

Railtalk Magazine

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Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Trenitalia/C2C Class 357 021 and 357 034 working the 2F18 14:19 London Fenchurch St. to Shoeburyness service is seen from near Limehouse at Barnardo Gardens, Shadwell. *Jonathan McGurk*

This Page

Class 50 008 'Thunderer' passes Neasden South Junction with the 09:08 Bristol Barton Hill - Wembley Depot train of Chiltern Mk3 stock returning from having information screens fitted. *Chris Morrison*

Next Page

Class 56 087 tops and tails with 97 304 on the late running 21:20 Shrewsbury Coleham-Shrewsbury Coleham RHTT via most of North Wales. Seen here crossing Pen y Clip Viaduct near Penmaenmawr on November 8th. *Jeff Nicholls*





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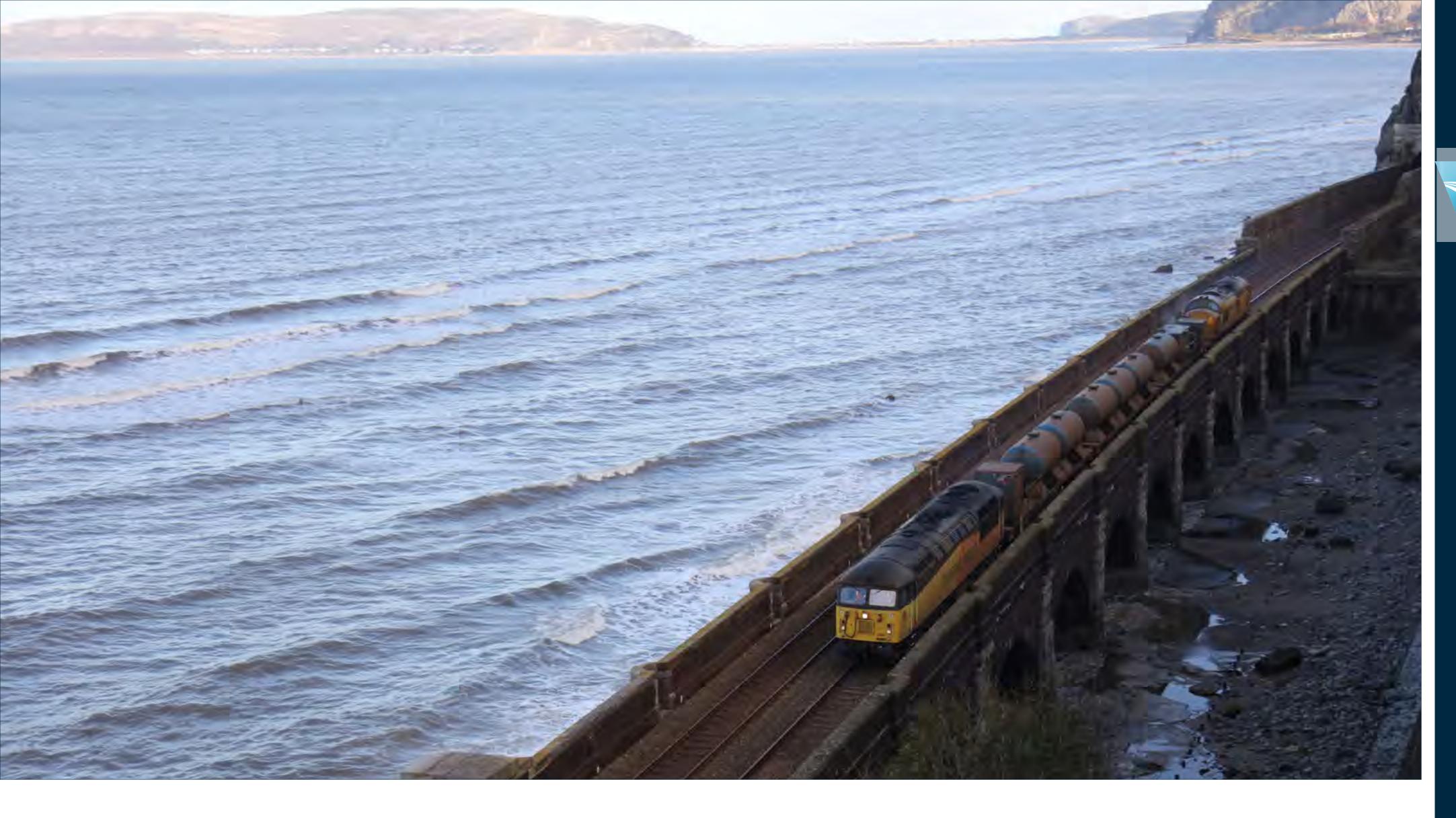
Welcome

Welcome to Issue 159 and your monthly roundup from across the UK.

