first official

charter working since overhaul, when it operated from Derby to Scarborough with the 'Yorkshire Coronation' charter. Eight days later on 29th April, another LMS locomotive broke new ground, when 'Royal Scot' No. 46115 *Scots Guardsman* undertook a test working through Princes Gardens in Edinburgh after its appearance on 'GBV', becoming the first steam locomotive through the section since 2008.

The 'Fab 4' event at Barrow Hill was downgraded to the 'Fab 3' event after the NRM confirmed, not unexpectedly, that *Flying Scotsman* would not be able to attend. The event took place on 13th-15th April and drew an attendance of around 10,000 people, part of the attraction being the appearance of two side-by-side LNER Garter blue-liveried 'A4' Pacifics complete with valences for the first time in many years. The line-up of attractions also included 'K4' No. 61994 *The Great Marquess* and 'N2' 0-6-2T No. 1744.

Southern Locomotives Limited announced that its newly restored 'Battle of Britain' No. 34053 *Sir Keith Park* is to be based at the Severn Valley Railway, rather than the Swanage Railway. The locomotive moved to the railway for completion of final items and running-in in April. The hydraulic boiler test of LNER 'A4' No. 60009 *Union of*

*South Africa* was successfully undertaken on 5th April, and elsewhere overhauled LNER 'K1' No. 62005 worked perfectly on its main line test run around the Carnforth Circle on 24th April.

The Vintage Carriage Trust's *Sir Berkley* and NELPGs J72 No. 69023 were in attendance at the Lincolnshire Wolds Railway on 7th-9th April for the line's steam gala weekend.

A Class 73 locomotive was provided to the Bluebell Railway on 21st April to allow 4VEP EMU No. 3417 *Gordon Pettitt* to operate shuttle services from East Grinstead over Hill Place Viaduct and up to Imberhorne North. The same weekend (20th-22nd April) had Adams '02' Class No. W24 *Calbourne* visiting the Bodmin & Wenford Railway from the Isle of Wight Steam Railway. The locomotive subsequently went on to visit the Mid-Hants Railway on 12th/13th May and the Swanage Railway on 25th-27th May.

On 14th April, the Ffestiniog & Welsh Highland Railway's operated 'The Snowdonian' charter, which involved the train operating from Portmadoc to Blaenau Ffestiniog, then returning non-stop to Caernarfon, and finally heading back to Pont Croesor and Porthmadog. Motive power was provided by Double-Fairlies *Earl of Merioneth* and *Merddin Emrys*.





**Above:** A BR green 'Duchess' has not been seen on the main line for many years, so the return to the National Network of No. 46233 *Duchess of Sutherland* in the livery was welcomed by many. A telephone vote among enthusiasts had been close run thing between its previous colour scheme of LMS maroon and BR green, but the latter won. Here, the loco heads the 'Yorkshire Coronation' charter past Ferrybridge Power Station en route for York and Scarborough. *John Whitehouse*

**Below:** Vintage Trains operated its 'Cross City Rambler' charter on the 14th April, utilising the two Tyseley-based GWR 'Panniers' for motive power. Here, London Transport-liveried No. L94 and BR lined black-liveried No. 9600 pass the colliery at Daw Mill. *John Whitehouse*







**Above:** Greater Anglia Class 90 No. 90009 *Diamond Jubilee*, complete with its bodyside Union Flag passes Belstead in the evening sunshine with the 18:00 Norwich to London Liverpool Street service on 22nd May. *Jonathan Kirkham*

# May

**East Midlands Trains services were disrupted on 1st May, as a result of industrial action by the RMT union over pension contribution rates.**

Celebrations for HM The Queen's Diamond Jubilee continued in May, with c2c outshopping Class 357 No. 357006 in a modified National Express livery. The unit, which was named *Diamond Jubilee 1952-2012* at Fenchurch Street on 4th May, by Chelsea Pensioners David Donaghey and Marjorie Cole, has a unique flag on one third of the middle coach, and the official Diamond Jubilee logo on all doors.

During mid-May, London Underground repainted two of its 1996 Jubilee Line trains into a 'Union Flag' livery, complete with balloons and the 'Diamond Jubilee' logos.

The Department for Transport confirmed that following the takeover of South London Line services by London Overground in December, the 48 two-car Class 456 EMUs will move to South West Trains to allow its EMUs to be strengthened. The DfT also confirmed that the proposed 'tram-train' trial in South Yorkshire is to go ahead, with vehicles operating over the

Supertram network in Sheffield and out to Rotherham Central, via a new 400-metre connection with the National Network at Meadowhall. Seven 'tram-trains' will be acquired and will be delivered for services to commence in 2015.

Grand Central submitted an application to DfT for a fourth daily return service between Sunderland and King's Cross, and in the North West, Merseyrail announced that it intended to replace its Class 507 and 508 EMU fleet within the next seven years. With the West Coast Main Line closed for engineering works, Virgin Trains operated a shuttle service between London Euston and Nuneaton, via the Chiltern route, using Class 57/3 locomotives in 'top and tail' formation on the VT Mk3 carriages, and also using 15-coach Class 221 sets.

Having previously announced its intention to roll out a new look to its Class 332 fleet, Heathrow Express showed off the first of its refurbished EMUs at Old Oak common in mid-May. Also displaying a new look is London Overground Class 378 No. 378221, which has been released back into traffic carrying all-over LycaMobile

decals - believed to be the first time that a Class 378 has carried an all-over advertising livery.

The first Crossrail Tunnel Boring Machine, *Phyllis*, broke ground at Royal Oak during early May. A new station at Fishguard & Goodwick opened on 14th May, located a mile from Fishguard Harbour. The station was originally closed 48 years ago.

The City of York Council has given planning permission for Network Rail to develop and build its new Rail Operations and Training Centre within the city, to be located just south of the existing power box and behind the station.

The first Class 56 to be restored by Colas Rail undertook a test working from Washwood Heath to Burton-on-Trent, via Crewe on 23rd May. Class 56 No. 56094 had Class 47/7 No. 47739 *Robin of Templecombe* for company on the working. During the month, the company also announced that it had acquired the Pullman Rail Ltd engineering business, giving it a base in Cardiff. Colas introduced other business interests in South Wales during the month, when it started operating limber traffic from Briton Ferry on 22nd May.





**Above:** In glorious weather, Network Rail Class 57/3 No. 57312 and BR green-liveried Class 73/1 No. 73136 *Perseverance* leave Corfe Castle with a Swanage service on 13th May. The gala had an enforced late change of line-up after a convoy hauling locomotives to the event failed. *Gary Thomas*

**Below:** The Keighley & Worth Valley Railway held its now annual diesel gala weekend on 25th-27th May. Here, recent arrival Class 37/0 No. 37075 pilots Class 20 No. 20031 into Oakworth on the first day of the event with the 09:40 service from Oxenhope to Keighley. *Paul Braybrook*





The first train was worked by Class 66/8 No. 66850.

Europorte Channel Class 92 No. 92032 was outshopped from Brush Traction, Loughborough, in GBRf colours during the month, making an appearance at a media event on 22nd May at Barking, to mark the arrival of the first GBRf Euro-height piggyback service to use High Speed 1. The train, which originated at Antwerp, was hauled from Frethun, through the tunnel and along HSI by the GBRf liveried '92', with a pair of BARS Class 31s being used for the final 'off-the-wires' mile from the HSI connection into the Russell Railfreight Terminal at Barking.

Chiltern Railways commenced main line testing of its first swing-plug door fitted Mk3 set. The development of power-operated doors to Mk3 has

taken several years of development and research.

A multi-million upgrade to Slough station has been completed, with an improved forecourt, new footbridge and lifts to all platforms.

GBRailfreight operated a charity railtour on 26th May from London to York, entitled 'The Shambles', using Class 317/6 EMUs Nos. 317672 and 317661. The train raised £10,000 for the Motor Neurone Disease Charity.

DRS unusually provided a pair of Class 37s for the northbound Cruisesaver working from Southampton to Edinburgh on 5th May, with Nos. 37608 and 37601 providing the motive power, and Class 47/4 No. 47810 on the rear. Heritage Class 33/0 No. 33012 returned to the National Network in early May, heading north to Barrow Hill, prior to hauling a

convoy of locomotives southwards. Unfortunately, the 'Crompton' did not get any further than Burton-on-Trent after a failed bearing assembly set off a hot-box detector. It returned to Eastleigh Works for repair by road in early July.

The Railway Preservation Society of Ireland operated steam workings from Whitehead to Dublin, Belfast, Portrush and Lisburn, before returning to Dublin, then Belfast and back to Whitehead. The five days of operations covered over 1,000 miles and was worked by G&SWR 0-6-0 No. 186.

Class 50 No. 50026 *Indomitable* arrived on the Swanage Railway on 4th May, being 'dragged' from Eastleigh Works by Network Rail-liveried Class 57/3 No. 57312.