So farewell to Virgin Trains, and hello to Avanti West Coast. I can't believe it was 22 years ago that Virgin took over rail services in the UK, how time flies.

Looking forward for a moment to the new year andithasbeenannouncedthatDeutscheBahnis looking to float its international public transport operating subsidiary Arriva on the stock market next year. The German state-owned railway holding group had been negotiating a trade sale of Arriva in a bid to shore up its finances and get its borrowing back below the agreed debt limit. However, the disposal process was halted by the DB AG Supervisory Board, when it became apparent that none of the reported 10 interested bidders was willing to offer the €3.5bn to €4bn that DB had been hoping to raise. In particular, concerns had emerged over the scale of Arriva's pension liabilities in the UK, valued at more than €400m, and some bidders reportedly wanted the troubled Northern franchise to be excluded from the sale. We await developments on this then.

Not content with their Avanti West Coast rail franchise, First Group subsidiary East Coast Trains Ltd has started recruiting a management team for the launch of its planned London – Edinburgh open access services by May 2021.



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With Thanks

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Railtalk Magazine

Recruitment of train crew will then begin, with around 70 staff needed for the launch. First Group has ordered 5 five-car 200 km/h Hitachi AT300 trainsets through a £100m 10-year deal with Beacon Rail Leasing.

With the demise of the LNER HST fleet this month it is pleasing to see that they will be getting a new lease of life with EMR after an agreement has been reached with the Department for Transport for LNER HST sets to be temporarily cascaded to East Midlands Railway. The sets were refurbished in 2016, and a new information system will be fitted before they enter service with EMR in early 2020. However the cascaded LNER fleet are expected to be withdrawn by EMR by the end of 2020, with all EMR Intercity services to be operated by Class 222 and Class 180 trainsets meeting PRM-TSI standards.

And finally going slightly hi-tech, the first bioreactor train toilet in the UK is being tested in service on a Class 334 electric multiple-unit which ScotRail leases from Eversholt Rail. The bioreactor uses bacteria to break down waste while the train is running, with a heater sterilising the waste water which can then be harmlessly discharged to the track.

Finally, from all of us at Railtalk, we would like to wish you all a very Merry Christmas and a Happy New Year. For those of you with cash to spend at Christmas, remember Angel Trains have quite a few ex Northern Pacers for sale!

All the best for the month ahead and please do keep sending in those photos.

Andy Patten Editor





Railway Touring Co.
The South Yorkshireman

Stanier Class 5 4-6-0 Nos. 44871 and 45407 emerge from the short Winterbutlee Tunnel and pass the site of the original Walsden station with RTC's 'South Yorkshireman' on November 3rd. Gerald Nicholl





Railway Touring Co.
The South Yorkshireman

On November 3rd, Stanier Class 5 4-6-0 Nos. 44871 and 45407 pass through Darwen Station at speed hauling the 1Z45 'The South Yorkshireman from Blackburn - Wakefield via Manchester Victoria. Michael Lynam













Vintage Trains
The Polar Express

Class 20 142 in London Underground maroon livery waits at Birmingham Moor St. with the 21:48 empty stock to Tyseley of the days 'Polar Express' Christmas workings, November 22nd. Chris Morrison









West Coast Railway Co.
Santa Special

LMS 5XP Class 4-6-0 No. 45562 'Alberta' pilots LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman over Docker Bridge northbound with the first of this seasons 'Santa Specials' on November 24th. Carnforth have outshopped 'Alberta' aka 'Galatea' with a very smart new coat of Brunswick Green. Shep Woolley





West Coast Railway Co.
Santa Special

LMS 5XP Class 4-6-0 No. 45562 'Alberta' and LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman make a fine sight and sound speeding south near Great Strickland, November 24th. Shep Woolley

















Railway Touring Co.
The York Yuletide Express

With plenty of people out to see what should have been a steam hauled 1Z10, the 07:11 Ealing Broadway to York appears out of the fog with Class 47 804 in charge as it trundles through Spalding on November 30th. Derek Elston









Railway Touring Co.
The North Wales Coast Express

On November 8th, LNER A3 No. 60103 'Flying Scotsman' passes Ffynnongroyw with the 1Z90 Crewe to Holyhead part of the tour which had originated at London Euston and was worked to Crewe by Class 86 259. Brian Battersby









Class 50 049 'Defiance' and 50 014 'Warspite' head north from York on November 30th with Pathfinder Tours 'The Festive York and Durham Explorer', Bristol Temple Meads to Newcastle. davempics













Class 47 828 idles along the West Coast main line at Winwick with a Burton-on-Trent - Carnforth empty stock working on November 19th. As the signal changes to green, a plume of exhaust erupts from the InterCity liveried 47. Jeff Nicholls









Charter Scene

ECS and Light Engine Moves

- It's a cold, grey and windy lunchtime and A4 Pacific No. 60009 'Union Of South Africa' has just left the ELR via Castleton on November 21st. en route to Southall to resume mainline duties following repairs. Later during the journey it suffered a major tender axle-box problem.

 Gerald Nicholl
- Class 86 101 'Sir William Stanier FRS' tows 87 002 'Royal Sovereign' and Class 47 No. D1910 'Crewe Diesel Depot' as they pass Northampton working 0Z20, the 08:23 Crewe H.S. to Eastleigh Arlington on November 19th. *Derek Elston*
- On November 1st, LMS Class 5 No. 44871 passes through Preston on a positioning move from the ELR to West Coast Railways at Carnforth.

 Michael Lynam





Charter Scene

ECS and Light Engine Moves

- On November 24th, Class 57 314 and 57 601 are seen at Chester with the ECS of the Northern Belle, which had been split for stabling purposes. Brian Battersby
- On November 13th, Class 47 593 and 47 739 working the 5Z81 Leicester Kilmarnock passes Winwick Jct., the LSL loco being added at Nuneaton after 47 739 failed. *Mark Enderby*
- LMS Class 5 Nos. 44871 and 45407 race through Kenyon Cutting on the Chat Moss route on November 14th with a light engine movement from the East Lancs Railway to Bristol, substituting for 'Union of South Africa' which had a firebox defect. Amazing to think that this cutting was dug out by hand almost two hundred years ago! *Jeff Nicholls*









Substituting for A4 No. 60009 which was unavailable, LMS Class 5 4-6-0 Nos. 44871 and 45407 head south with support coaches from the East Lancashire Railway to Bristol past Stakehill on November 14th. Gerald Nicholl





Charter Scene

ECS and Light Engine Moves

- On November 15th, West Coast's Class 47 237 departs Swindon with empty coaching stock for a Bristol to Chester double-headed steam special the following day. *Ken Mumford*
- On November 16th, Class 47 828 passes Coppull with a Carnforth Barrow Hill ECS move, with stock for a BLS charter. *John Sloane*
- On November 1st, Black 5 No. 44871 passes Coppull with an ELR to Carnforth light engine move. *John Sloane*









ECS and Light Engine Moves

- On November 21st, in dull light, Class 57 601 and 57 314 top'n'tail the Carnforth Chester ECE past Euxton. *John Sloane*
 - Stanier Black 5 No. 45407 'The Lancashire Fusilier' departs Stafford on November 27th working 5Z43 10:19 Southall WCR to Castleton Hopwood Gf. *Derek Elston*
 - On November 14th, LMS Class 5 Nos. 44871 and 45407 on a Bury to Bristol move pass Frodsham. *Mark Enderby*











Caledonian Sleeper

- On November 20th, Class 92 033 runs light engine through Crewe from Crewe IETMD.