The Severn Valley Railway received the Royal seal of approval on 14th May, when HRH The Duke of Gloucester travelled on the line from Kidderminster to Bewdley, where he unveiled a commemorative plaque. On 24th May, the SVR achieved a place in the history books, becoming the first heritage railway to convey the London 2012 Olympic flame. Bearer, Chris Stokes, carried the flame on the footplate of GWR 'Manor' No. 7812 *Erlestoke Manor* from Bewdley to Kidderminster.

Following months of restoration at Eastleigh Works, SR 'Schools' No. 925 *Cheltenham* moved under its own power within the works on 9th May.

The preservation world was rocked on 21st May when a volunteer guard on the NYMR, Bob Lund, died after becoming trapped between two carriages during a shunting manoeuvre. As a mark of respect, the railway donated all profits from the day of Bob's funeral to his widow.

The Epping-Ongar Railway officially reopened its doors on 25th-27th May with a gala weekend, featuring newly acquired GWR 'Hall' No. 4953 *Pitchford Hall* and visiting GWR 6400 class Pannier No. 6430.



**Above:** LNER A4 No. 4464 *Bittern* was one of the visitors to the North Yorkshire Moors Railway in May. Here, it makes a stunning departure from Goathland with the delayed 15:50 service to Pickering on 5th May. *Don Brundell*

**Below:** Having been named at Fenchurch Street station earlier in the day, c2c Class 357/0 *Electrostar* No. 357006 *Diamond Jubilee 1952 - 2012* passes Shadwell on return to East Ham Depot on 4th May. *Brian Morrison*







**Above:** Class 92 No. 92032 is the only member of the fleet, so far, to have gained Europorte Channel/GBRf livery. It is pictured at the Russell Railfreight Terminal at Barking after arriving with the first Euro-height piggyback working from Frethun, and the first GBRf freight service to use High Speed 1. *Brian Morrison*

**Below:** West Coast Railways Class 37/5 No. 37676 *Loch Rannoch* leads the Dundee to Perth leg of the SRPS charter to Inverness as it crosses the River Tay at Perth on 30th June. *Barry Martin*







# June

**Merseyrail unveiled a new promotional livery on Class 508 No. 508111 at the start of the month to promote the Beatles Story.**

Staying on the livery front, and East Coast got the month off to a flying start on 2nd June, when it revealed

the unique 'Battle of Britain' livery on Class 91 No. 91110 as part of the Railfest 2012 Opening Ceremony. The locomotive was named *Battle of Britain Memorial Flight* at the same time. Another Class 91, No. 91115 became *Blaydon Races* when it was named by Sheila Shorrick-Dodds at Newcastle

**Above:** Engineering work closed the West Coast Main Line in June, resulting a shuttle service operating via the Chiltern route. Here Class 57/3s Nos. 57315 and 57308 'top and tail' the 11.11 Euston to Coventry service past Saunderton on 6th May. *Ken Brunt*

**Below:** BR Standard Class 8P No. 71000 *Duke Of Gloucester* climbs away from Poole with 'The Diamond Jubilee Express' on 6th June, which brought the rare appearance of steam traction to Windsor & Eton Riverside station. *Justin Saunders*



four days later. Chiltern Railways announced that it was looking for a possible new diesel locomotive fleet to replace the Class 67s currently used on its loco-hauled main line services between London and Birmingham.

Privately-owned Class 47/4 No. 47580 *County Of Essex*, occasionally hired by West Coast Rail, was noted on the network with a large Union Flag on the bodyside. This, combined with its silver roof, bringing reflections of a previous time when Stratford Depot outshopped two Class 47s in a similar style for the Silver Jubilee.

Network Rail unveiled 54 original destination stones on the concourse at Blackfriars. The stones are now on display in the northern concourse and are originals at the station.

East Midlands Trains marked a historic event on 13th June, when Class 43 No. 43055 was named *The Sheffield Star 125 Years*, after the local paper. The same powercar was previously named *Sheffield Star*.

On 16th June, GBRf operated its first coal working into Liverpool Bulk Terminal. The empties arrived from Doncaster and subsequently departed to Eggborough Power Station, via Copy Pit. Five days later and the £13.5 million freight link into the former Lafarge Cement Works at Northfleet





was officially opened on 21st June. A special train operated from London Victoria, 'topped and tailed' by Class 66/7 No. 66744 and Class 73/2 No. 73205. During the event, the '66' was named *Crossrail*.

The Scottish Transport Minister announced towards the end of the month, that it is the intention that when the franchise for operating the passenger service across Scotland comes up for renewal in 2014, to split the Caledonian Sleeper service off into

a separate franchise of up to 15 years.

Bad weather brought disruption and landslides across the rail network with both the East and West Coast routes being closed for a period on 28th/29th June. The WCML was blocked by a landslide near Oxenholme, while damage occurred at Scremerston, on the ECML between Newcastle and Berwick-on-Tweed. The worst of the problem however, was a landslide on the West Highland Line, which caused the derailment of GBRf Class 66/7

**Above:** DRS Class 47s were employed in a 'top and tail' formation with a rake of Mk3s vehicles, between Norwich and Lowestoft for the airshow on 23rd June. Here, No. 47828 leads one of the service past Whitlingham Junction. *Mark Thomas*

**Below:** By June, the summer 'Jacobite' workings out of Fort William were well underway, and this year's operation again included two trains on weekdays. Here No. 45407 passes Fort William yard on 26th June, with the morning train bound for Mallaig. *Barry Martin*







**Above:** Class 55 Deltic No. 55022 *Royal Scots Grey* passes Dawlish with Pathfinder Tours charter from Birmingham to Penzance for Mazey Day on 23rd June. *Neil Walkling*



**Right:** One of the London Underground 1996 Jubilee stock sets that has been repainted into a Union Flag livery, complete with '2012' balloons and the official 'Diamond Jubilee' logos. *Richard Tuplin*

No. 66734 *The Eco Express*, which left the trackbed and careered towards Loch Treig. The driver was airlifted to hospital.

The LUL Central Line was severely disrupted on 6th June, after a tunnel near Stratford became flooded with over two million litres of water, as a result of errors by workmen who were trying to fix a leaking pipe, and in the North West, the extension of Manchester Metrolink to Oldham Mumps occurred on 13th June, with services running from St. Werburgh's Road via the City Centre. The next extension of this branch will be to Shaw then Rochdale.

Nottingham's NET system commemorated the Diamond Jubilee by outshopping tram No. 211 in a pink

Diamond Jubilee livery. The tram was on display at Royal Centre on 13th June, during a visit by the Duke and Duchess of Cambridge to Nottingham. In Edinburgh, the 15th tram for the system was delivered by CAF to Gogar, and on 25th June, the new Tramlink service between Therapia Lane and Croydon commenced operation, with one of the new Stadler-built trams No. 2554 in a 'Love Croydon' livery.

Not quite a railway, but linked with the Underground and Docklands system, and included on the Underground Map by TfL, the new Thames Cable Car system, known as the Emirates Air Line commenced operations on 28th June.

A new chapter in the history of main line steam was started on 3rd June,

when LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* played a starring role in the Thames River Pageant to mark HM The Queen's Diamond Jubilee. The locomotive was stabled for a short period on Battersea Bridge, prior to its whistle (which spelt out ER2 in Morse code!) signalling the start of the Flotilla.

In Northern Ireland, the new depot at Belfast Adelaide accepted its first units for stabling on 7th June, as a result of a lack of space at York Road and Fortwilliam Depots. The Adelaide complex is due to open towards the end of the year.

The National Railway Museum's Railfest 2012 event took place over 10 days from 2nd June, with almost 34,000 people visiting, a figure that was over





**Above:** With overall advertising vinyls for LycaMobile, First Capital Connect Class 319/2 No. 319218 approaches Shortlands on 30th May 2012, leading Class 319/0 No. 319008 and forming the 09:42 service from Sevenoaks to Kentish Town. *Brian Morrison*

25% down on the previous event eight years earlier, which attracted almost 46,500 people. The event included a partially completed *Flying Scotsman*, together with a range of locomotives from the modern day freight operating companies and two EMUs on the network, a 1991 ScotRail Class 334 and a Southeastern high-speed Class 395. The steam era was represented by several visitors, including 'A4' No. 60007 *Sir Nigel Gresley*, London Transport-liveried Pannier Tank No. 7760, and 'Jubilee' No. 45596 *Bahamas*.

The North Yorkshire Moors Railway joined the ranks of the Olympic railways on 18th June, when the Olympic flame was carried from Whitby to Pickering, initially by BR Standard 4MT No. 75029, then by 'A4' No. 60007 *Sir Nigel Gresley* from Grosmont. The overhaul of Thompson 'BI' No. 61264 moved forward on 14th June, when its boiler successfully passed its 'out of frames' steam test.