 Michael Lynam
- Class 92 028 is seen with a rake of sleeper stock at Wembley on November 5th. *John Sloane*





- Class 66847 on a Hinksey to Eastleigh engineers, passes Worting Junction, November 19th. *Michael Bennett*
- Class 70 816 departs Hellifield along the back line to Blackburn hauling a Carlisle Chirk log train on November 6th. *Michael Lynam*
- On October 28th, Class 70 811 and 70 815 pass Winwick on the 10:56 Crewe Basford Hall to Carlisle New Yard, light engine movement.

 Barry Longson













- Class 70 801 leads the 09:36 Mountsorrel to Carlisle New Yard through a sunny, but cold Wigan North Western on November 8th.

 Barry Longson
- On November 15th, Class 70 817 approaches Bamber Bridge hauling a Lindsey Oil Refinery Preston Docks, running a mere 230 mins late. *Michael Lynam*
- Class 70 817 approaches Doncaster on November 2nd with a light engine move from Barnetby. *Class47*





- November 3rd already, and a touch of fog to start the month. In contrast to the previous Sunday, Class 70 809 emerges from the murk on 6C80 Grimsby Town - Up Decoy. Steve Thompson
- Class 56 087 and 56 094 pass Brocklesby Jct. on November 29th, running light engine from Lindsey Oil Refinery Barnetby Sidings for stabling. *Michael Lynam*
- On November 19th, Class 66 847 with the return Eastleigh to Hinksey engineers, passes Worting with one wagon in tow. *Michael Bennett*









- On November 16th, Class 70 811 on a retimed Chirk-Carlisle empty timber train passes Moore.

 Mark Enderby
 - Class 37 099 is seen at South Elmsall on November 13th with a 0Z73 Doncaster to Doncaster light engine move. *Steve Chapman*
 - In failing light on November 27th, Class 70 811 comes off the Blackburn line at Hellifield working the Mountsorrel Sidings Carlisle NY stone train. *Michael Lynam*



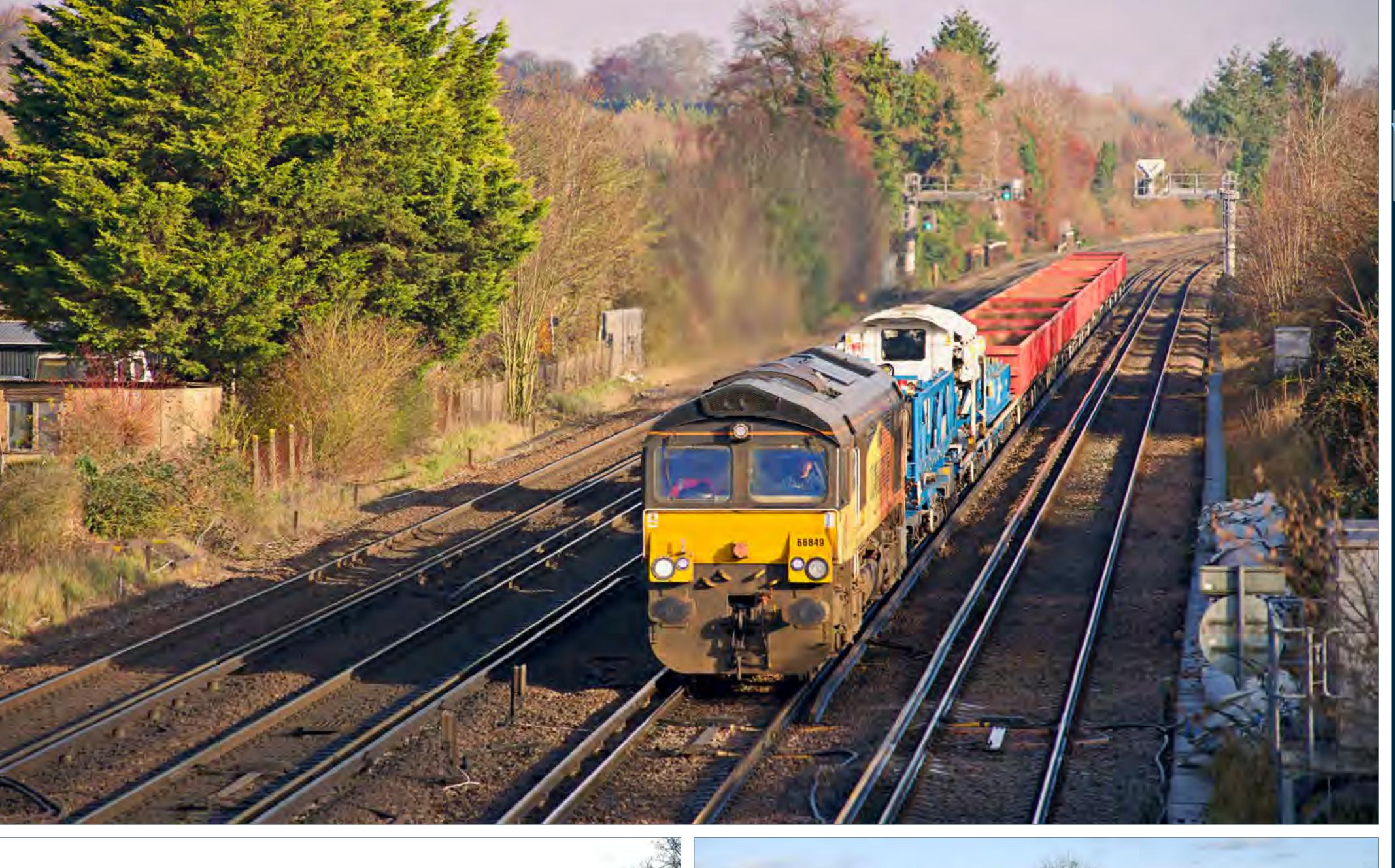






- Class 66 849 on the daily Hinksey to Eastleigh engineers, passing Worting on November 29th.

 Michael Bennett
- On a bright, sunny October 27th, in itself a rarity of late, Class 70 802 returns 6C81 from Grimsby Town to Up Decoy following its exertions during the night. *Steve Thompson*
- On November 29th, Class 56 094 and 56 087 passes Brocklesby Jct. hauling a rake of discharged oil tanks from Ribble Rail (Preston Docks) Lindsey Oil Refinery. *Michael Lynam*











The Carlisle to Chirk log train has been running in an earlier slot lately enabling photographs to be taken further south, here Class 70 816 is seen shortly after passing Winwick Jct. on November 8th. *Lee Stanford*



DB Cargo

- Class 66 154 passes Dunbridge on November 12th with a very late Westbury to Eastleigh engineers. This train seems to gone over to DB from GBRf recently. *Michael Bennett*
- Class 66 019 passes through Settle on November 6th with an empty rake of box wagons from New Biggin Hull Coal Terminal. *Michael Lynam*
- On November 1st, Class 90 029 and 90 040 pas through Preston hauling the 4M25 Mossend -Daventry intermodal. *Michael Lynam*









DB Cargo

- Class 68 013 hauls failed Class 90 040 and 90 036 through Red Bank on a rather late 4M25 Mossend Daventry, November 11th. Dave Harris
- On October 30th, Class 66 097 heads through Scunthorpe with the 6D61 Roxby Rossington spoil empties. *Steve Thompson*
- On November 29th, Class 66 095 passes Worting hauling a Southampton to Birch Coppice modal. *Michael Bennett*











- Class 66 188 nears Worting on November 29th with a Wakefield Europort to Southampton West Docks modal. *Michael Bennett*
 - Class 66 137 passes through Crewe on November 20th with a mixed rake of wagons for repair, working from Warrington Arpley Stoke Marcroft. *Michael Lynam*
 - Class 66 135 hauls the Heck bound 'Plasmor' working through Doncaster, November 19th. *Class47*









- Class 66 101 is seen at Winwick on October 28th, working the 10:41 Knowsley to Wilton Efw loaded binliner. *Barry Longson*
- Maritime liveried Class 66 005 runs light engine through Doncaster on November 2nd, heading for Down Decoy yard. *Richard Hargreaves*
- Class 66 206 approaches Gospel Oak Junction on a dull October 21st with the 6E32 Dollands Moor to Scunthorpe empty rails.
- Steve Chapman









- Naughty 90s! When Class 90 040 and 90 036 broke down with the 4M25 Mossend Daventry in the Oxenholme area, rescue came in the form of 68 013, seen here roaring loudly through Winwick on November 13th. *Mark Enderby*
- Class 66 039 yings its way through Manchester working a light engine move, the 10:18 Trafford Park Euro Terminal to Bescot Holding Sidings, November 16th. *Derek Elston*
- On November 16th, engineering works on the Northam curve in Southampton caused freight and Cross Country train diversions via Andover and the Laverstock Loop. Class 66 095, with 66 162 on the rear, passes Andover working the Southampton Western Docks to Birch Coppice Modal, running 96 minutes late. *David Lindsell*







- On October 29th, Class 90 029 and 90 040 head the 06:06 Mossend to Daventry intermodal through a sunny Rugeley Trent Valley station.