GWR Hawksworth-designed Class 9400 Pannier Tank No. 9466 was damaged at the Mid-Norfolk Railway on 20th June, when a collision occurred between the locomotive and Class 20 No. D8069. The tank locomotive was subsequently moved to the South Devon Railway for repairs, before returning to the Mid-Norfolk in early August

**Below:** Manchester Metrolink tram No. 3025 calls at Central Park station working a service from Oldham Mumps to St. Werburgh's Road on the first day of operation, 13th June. The bridge in the distance crosses the Network Rail line from Manchester to Rochdale. *Paul Cobeck*







**Above:** Two Metropolitan locomotives from the same period, although ironically the electric locomotive is several years older! No. 12 Sarah Siddons, introduced in 1923, stands beside 5700 Class No. 7754 (L94), a class introduced from 1929, at York Railfest. Neil Prior

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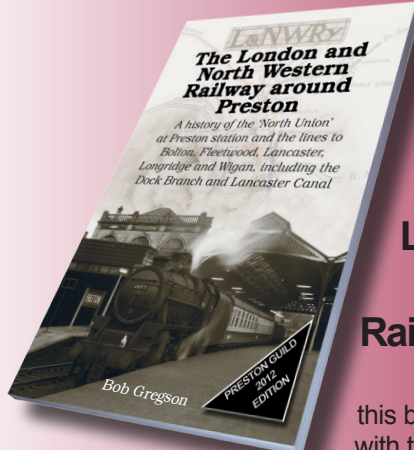


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**Above:** Shattering the suburban silence on a Saturday lunchtime, Class 20/3s Nos. 20309 and No. 20312 approach Chislehurst station working a Cheshire Cat charter from Whitchurch, near Shrewsbury, to Canterbury West on 16th June. *Neil Prior*

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# July

**Investment in the railway network took a major leap forward during the month when the Government announced more than £9 billion of upgrades across the system, including electrification of the Great Western Main Line from Airport Junction through to Cardiff, including branches to Bristol, Newbury and Oxford. Electrification of the Manchester to Liverpool and Preston routes and across the Pennines to Leeds and York is also to be undertaken.**

The biggest news was the electrification of the Midland Main Line from Sheffield, via both Derby and Nottingham, to Bedford, and the creation of an electric spine, by extending the MML electrification to include the Bedford to Bletchley line, the soon to be rebuilt Bletchley to Oxford route, and then linking with the Great Western Main Line electrification to Reading, before heading south to electrify the Reading to Basingstoke and Southampton line. Also detailed was the lengthening of platforms at London Waterloo, and £322 million for the 'Northern Hub' around Manchester

A high-speed test took place on the Midland Main Line on 1st July, when a Class 222 Meridian operated at 125mph on the route for the first time, between Bedford and the site of the former Ampthill station. The test was part of a project to increase speeds on the route from Spring 2014, with the aim of bringing the journey time from Sheffield to London down to less than two hours.

The first Class 70 Powerhaul locomotive visited a preserved railway in early July, when No. 70001 *Powerhaul* was transferred from Brush Traction to the Great Central Railway for testing.

Services in the Shrewsbury area were disrupted on 7th July, when one wagon of a Portbury to Fiddlers Ferry Power

**Above Right:** In July, the boxes between Latchford Sidings and Fiddlers Ferry Power Station were taken out of service in July. Here, DBS Class 60 No. 60015 heads the 16:56 Liverpool Bulk Terminal to Fiddlers Ferry past Crosfields Crossing box on 5th July. *John Illingworth*

**Right:** The kind of working that the Berks & Hants line doesn't get that often! Class 57/6 No. 57604 *Pendennis Castle* was used to move Class 43 powercars Nos. 43037 and 43144 from Old Oak Common to Laira on 18th July, pictured near Lavington. *Ben Gibbs*

Station loaded coal service derailed at the north end of the station.

A £650 million project to electrify the Edinburgh to Glasgow Queen Street line, via Falkirk High, was announced. The work is in addition to the project to electrify to Cumbernauld, which will be completed prior to the 2014 Commonwealth Games.

Telford & Wrekin Council appointed DB Schenker as the new operator of the Telford Railfreight Par, and DRS commenced a new intermodal flow

during the year from Tees Dock to Ditton, running three times a week. For a short period, during July, the train operated with either one or two Class 57 locomotives, instead of the more usual Class 66.

Network Rail has awarded a £15.5 million contract for works around Acton Yard, part of which will include a new 'dive-under' to allow freights entering/leaving the yard to cross the main line without delaying other services, elsewhere, the company







**Below:** LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* powers through Bentley Heath crossing with the second return journey of the Shakespeare Express on 1st July 2012. *Rick Eborall*

announced that it is to jointly fund the electrification of the Paisley Canal line with ScotRail, allowing the DMUs to be replaced. The £12 million project is due to be completion in December 2013.

First Great Western showed off the first of its rebuilt Buffet Cars at Maidenhead on 6th July, in the presence of the Home Secretary, Theresa May MP. On 10th July, Southeastern named another of its Class 395 EMUs, with No. 395026 being named *Marc Woods*, by the man himself.

Network Rail announced that it is to spend £100 million on revising the track and signalling at Nottingham station in August 2013. During the work three signal boxes, including Trent Power Box, will close as signalling control passes to Derby.

On 22nd July, over 5,000 people visited Immingham Docks to celebrate the 100th anniversary of the Port. In attendance were Class 60 No. 60019 *Port of Immingham and Grimsby*, recently named GBRf Class 66/7 No. 66742 *ABP Port of Immingham Centenary 1912 - 2012* and Freightliner Class 70 No. 70004 *The Coal Industry Society*. Also on display was Grimsby & Immingham tramcar No. 14 from the Crich Tramway

Museum, the first time that an original tram had been back in Grimsby in 50 years.

On 6th July, the first of the new Bombardier S7 Stock was introduced into passenger service on the Hammersmith & City Line. Transport for Greater Manchester confirmed that it intends to replace all the remaining original 'T68' series vehicles with new Bombardier M5000 series trams by 2014. The District Line got Olympic Fever on 24th July, when 'D' Stock driving car No. 7007 was used to carry the Olympic Flame from Wimbledon to Wimbledon Park, the vehicle being suitably adorned with Olympic graphics for the occasion.

The Docklands Light Railway system celebrated its 25th anniversary on 30th July. Since its inauguration by HM The Queen in 1987, the system has grown from 11 trains, 15 stations and carrying 6.7 million people a year, to one that currently has 149 vehicles, 45 stations and carries 86 million passengers! It remains the only driverless, computer controlled metro system in the UK.

In addition to the previously unveiled National Network units, three Docklands Light Railway units have been

'vinyl' wrapped in Lycamobile livery.

The final CAF-built 4000 Class DMU arrived at Belfast Docks on 3rd July. Set No. 4020 completed the £114 million investment order for rolling stock. On the following day, two Mk3 generator vans moved from Dublin to Belfast York Road Depot, with motive power being provided by 071 Class No. 082. The introduction of the vehicles into service on the Enterprise workings between Belfast and Dublin, which will reduce fuel bills as a result of the 201 Class locomotives not having to supply train power, has been long-awaited. NIR also announced that the route from Coleraine to Londonderry is to close for nine months for a £17.3 million track upgrade. The closure will start this month, with work being completed by April 2013.

The Princess Elizabeth Locomotive Society, fresh from appearance as part of the Thames Jubilee Pageant in early June, achieved another first for the locomotive on 11th July, when No. 6201 *Princess Elizabeth* was used to work the Royal Train from Newport to Hereford, and then later the same day, from Worcester. Twelve days later and the train was steam hauled again - this



time conveying HRH The Prince of Wales with motive power supplied by LNER 'A1' Pacific No. 60163 *Tornado*. The journey resulted in the Royal Train being hauled by the 'A1' for 510 miles from Wembley to Millerhill, via Kemble, Barrow Hill and Alnmouth!

Another LNER design, this time 'A4' No. 60009 *Union of South Africa* undertook its main line test run on 18th July following overhaul at LNWR Crewe. All went well and the locomotive had charge of the Railway Touring Company's Crewe to Holyhead, via Manchester and Warrington, charter four days later.

It was also announced during the month that following the retirement of husband and wife team Dave and Nicky Tyler, who operated Hull-based charter company Railtourer, the business had been purchased by Carnforth charter-TOC, West Coast Railway Company.

The Telford Steam Railway was fined following a prosecution brought by the Office of Rail Regulation for breaches of Health & Safety, after a volunteer was seriously injured.

Following running a limited number of trains in 2011, as part of the Stainmore 150 celebrations, the Stainmore Railway operated its first season of passenger services, with visitors being able to enjoy a short ride behind Peckett 0-4-0ST No. 2084. The Lincolnshire Wolds Railway has launched a fundraising appeal to buy track and materials for its next extension southwards from Ludborough to Louth.

The Isle of Wight Railway was awarded a Heritage Lottery grant of £970,000 for its 'Changing Trains' project, which aims to secure the future of rare railway vehicles through extensive new undercover accommodation, and to make them accessible to the public through new interpretative and interactive facilities. The total cost of the project will be around £1.2 million.

The Keighley & Worth Valley Railway announced towards the end of the month, that it had reached an agreement with Riley & Sons (E) Ltd of Bury for the overhaul and main line operation of LMS 'Black 5' No. 45212. The locomotive was due its 10-year overhaul, which is to be undertaken at Bury before entering traffic with Mr Riley's other two 'Black 5s' at some point during 2013.

LNER 'A4' Pacific No. 4468 *Mallard*

**Right:** LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* took charge of the Royal Train on 11th July, from Newport to Hereford, then again from Worcester to Kemble. Here, the second leg of the working climbs away from Standish Junction. *John Whitehouse*



**Below:** A Grand Central HST is not the most common sight at Crewe! Here Class 43 Power Car No. 43480 brings up the rear of the set on 12th July, as it departs bound for Heaton, via Stoke and Derby after collecting several Mk3 vehicles from LNWR Crewe following maintenance. *Geoffrey Dingle*

underwent a repaint in the workshops of the National Railway Museum towards the end of the month, in preparation for its starring role in next year's celebrations of its 126mph record-breaking run.

On 24th July, another chapter started in the history of Welsh Narrow Gauge, when steam returned to the Penrhyn Quarry Railway at Felin Fawr, 50 years to the day that the railway closed.

On the Crich Tramway Museum, London United Tramways vehicle No.

159 re-entered traffic after a seven-year restoration on 7th July.

After public fury over the costs involved with building a new diesel locomotive for the Isle of Man Railway, it was announced that instead, the line was to obtain a fully refurbished Romanian built L45H diesel. The new locomotive will be fitted with a new Caterpillar engine and new bodywork to accommodate the IMR's loading gauge, the work to be undertaken in Romania before delivery to the Island.





**Right:** The Fifty Fund's Class 50 No. 50044 *Exeter* leans into the curve as it rounds Langstone Rock with a GBRf Staff Special en route from Cardiff to Paignton on 21st July. The unique liveried Class 66/7 No. 66720 was attached at the rear. *Jamie Horton*



**Below:** Having operated a special working the day before, the AC Locomotive Group's Class 87 No. 87002 *Royal Sovereign* and Class 86/1 No. 86101 *Sir William Stanier*, both in BR rail blue livery, head south through Eaton Lane at Retford with the 13:36 Heaton-Eastleigh ECS move on 15th July. *Steven Craig*





# August

**The Olympic Javelin service that operated until 12th August for the Olympic Games, and again from 29th August for the Paralympic Games, was deemed a huge success, with eight trains per hour between St Pancras and Ebbsfleet for most of each day, increasing to 12 trains per hour between 23:00 and 02:00.**

Over 1.4 million passenger journeys were made on the Javelin service in 16 days. Essex operator c2c also

broke records with almost two million passengers using its services over the Olympic period.

The biggest news of the month was the awarding of the West Coast franchise to First Group by the Department for Transport. The move, which brought questions from many critics including Virgin Trains, was later to prove to be one of the most embarrassing moves for the DfT related to Privatisation. Just four weeks later, the decision would

be rescinded after flaws in the process were uncovered within the Department. The award brought the start of legal action from Virgin Trains, a move that was subsequently cancelled after the franchise process was halted. Over 170,000 signatories signed a Downing Street ePetition urging the Government to reconsider the bidding outcome, most of those within a two-week period.

Hundreds of extra rush-hour seats are to be provided for Cardiff and the Valleys thanks to a £220 million project to replace 300 signals, 12 miles of track, and build seven new platforms. The scheme aims to remove the bottleneck between Cardiff Central and Cardiff Queen Street, and is deemed as being the first step in the electrification of the network. Work is due to be completed by 2015.

By late August, the Tunnel Boring Machine, *Phyllis*, had reached the previously constructed station box at Paddington, having bored from Royal Oak underneath the Hammersmith & City and Great Western Main Lines. The TBM is now heading under the city, bound for Bond Street, Tottenham Court Road and Farringdon.

Work commenced on a £4.5 million project to remodel the station concourse at Brighton, while at Didcot there will be £2 million improvement works to the ticket office and concourse.

A Northern Rail Class 144 derailed near St Bees, Cumbria, on 30th August after running into a landslide. There



**Above:** The NRM's Royal Class 47 No. 47798 sweeps through Slitting Mill on a wet summer's evening with a charter returning from Berwick-upon-Tweed to Hereford on 30th June. The locomotive spent part of the summer on loan from the Museum to West Coast Railway. *Steven Craig*

**Below:** At least the sun did put in the odd appearance during the summer. An unidentified Cross Country Trains Class 170 crosses the Twenty Foot River near Turves, with the 11:27 Stansted Airport to Birmingham New Street service on 18th August. *Andy Moore*







**Above:** LNER 'A1' Pacific No. 60163 *Tornado* is pictured stood in King's Cross after working the return leg of a Cathedrals Express charter. The late return of the trip resulted in part of the route back to Southall being closed for an engineering possession, meaning that the locomotive and train was stabled overnight in King's Cross. *Chris Ardy*

**Below:** Following some work being undertaken on the locomotive at Carnforth, Scottish-based LNER 'K4' 2-6-0 No. 61992 *The Great Marquess* was used on a couple of the Lancaster to Carlisle 'Fellsman' charters. Here, the locomotive climbs through Armathwaite with a southbound working on 29th August. *Donald Taggart*





were no injuries and all 100 passengers continued their journey by road.

Direct Rail Services held a community open day at its Crewe Gresty Bridge Depot on 18th August, with an attendance of over 2,000 people raising a record-breaking £7,000 for local charities.

Vauxhall tube station is to be rebuilt at a cost of around £40 million, and will give the station step-free access.

In Dublin, a new €370 million project will connect the city's two light rail lines for the first time, by a new 5.6km extension from St Stephen's Green to Broombridge, the work including a new depot at Broombridge. The extension should be operational by 2017.

Irish Rail has put approximately 90 Mk3 coaches up for sale, most of which are expected to go for scrap.

The latest Bulleid Pacific to be restored, Battle of Britain No. 34053 *Sir Keith Park* entered revenue-earning service on the Severn Valley Railway on 26th August. Also re-entering traffic on the same day was the Ribble Steam Railway-based Aspinall Class 27 0-6-0 No. 1300.



**Below:** Penzance is one of the few places where the once commonplace Class 08 can still be seen. On 9th August, FGW Class 43 No. 43194 awaits departure with the 08:44 to Paddington, as Class 08 No. 08410 arrives to haul the stock off the Overnight Sleeper to Long Rock. *Neil Bradley*

**Above:** The two HNRC Rail orange-liveried Class 20s, Nos. 20311 and 20314, ventured to Scotland in mid-August. Here, the duo speed through Leyland on 22nd August, working from Kilmarnock to Washwood Heath, conveying a converted FGW buffet car. *Geoffrey Dingle*







**Above:** WCR Class 47/4 No. 47500 heads for Willesden TMD with Class 87 Nos. 87017 *Iron Duke* and 87023 *Velocity* in tow, near Whitacre Junction, on 28th August. The convoy was en route from Long Marston with the two Europhoenix Class 87s that are to be exported to Bulgaria. *John Tuffs*

**Below:** West Coast Class 37/5 No. 37676 pilots LMS 'Black 5' No. 44932 through Milford Junction on 9th August, while working the 'Scarborough Spa Express'. An electrical fault on the 'Black 5' resulted in a lack of TPWS rendering the steam locomotive a failure, hence the '37'. *Paul Braybrook*







**Above:** With GB Railfreight's locomotive fleet being common-user, those named in connection with a particular industry, or carrying a livery connected with a specific customer can turn up on other traffic. One location not often featured in the railway press is Gainborough Central, seen here with the unique-MSCLiveried Class 66/7 No. 66709 Sorrento passing through on a loaded coal working bound for Eggborough Power Station from Immingham on 4th September. *Simon Craig*

# September

**Tom Clift, Managing Director of Grand Central, passed away while on a visit to Edinburgh, aged 56. Tom had been a career railway man, having worked for, among others, Regional Railways and Grand Central over the years, and was on the verge of starting a new chapter in his career with First Hull Trains.**

First Great Western marked the Community Rail Festival day on 29th September by operating a passenger shuttle from Bristol Temple Meads along the Portbury branch and beneath Brunel's Filton Suspension Bridge.

The first of the Network Rail-operated Class 57/3 fleet was named at London King's Cross on 11th September, No. 57312 becoming *Peter Henderson*, named after the outgoing Network Rail Asset Management Director.

Work commenced on the electrification of the Paisley Canal branch from Corkerhill on 22nd September.

Problems for the charter operators continued, as DB Schenker struggled to cope with industrial action that affected driver availability, with the result that several charter operations were cancelled at short notice. Ongoing talks between DBS and ASLEF resulted in an improved pay offer being tabled during the middle of the month.