 Barry Longson
- Class 66 051 passes Kempseye on November 5th with a late running 6V75 Dee Marsh Yard Margam. *Keith Davies*
- On November 2nd, Class 60 054 arrives at Kingsbury oil terminal (Tamworth) with a rake of tanks. *John Alsop*











Class 66 104 passes the flooded field at Winwick on November 15th, working the 06:06 Mossend to Daventry in lieu of the booked pair of class 90s. *Barry Longson*

On November 13th, after Class 90 040 and 90 036 working the 4M25 Mossend - Daventry failed at Oxenholme, initially rescued by Class 68 013 which had been following on a Kingmoor - Crewe LE move. The 68 was replaced by Class 66 149 at Warrington and is seen here passing Moore. *Mark Enderby*

Class 60 019 heads slowly past the disused level crossing at Utley, near Keighley, West Yorkshire with the midday New Biggin to Tees Dock gypsum train, November 22nd.

Ben Bucki









- Class 60 015 approaches Brocklesby Junction on November 29th with an oil train from Humber - Kingsbury Oil Terminal. *Michael Lynam*
- Class 60 066 (in Drax livery) passes Long Preston on November 27th working a rake of box wagons from New Biggin - Hull Coal Terminal. Michael Lynam
- Class 66 068 hauling a Southampton to Halewood car train is seen in the low winter sun at Worting on November 29th.

 Michael Bennett









- Class 66 194 with the Morris Cowley to Southampton Eastern Docks passes near Worting on November 19th. *Michael Bennett*
- Class 66 174 passes Acton Bridge on October 31st with a Knowsley Wilton waste train. *John Sloane*
- Class 66 167 is seen in Warrington Arpley Yard on November 5th. *John Sloane*









- On October 31st, Class 66 128 passes Acton Bridge with a Dollands Moor Ditton working. *John Sloane*
- An Eastleigh Yard to Millbrook engineers train with Class 66 158 at the helm, passes Grateley on November 16th. *Michael Bennett*
- Class 66 095 hauling the Southampton West Docks to Birch Coppice is seen near Grateley on November 16th, running very late.

 Michael Bennett









Class 60 046 'William Wilberforce' is now back earning its keep with DCR after being stored for around 10 years. Here the almost new tug is seen passing Doncaster with its first DCR service the 6Z56 from Carlisle to Decoy Yard. *Lee Stanford*