A bid by London Midland to close several of its ticket offices was partially defeated by the Government, whose Parliamentary Under Secretary of State for Transport said in a statement in the House of Commons, that he had approved the closure of four ticket offices, and extended opening hours at several others, but had rejected a bid to close Small Heath, Jewellery Quarter, Bescot Stadium, Duddleston and Adderley Park offices on the grounds that the case for changes had not been made.

Approval was given at the start of the month, for a new 1.4km chord to be built at Ipswich, to allow intermodal traffic leaving Felixstowe Docks to head

north, without having to run-round in Ipswich Yard.

A major revamp for Sunderland station moved a step closer when the City Council's cabinet agreed a £200,000 contribution towards the rebuild of the main concourse on Market Square.

The refurbishment of Crystal Palace ticket hall was completed during the month, which resulted in the 1870s ticket hall being reopened for its original purpose.

Colas Rail confirmed it had hired Class 86/7 No. 86701 from Electric Traction Limited and that the loco is to be painted into Colas colours.

HNRC has painted Class 20/9s Nos. 20901 and 20906 into GBRf colours at Barrow Hill, being publically seen for the first time on 22nd September. On 15th September the first Class 91 'drags' over the Tyne Valley Line occurred, and testing took place of a Class 57/3 dragging a Class 350 Desiro unit between Southampton Northam Depot and Woking Yard, part of an





**Above:** Each year the 'Lune Rivers Trust' operates a special charter working in connection with West Coast Railway. On 8th September, the train should have operated behind LMS 'Royal Scot' No. 46115 Scots Guardsman from Carnforth to Scarborough, via Hellifield & York, but unfortunately the 'Scot' failed at Hellifield on the outward journey with a hot box. The working was to be the locomotive's last of 2012. This was the scene approaching Hellifield, just a few minutes before being failed. *Andrew Fowler*

ongoing project to establish the viability of the '57/3s' rescuing Desiro units in the event of a failure.

Merseyrail named Class 507 No. 507023 Operations Inspector Stuart Mason during the month, commemorating a lifelong railwayman who died in 2011.

Modern Railways magazine celebrated 50 years of publication at the end of the month, with a special ceremony

at the NRM in York, which culminated in the naming of GBRf Class 66/7 No. 66745 *Modern Railways - The first 50 years*, by Editor James Abbott and Industry & Technology Editor Roger Ford. The locomotive, subsequently worked a charter back to London King's Cross.

Siemens opened its doors for a 'Whistle Stop Tour' charity event on 29th September. Arlington Fleet



Services announced that it had completed the purchase of Knight Rail Services Limited, the company now operating the entire Eastleigh Works site.

Arriva Trains Wales revised its timetables from 17th September with over 125,000 seats a year being added to trains. One of the biggest changes was the amendment of the loco-hauled North-South Express service, with the northbound departure being retimed from 16:15 to 18:21 from Cardiff. Until the introduction of the Mk3 DVTs onto the train, both north and south workings are to be 'topped and tailed' by Class 67s to allow the service to operate via Wrexham, rather than Crewe, which involves a reversal at Chester.

Greater Anglia announced that it is to spend £3 million on an interior upgrade to its Class 156 DMU fleet. The first unit is due for completion at Railcare Wolverton by November, with the entire programme continuing through to late 2013. East Midlands Trains marked the completion of its entire fleet refurbishment on 23rd September, with a line-up at Derby Etches Park Depot of a Class 153, 156, 158, 222 and HST set.

The prospects for through running of freight operations from the UK to European destinations without a change of traction at Frethun increased on 30th September, when an Alstom Prima II locomotive was used to work a UK-bound freight service through the Channel Tunnel. The working, which was part of technical testings, was the first occasion that any locomotive, other than the initial SNCF 22000 electrics and Brush-built Class 92s, had operated a revenue earning freight service through the tunnel.

Flooding in the north of the country brought parts of the rail network to a standstill on 25th September. The ECML was closed at Eryholme after water covered both lines, and elsewhere services between Doncaster and York, Skipton and Hellifield and Wigan to Southport were suspended for part or all of the day.

Campaigners in Ashchurch celebrated after First Great Western announced that it was to add an extra stop at the town on the 05:21 Worcester to Paddington service from 10th December.

Class 20 No. 20189 was further

**Left:** SR 'U' Class 4-6-0 No. 31806, more normally based on the Mid-Hants Railway, was one of the visitors to the Severn Valley Railway's 'Autumn Steam Gala' in late September. Here, the loco heads the 09:36 Bridgnorth to Kidderminster service through Oldbury Cutting on 22nd September. *Donald Taggart*



used on the London Underground network on 9th September, during the Amersham Heritage Open Day. The loco operated 'top and tail' trips with Metropolitan Electric No. 12 *Sarah Siddons*. Also, the last of the London Underground 'A' stock operated in service on the Metropolitan Line on 26th September, carrying a farewell headboard, a special farewell charter taking place three days later.

Six people were injured on 10th September, when a lorry collided with a Dublin LUAS tram. Also on the Irish Rail network, the long-awaited entry

into service of the Mk3 Generator Vans on the Enterprise workings between Belfast and Dublin finally took place the same day. The first of the Mitsui Rotem-built Class 22000 DMUs headed into Northern Ireland on 30th September, when No. 22002 worked from Drogheda to Dundalk and Belfast, before returning south.

The Bodmin & Wenford Railway hosted its Steam Gala over the weekend of 7th-9th September, with the star attraction, No. 7812 *Erlestoke Manor*, being a preservation first, as no 'Manor' class locomotive had visited

Cornwall since the end of steam on the Western Region in 1965! The locomotive was in action alongside the NRM's Drummond 'T9' 4-4-0 No. 30120 and Beattie Well Tank No. 30587.

The Bahamas Locomotive Trust outshopped LNWR 'Coal Tank' No. 7799 in unlined LNWR livery in early September, the third livery that the loco had carried since it returned to traffic earlier this year. Newly restored SR 'Schools' No. 925 *Cheltenham* was the star of the Mid Hants Railway's 'Autumn Steam Spectacular' on 7th-9th September. The NRM's 'Schools' should have appeared alongside another NRM locomotive, N15 class 'King Arthur' No. 777 *Sir Lamiel*, but a last minute change prevented its appearance.

Having been dismantled from its long-term location protecting the exit from Scarborough station, the old signal gantry was restored and modified slightly to suit a new role controlling the northern exit from Grosmont station. The gantry arrived on the NYMR on 14th September.

The Llangollen Railway has reluctantly concluded that it will not be possible to fund the proposed terminal station at Corwen within the foreseeable future, without substantial grant aid. Instead a modified solution was proposed for an interim Corwen East station. Further south, the Pontypool & Blaenavon Railway's new station buildings at Furnace Sidings were opened on 15th September, during a gala weekend that had Port of Par Bagnall 0-4-OSTs *Alfred* and *Judy* as two of the stars.

The Strathspey Railway hit the news on 27th September, when a passenger service being operated by Ivatt 2MT No. 46512 derailed approaching the terminus at Broomhill, resulting in the fifth coach leaving the rails.



**Above:** The Crich Tramway Museum paid tribute to Glasgow's tramway in September, to commemorate the 1962 closure of the Glasgow system. The event included a lineup of several cars in the Crich fleet. From left to right are Nos. 1282, 1115, 812, 22 and 1068 on 16th September. *Steve Kemp*

**Below:** One of the most photogenic railway locations in South Wales, St Ishmaels, between Llanelli and Carmarthen where the railway hugs the estuarial coast of the Afon Tywi, is the location for the Northern Belle excursion returning from Fishguard on 14th September, with DRS Class 47/7 No. 47790 *Galloway Princess* leading the consist. *Stuart Warr*







**Left:** BR Class 47/7 No. 47765 leaves its mark over the Cambridgeshire countryside as it claggs its way out of Wansford, on 29th September, working the 08:40 service to Peterborough Nene Valley during the second day of the Nene Valley Railway's 'Autumn Diesel Gala'. *Kev Gregory*

**Middle:** Taken during a photographers charter the railway's September gala, GWR Pannier No. 9466 and Austerity 0-6-0ST No. 71515 perform a dual departure up the grade towards Furnace Sidings on 17th September. *Mick Rogers*



**Below:** LMS 'Black 5' No. 44932 makes a prompt departure from York passing over River Ouse, with the 05:50 Stevenage to Scarborough working, as fisherman watch from the adjacent bank. Unlike the Summer 'Scarborough Spa Express' service this charter was a 'one-off' working that was steam hauled from and returned from the coast via the Yorkshire Wolds line and Bridlington, en route to York. *Robin Patrick*





# October

**The month started badly for the Department for Transport, with the Government announcement in the early hours of 3rd October, that it was cancelling all live rail franchise competitions.**

This was a direct result of the legal challenge mounted by Virgin Trains over the West Coast Main Line franchise process. Despite previous dismissal of VT's claims, the Transport Secretary, Patrick McLoughlin, said that significant flaws had been uncovered in the way that the bids had been evaluated. Virgin Trains later had its West Coast franchise extended until 2014.

A unique event, in the form of a triple naming ceremony, took place at London Euston on 4th October. Virgin Trains Class 390 Pendolino set No. 390157, London Midland Class 350/2 Desiro unit No. 350232 and Direct Rail Services Class 57/3 No. 57302 were all named *Chad Varah* after the founder of the Samaritans. A fourth locomotive, a Network Rail Class 57/3, should also have been named but was not able to be present on the day.

c2c began the second phase of a £700,000 improvement project at Shoeburyness station, while £3 million improvement works began at Stafford. A £12 million upgrade of Salford Crescent also got underway.

During the first half of the month, senior representatives from the East

West Rail Consortium, Network Rail and the DfT formed a joint delivery board to oversee the reinstatement of the 10 miles of long-closed railway between Bedford and Oxford. The plans also involve reopening the nine-mile route between Aylesbury Vale and Claydon, via Quainton Road, to passengers. Services are planned to start operating in December 2017. In other reinstatement plans, a £70,000 study undertaken by Arup on behalf of Stratford-upon-Avon District Council into the case for reopening the Stratford-upon-Avon to Long Marston route as part of the National Network reported that the proposals were feasible.

Electrification of the Paisley Canal line was reported as progressing well, with cabling work having reached Corkerhill station by 14th October. During that week, Chiltern Railways was given the green light to proceed with its project to build a new £130 million chord between the Chiltern main line to Bicester Town on the Banbury – Oxford line. The new link will result in trains running between London Marylebone and Oxford from 2015.

GB Railfreight confirmed that it had purchased three new Class 66 locomotives in mid-October. The trio had been built in the US and shipped to Holland, where they were placed

in store and had not been used in service. Following a move to the UK in late December, the locos are to be converted to UK specification and will become Nos. 66747 – 66749. In other fleet news, Alstom delivered the last of its new Pendolino coaches for the West Coast Main Line ahead of schedule.

At the end of the month, the construction of the new Crossrail link beneath London took a huge leap forward with the lowering of a further tunnel boring machine into a 40-metre deep shaft in East London to construct the eastern section of the route towards Canary Wharf.

The second phase of the Government-funded Thameslink programme began at London Bridge on 29th October. The scheme includes the redevelopment of the station and the replacement of a significant amount of outdated track and signalling.

During the month, London Underground reached an agreement with Bombardier to return 37 'S8' stock sets to Derby for modifications, aimed at improving the reliability of the units. Testing of the Oldham Metrolink route began, with the first trams traversing the former Oldham Loop railway line during the course of the month. Edinburgh City Council also announced that it was expecting to run the first trams in the Scottish capital by 2014.

**Below:** For the first time in preservation, three BR green-liveried Gresley 'A4s' were reunited in October, at Shildon in County Durham. The evening photographic charter followed the repatriation of 'A4s' Nos. 60008 *Dwight D. Eisenhower* and 60010 *Dominion of Canada* prior to the events in 2013, to celebrate the 75th anniversary of Mallard's 126mph record. *Graham Wright*







**Above:** Following several years of being based on the North Yorkshire Moors Railway, Class 50 No. 50027 *Lion* moved back south to a new home on the Mid-Hants Railway. An impromptu 'English Electric Day' was held on the Railway on 27th October, with the recently arrived '50' making an unexpected appearance, pictured here working 'light' from Ropley to Alresford. *Ian Hall*

**Below:** DB Schenker Class 66/0 No. 66005 pilots DCR Class 56/3 No. 56312 past North Stafford Junction on 29th October, with the 09:26 Doncaster Belmont Yard to Didcot Power Station, comprising a rake of empty MBA wagons. The movement was prior to the start of a temporary flow from Didcot Power Station to Calvert, that was worked by the '56' until December. *John Tuffs*







**Above:** BR Standard 7MT Pacific No. 70000 *Britannia* gathers speed as it passes Forest Gate on 10th October, with the 'Great Eastern' charter, from London Liverpool Street to Norwich. The charter, comprising of blood and custard Mk1s, would have brought back many memories of the past, creating a fair recreation of the 1950's expresses. *Ian Docwra*

Northern Ireland Railways closed Larne Harbour station at the beginning of the month in order for the platforms to be extended to allow them to accommodate six-car trains. The work was completed by 4th November, when the station was reopened.

On 20th October, a trespassing incident halted a main line charter hauled by GWR 'Castle' class locomotive No. 5043 *Earl of Mount Edgcumbe*. After removing a photographer, the driver was subjected to verbal abuse by the trespasser.

The Severn Valley Railway launched its new £3 million share offer on 1st October, followed two days later by the arrival of the two Gresley A4 class Pacifics that had been based 'across the pond' since their withdrawal, Nos. 60008 *Dwight D Eisenhower* and 60010 *Dominion of Canada*. A photo charter was held at Locomotion, Shildon, featuring the first lineup of three BR green A4 class Pacifics in preservation on 19th/20th October. The event included the repatriated 'Streaks' Nos. 60008 and 60010, and UK resident No. 60009 *Union of South Africa*.

The Bluebell Railway reported the sad death of its President, Bernard Holden MBE, who passed away on 4th October, aged 104. Mr Holden had

been one of the leading lights in the Railway Society, chairing the very first meeting back in 1959.

Steam returned to the Keith & Dufftown railway for the first time in preservation over the weekend of 13th/14th October, with Ivatt class 2MT 2-6-0 No. 46512 visiting for the occasion of the line's 150th anniversary. On the same weekend, the Keighley & Worth Valley Railway held its Autumn Steam Gala, which featured the first preservation era pairing of two preserved Lyr 0-6-0s, Barton Wright Class 25 No. 957 and Aspinall Class 27 No. 1300. A brace of Eastern Region visitors travelled to the East Lancashire Railway to take part in its Autumn Steam Weekend on 20th/21st October. Thompson BI class 4-6-0 No. 61306 *Mayflower* was the star attraction, but Gresley N2 class 0-6-2T No. 1744 also proved a draw for the crowds.

The Great Western Society started an appeal to raise funds to restore its first locomotive. Collett GWR 1400 class 0-4-2T No. 1466 was preserved by the Society in April 1964, but has been out of traffic awaiting overhaul since 2000. The estimated cost of repairs is £150,000. The LMS-Patriot Project announced a new fundraising initiative, in which it offered seats on

the first train hauled by its new build locomotive, No. 45551 *The Unknown Warrior*, to anyone contributing £1,500 or more to the appeal. 300 seats were available at the time of the announcement, and are being allocated on a first come, first served basis.

The overhaul of Thompson BI class 4-6-0 No. 61264 approached completion, with the locomotive making its first moves under its own power on the demonstration line at Crewe Heritage Centre on 27th October.

A report commissioned by the National Railway Museum condemned the management of the overhaul of Gresley A3 Pacific No. 4472 *Flying Scotsman*. The report considered the project management structure inadequate, and criticised the decisions to committing the locomotive to appear at a number of high-profile events, when there was a more pressing need to carry out a structured overhaul programme.

The Gloucestershire Warwickshire Railway officially reopened throughout on 30th October, following the completion of reconstruction works to the embankment at Chicken Curve. The day saw the first full-line passenger train work between Laverton and Cheltenham Racecourse station.



## RHTT Season 2012

**Right:** During a torrential downpour, wisps of steam are blown off the silencer of DBS Class 66/0 No. 66027, as it awaits departure time at Bristol Temple Meads with an RHTT working on 17th October. Classmate No. 66126 is on the rear. *Edward Gleed*



**Right:** In dismal light but appropriate for the type of train, Network Rail Class 57/3 No. 57305 and DRS Class 57/3 No. 57008 'top and tail' the 09:02 Stowmarket - Witham leg of the Greater Anglia main line RHTT as it passes Belstead cutting on 27th October. During the early autumn, an extensive tree removal programme was undertaken throughout the location. *John Day*



**Right:** A pair of Class 20/3s Nos. 20302 and 20301 power through Crowle station, between Scunthorpe and the ECML, working an RHTT from Grimsby Town to Malton on 12th October. This working headed westwards to Wakefield Kirkgate, then undertook a return working to Barnsley and Sheffield, before heading north York and Malton. *Brian Hall*





# November

**In early November, the Scottish Government announced that it was forging ahead with plans for a high-speed rail link between Edinburgh and Glasgow. The plans could see a sub-30 minute train service between the two cities within 12 years, at least a decade before the HS2 project is planned to reach Scotland.**

Also early in the month, Crossrail awarded a £50 million contract for the central section signalling system to a consortium of Siemens plc and Invensys Rail Ltd. The scope of the project covers the design, manufacture, supply, testing and commissioning of the new apparatus, which will have to be capable of controlling up to 24 trains per hour between Whitechapel and Paddington when the route is completed.

The £5.1 million project to upgrade Llandudno station began during November, following completion of outline design work. The improvements will include a new frontage in keeping with the town's Victorian architecture, together with a new ticket office and retail outlet. Further station upgrades were also announced, with a £9.5 million improvement scheme confirmed for Port Talbot Parkway and another with a value of £2.5 million for Rhyl. Elsewhere, the rejuvenated Horsham station opened after a £4 million facelift that included the provision of a second entrance, new passenger toilets and new platform canopies.

The ex-Gatwick Express Class 460 EMUs that had been in store at Bournemouth Depot began to move to Doncaster over the course of the month in order to be converted into Class 458/5s for South West Trains. The work will see the distinctive Class 460 front end replaced with a design compatible with the Desiro units and the trains downsized to five-car sets, along with internal modifications to increase seating capacity.

**Right Top:** Having worked a charter to Worcester the previous day in its BR lined Blue livery, the locomotive was put on display at Didcot to officially unveil the new look *Tornado* to covenantors at Didcot Railway Centre on 25th November.

*Ken Brunt*

**Right:** On 11th November, GWR Steam Railmotor No. 93 is seen accelerating away from Terras level crossing near Sandplace on the Looe branch, with the late running 12:30 Liskeard to Looe service, during the first weekend of railmotor operation.

*Ian Beardsley*

Transport Minister, Simon Burns, officially opened the refurbished station facilities at Peterborough on 14th November. The £3.3 million project included the creation of a new concourse area with improved retail facilities and a welcoming customer information desk. Automatic barriers were also installed, and on the station frontage a new traffic management arrangement was employed to segregate vehicles and pedestrians. Other refurbishment work is still ongoing at

the station, and is due for completion in 2014.

Also on 14th November, Network Rail officially opened the new North Chord at Nuneaton. It now forms part of the strategic freight network carrying traffic from the Port of Felixstowe to the West Midlands and North West England. Network Rail also awarded the £20 million contract for the construction of the North Doncaster ECML freight chord to company Morgan Sindall. The new 3.2km twin-track







**Above:** Fresh from repairs at Tyseley, BR 'Western' No. D1015 *Western Champion* passes South Kenton working 'light engine' to Old Oak Common, on 22nd November. This was to be the locomotives only mainline working in 2012, although the 'Western' is expected to return to main line charter operations next year. *Neil Prior*

chord will include a six-span viaduct over the ECML, together with approach embankments and new signalling.

Direct Rail Services and Highland Spring carried out a three-day railfreight trial in Scotland in mid-November to assess the viability of moving bottled water by rail from the sidings at Blackford, near Perth. The trial was deemed to be a success in proving the possibilities to the customer, although there are currently no plans for a

regular freight flow.

A new 1,000 tonne footbridge linking the platforms at East Croydon station was slid into place over 17th/18th November, without the need for a closure of the lines beneath. The structure was slid into place at a speed of around six metres per hour while trains continued to run below. The bridge provides step-free access to all platforms on the station.

EMU operation commenced on the

Paisley Canal route on 19th November, when the first Class 380 units traversed the line under their own power.

On 21st November, Network Rail began a public consultation on the Ordsall Chord scheme. If constructed, it will link Manchester's Piccadilly, Victoria and Oxford Road stations, easing the current bottleneck at the south end of Piccadilly station and allowing more trains to use Victoria.

English, Welsh & Scottish Railways International were fined £180,000 and ordered to pay costs of £59,554 in a prosecution brought by the Office of Rail Regulation after breaches of Health and Safety law led to the death of a teenager trespasser at Allerton Depot in August 2009.

Class 91 No. 91114 became the first of the type to be fitted with dual pantographs while under overhaul at Doncaster Wabtec. It was returned to traffic on 27th November, although its second 'pan' has still to be used, as testing of the arrangement has yet to be completed. In other overhaul news, Railcare Wolverton was awarded a £13 million contract to undertake the C6X overhaul of the Class 365 Networker EMUs that are currently in service with First Capital Connect. The contract is due to begin in the spring and will run for approximately four years.

As the month drew to a close, a period of prolonged heavy rain caused widespread flooding and disruption across the South West, the Midlands and parts of the North East. Services between Taunton and Exeter were suspended following flooding at Cowley Bridge Junction, with the line finally reopening on 28th November. With trackside location cabinets also badly affected by the water, prolonged disruption was experienced until the signalling could be restored. Further disruption was experienced by trains from the West Midlands to the South West following a landslip at Westerleigh on 28th November. Following the delivery and distribution of 4,000 tonnes of aggregate to repair the slip, services returned to normal on 5th December.

In Irish news, a main line steam 'loaded test' of the Railway Preservation Society of Ireland's Beyer, Peacock & Co 2-6-0 No. 461 was successfully carried out between Inchicore and Portlaoise

**Left:** With the last delivery of Pendolino coaches in tow, Colas Class 66/8 No. 66846 heads north through Bushey working from Dollands Moor to Longsight Depot, on 14th November. Once these vehicles have been inserted into their respective Class 390 'Pendolino' sets, the upgrade of the WCML '390' fleets to eleven-coach operation will be complete. *Neil Prior*







**Above:** Virgin Trains Mk3 DVT No. 82126 heads south through Bletchley on 23 November, with the weekly 12:08 Northampton to Wembley test working, prior to operating the loco-hauled passenger service to Crewe that evening. Freightliner Class 90 No. 90043 provided the motive power at the rear. *Kev Gregory*

on 5th/6th November. The locomotive had previously suffered multiple problems, including a failure while in charge of a charter on 19th August.

A new disabled-friendly footbridge at Ballymoney station was officially opened on 7th November by Transport Minister, Danny Kennedy. Completion of the structure allowed the removal of an existing unmanned level crossing at Fairhill.

The Irish Traction Group hosted a Diesel Gala at the Downpatrick & County Down Railway on 18th November, having postponed it from 20th October due to flooding. The event celebrated the 50th anniversary of the introduction of preserved Irish Rail GM No. 146, which was in traffic during the day. In steam news, Orenstein & Koppel-built No.1 moved to the same line from the RPSI's Whitehead workshops, and began running-in trials on 27th November, prior to entering service the following weekend.

An impressive Metrolink construction feat took place overnight on 3rd/4th November when a 580-tonne bridge was moved into position above the M60 motorway. A second similar structure was installed on 26th November, the pair each being specially designed to be installed in a single overnight closure of the motorway. The completed structures

will carry trams to Manchester Airport.

London Overground celebrated its 5th year of operation on 12th November. Since Transport for London took over the operation, new standards for rail travel have been the norm, with frequent services, air conditioned rolling stock and staffed stations. As a result, passenger numbers have quadrupled over the period, with more than 100 million journeys now being made annually.

The public consultation exercise for the Northern Line extension from Kennington to Battersea, via Nine Elms, began mid-month, closing on 16th December. If planning is successful and full funding is in place, construction could begin in 2015.

The first overhead power lines for the Edinburgh tram system went live from 26th November, when the section between Gogar Castle Road Depot and Edinburgh Airport were energised to allow testing and commissioning to take place; testing of the trams began at the same time.

The first preservation-era steam working into Birmingham New Street took place on 3rd November, with the final leg of Vintage Trains' 'Pannier Rambler' railtour, with Nos. 7752 and 9600 in charge of the Tyseley – Stratford and Worcester charter.

The first trains ran on the Aln Valley Railway on 3rd November, using Andrew Barclay & Sons 0-6-0DH No. 615 coupled to a brake van.

The eagerly awaited first main line outing of the Great Western Society's steam Railmotor No. 93 on 4th November failed to materialise, due to the failure of the West Coast Railways' Class 47 that was to collect it from the Bodmin & Wenford Railway and tow it to the Looe branch. Fortunately, no such difficulty befell the movement on 11th November, and the Liskeard – Looe shuttles proved to be a resounding success. The cancelled workings from 4th November were rescheduled for 18th November, when the Railmotor once again performed exceptionally. It then returned to the Bodmin & Wenford Railway, where it is scheduled to remain until January.

Gresley A4 class Pacific No. 60008 *Dwight D Eisenhower* arrived at the National Railway Museum, York, at the beginning of the month. Shortly afterwards, work began to repaint the locomotive into BR lined green livery. At Shildon, work is underway to return classmate No. 60010 *Dominion of Canada* to as-built condition as No. 4489 in LNER garter blue with side valences to match No. 4468 *Mallard*.

A Stroudley E1 class 0-6-0T returned



to the Isle of Wight for the first time in preservation at the beginning of the month, with No. 32110 (formerly *Burgundy*) arriving at its new home at Havenstreet on the Isle of Wight Steam Railway. The class were once the stalwarts of the Medina Wharf – Newport freight workings, and had been the only type associated with the Island in later SR and BR steam days that was not represented within the heritage line's fleet. Ivatt class 2MT 2-6-0 No. 46447 left for the mainland immediately following the arrival of the EI.

A landslip occurred on an embankment on the Spa Valley Railway on 9th November that effectively closed the line. The problem was overcome by slewing the running line onto the disused part of the old double track formation, bypassing the problem in the short term.

On the same day, the Office of Rail Regulation prosecuted the Wensleydale Railway for breaches of Health and Safety law that led to a collision between a car and a train at Newton-le-Willows in North Yorkshire on 1st August. The prosecution stemmed from the Railway's failure to manage vegetation, resulting in reduced visibility at a number of level crossings. The railway was fined £4,000 and ordered to pay £4,000 costs.

Streamlined Stanier Princess Coronation class Pacific No. 6229 *Duchess of Hamilton* took to the National Network for the first time since its streamlining was reinstated, when it was towed from its base at York to Shildon by Class 55 'Deltic' No 55002 *The King's Own Yorkshire Light Infantry* on 21st November. The trip was also the first official turn for the 'Deltic' on the main line since its return to operational condition.

The A1 Steam Locomotive Trust's Peppercorn A1 class Pacific No. 60163 *Tornado* was officially unveiled in BR express passenger blue on 25th November, although its first outing in the new livery actually took place on a main line charter the previous day. The official launch took place at Didcot Railway Centre, and the new colour scheme was well received by all in attendance. During the event, GWR Diesel Railcar No. 22 ran away with nobody on board, but any mishap was averted by a quick thinking volunteer, who leaped into action with a scotch to arrest its progress.

The 71A Locomotive Group began an appeal for funds to repair its Class 33 No. 33012/D6515, which failed with defective axlebox bearings en route to the Swanage Railway Diesel Gala in May. The appeal hopes to raise £40,000 for the work.



**Above:** HN Rail Class 20/3s Nos. 20311 and 20314 lead the 11:42 Old Dalby to Amersham S-Stock delivery through East Goscote, Leicestershire, on 7th November. BR blue-liveried Class 20s Nos. 20096 and 20107 were on the rear.



**Above:** DB Schenker Class 92 No. 92019 *Wagner* approaches Lichfield Trent Valley on the West Coast Main Line while providing power for the London to Crewe leg of UK Railtours' 08:07 London Euston to Sheffield 'The Pennine Panorama 2' charter.  
*Both: John Tuffs*

**Below:** EMT Class 43 Power car No. 43082 *The Railway Children* leads an East Midlands HST set along the Worth Valley on 3rd November 2012, with classmate No. 43059 at the rear, passing Mytholmes near Haworth with the 'The Worth Valley Wonderer' East Midlands Trains Charity Special from London St. Pancras. *Andrew Wood*







**Above:** Colas Rail Class 56 No. 56094 became the first of the Colas fleet to work a passenger service on 22nd December, when it was provided for the Birmingham to London, London branches and London to Crewe sections of Pathfinder Tours 'The Thames Angerman' charter, pictured here ambling along the slow lines at Twyford. *Ken Brunt*

# December

**The start of the new timetable period on 9th December brought few changes to the rail network, the most significant being the commencement of the South London Line, London Overground service. This replaced the Southern-operated London Bridge to London Victoria all-stations operation.**

With the extended operating arrangements in place for the West Coast Main Line, Virgin Trains handed over the 'Thunderbird' duties to Direct Rail Services from the new timetable change. While four of the remaining seven Class 57/3s in VT operation will go into store, the remaining three will pass to DRS.

The RMT announced that strike action would take place on 21st December on ScotRail and CrossCountry after a dispute with the two TOCs over various matters. Both were subsequently settled, however, and the strikes called off.

Train builders received a year-end

boost as the Government announced its backing for two new train orders. As a result of Government support, Southern Railway has now procured 40 new carriages, understood to be 10 four-coach EMUs, from Bombardier based in Derby. In addition to the 40 carriages, the Government is also supporting Southern's tendering process for a 116 new electric carriages with the option for a further 140 vehicles.

Greater Anglia showed off the first of its refurbished Class 156 DMUs at Norwich on 4th December, No. 156402 having been through the upgrade programme at Railcare Wolverton and having been outshopped in an all-over white colour scheme with red doors.

Work on the £12 million refurbishment of Salford Crescent station is to take place over the Christmas period, with a new ticket office being created at road level and linked to platforms by a new footbridge. Further south, and work was completed on a £2.6 million upgrade of

Waltham Cross station, which officially reopened on 14th December.

Milford Junction and Knottingley unusually had a high level of activity when several East Coast services operated by HSTs were diverted away from the ECML as a result of engineering work at Colton Junction.

Hull Trains publicly announced that it intended to lead a potential investment of £100 million expanding the electrified network to reach Hull. The move would allow it to replace the Class 180 DMUs with electric motive power, although quite what form such rolling stock would take is unknown.

Eurostar announced that it is to introduce a new trial service from London St Pancras International serving Lyon, Avignon and Aix-en-Provence from May 2013.

Direct Rail Services confirmed in the middle of the month that it was looking at the possibility of using Class 92 locomotives on its WCML freight services. In preparation for the Underground 150 celebrations





**Above:** After being withdrawn from a main-line test run, 'West Country' Pacific No. 34046 *Braunton* received further repairs at Ian Riley's Bury works before undertaking test running on the East Lancashire Railway, which included two days of Santa Special workings. On 21st December, No. 34046 departs from Irwell Vale in clouds of steam and exhaust with the 09:30 Bury - Rawtenstall service. *Fred Kerr*

that commence in January, Class 20 No. 20189 was rolled-out from St. Leonard's Depot on 18th December, when the locomotive worked 'light engine' to West Ruslip LUL Depot.

c2c's Electrostar fleet has been fitted with an enhancement to the regenerative braking system, meaning that the trains now save around 24% more energy than they did previously.

Potentially faced with a Mk4 fleet that will not be required if the new East Coast franchisee decides to replace the fleet with new-build rolling stock, the leasing company, Eversholt Rail, has created a mock-up concept of how

the Mk4 interiors could be updated at a fraction of the cost of new stock. The solution also provides options on refurbishing the Class 91s or replacing them totally with a locomotive akin to the TRAXX design.

The new Bombardier-built 'S7' stock entered traffic on the Hammersmith & City line east of Moorgate for the first time on 9th December, and Manchester Metrolink opened its latest extension of the Oldham and Rochdale line on 15th December, when services were extended to Shaw and Crompton. It is just over three years since the 'Oldham Loop' closed to National Rail services.



The Metropolitan Line resounded to the noise of steam again overnight on 15th/16th December, when Met No. 1, and *Sarah Siddons*, worked a special test train from Earls Court to Moorgate, ahead of the Underground 150 celebrations in 2013.

The latest entry in the story of No. 6201 *Princess Elizabeth* on the main line brought its current chapter to a close on 4th December, when the locomotive worked its last charter before withdrawal for a boiler overhaul.

A gauging run formed of Mk2 coaches from the Railway Preservation Society of Ireland, and operated by G&SWR 0-6-0 No. 186, worked into the new NIR Translink Depot at Belfast Adelaide on 8th December, ahead of a special working to mark the official opening of the facility, which took place four days later on 12th December. After being damaged in transit from South Korea almost six years ago, 22000 Class units Nos. 22010 and 22010 were finally delivered back to Ireland in September, and after testing and traffic acceptance entered service on 20th December, working from Heuston to Newbridge during the day.

After months of undergoing overhaul at LNWR Crewe, LNER 'B1' 4-6-0 No. 61264 was outshopped on 6th December. The locomotive will shortly move to the North Yorkshire Moors Railway, and it is hoped that a main line test run can take place next year.

The Moorland & City Railway's bid to reopen the line from Leekbrook Junction to Stoke-on-Trent moved a step closer in early December, after a legal dispute over the Railway at Endon was resolved in the Railway's interest.

The Great Central Railway was rewarded for its work on the Swithland Sidings resignalling project on 5th December, when it collected the Signalling Award at the National Railway Heritage Awards.

After hopes of a main line test run before Christmas were dashed, SR 'West Country' No. 34046 *Braunton* was run-in on the East Lancashire Railway on 'Santa Special' duties just prior to Christmas. The locomotive is also expected to star in the line's January Gala.

**Left:** As mentioned earlier in this review, GB Railfreight identified and purchased three European Class 66 locomotives that were stored in the Netherlands having not seen any use. The trio, now numbered 66747-66749 are pictured passing through Kettering on 21st December, behind Class 66/7 No. 66735, en route from Dollands Moor - Butterley, where they will be converted to UK specification and fitted with UK safety systems such as TPWS and AWS. *Mark Baldwin*





**Above:** From the December timetable change, the old Southern-operated South London Line service from London Bridge to London Victoria ceased, with operations transferring to the new London Overground service from Highbury & Islington to Clapham Junction, via the East London Line. On 9th December, the first day of public operation, Class 378/1 No. 378140 calls at Wansworth Road with a service from Clapham Junction. *Kim Rennie*

**Below:** Due to engineering work on the West Coast Main Line, shuttle services once again operated over the Chiltern route between London Euston and Nuneaton on 23rd December. Here, Class 221s Nos. 221105 and 221118 form the 12:51 London Euston to Nuneaton service at South Greenford. *Ken Brunt*





The David Shepherd Wildlife Foundation



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