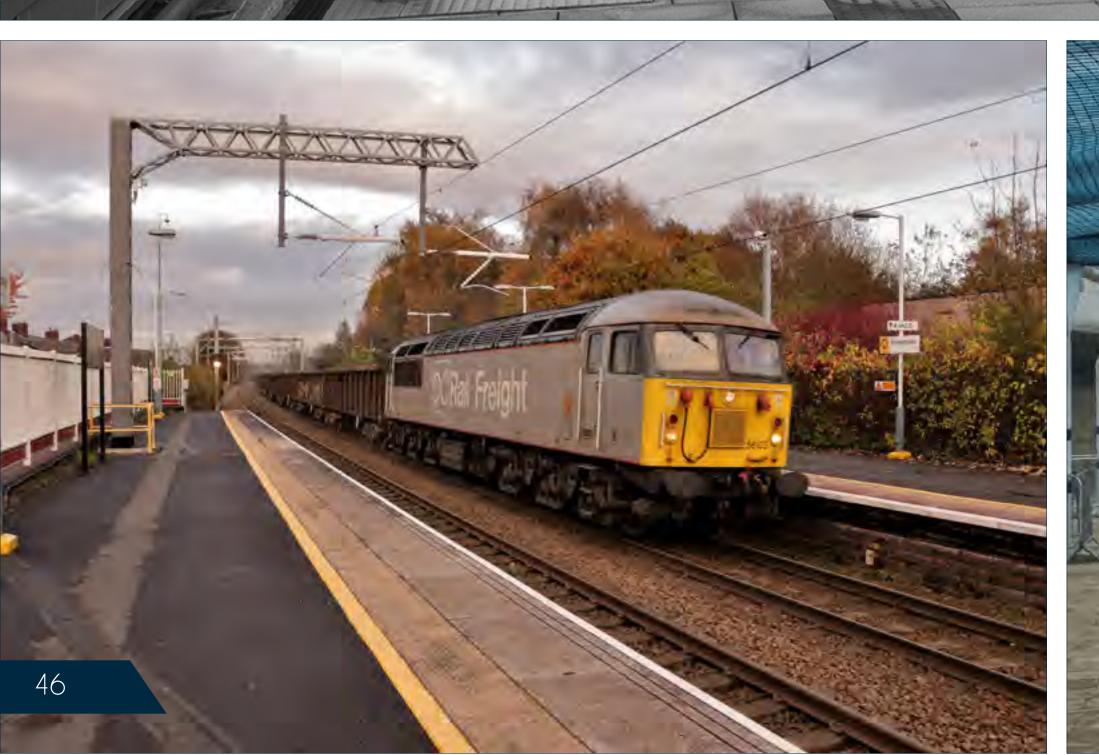




DC Rail Freight

- On November 9th, Class 56 091 stands with a rake of wagons at a misty Derby.

 Richard Hargreaves
- Class 20 132 and 20 118 are seen at the other end of 56 091 and its rake of wagons at Derby on November 9th, shortly before departure towards Nottingham. *Richard Hargreaves*
- Class 56 103 powers through Earlestown station on November 4th with the 6Z57 Chaddesden Carlisle ballast. *Dave Harris*









DC Rail Freight

Where once were double-track running lines, sidings, an entrance to the loco shed yard and a signal box controlling the crossing gates, there is now but a single track surrounded by ever-encroaching greenery, so typical of scenes up and down the country. This is Dawes Lane on the erstwhile North Lindsey Light Railway with Class 56 091 heading away from Scunthorpe on safari to Roxby, conveying waste from Angerstein Wharf, November 6th. *Steve Thompson*





DC Rail Freight

- Class 56091 had been having adhesion problems whilst working 6Z41 Angerstein Wharf Roxby waste train. On October 29th, after spending over six hours in Gunhouse Loop, during which time the sanders were replenished, the train was assisted up the bank by 66 051. Here are the pair, the hard work having been done, passing through Scunthorpe. Steve Thompson
- The 6X38 09:56 Toton North Yard to Hoo Junction Up Yard passes Northampton on November 15th with Class 56 091 'Driver Wayne Gaskell The Godfather' delivering Railvac 4. Derek Elston
- On November 12th, colourful pair Class 20 132 and 20 118 pass Dawes Lane on 0Z61 Chaddesden Roxby, to take over the waste empties from 56 091. Steve Thompson









Direct Rail Services

- On November 13th, Class 88 008 hauling the 4S44 Daventry Mossend passes Winwick.

 Mark Enderby
 - On November 6th, Class 57 002 'RAIL EXPRESS' and 37 409 'LORD HINTON' depart Hellifield working as 0Z05 from Carlisle Crewe.

 Michael Lynam
 - 4L48, the 13:51 Daventry DRS (Tesco) to Ripple Lane F.L.T. passes through Northampton 30 mins late behind Class 66 304 on November 15th. *Derek Elston*









- Class 88 005 'Minerva' approaches journeys end working 4M27 the 05:48 Mossend Down Yard to Daventry Int Rft Reception Fl on November 15th. *Derek Elston*
- Class 57304 heads through Euxton on November 21st with a Carlisle Crewe light engine move. *John Sloane*
- Class 88 008 passes Coppull on November 13th with the 4S44 Daventry Mossend. *John Sloane*











Direct Rail Services

- Class 88 009 and 88 007 pass through Wigan North Western on November 5th working a Mossend Daventry modal. *John Sloane*
- Class 88008 'Ariadne' is seen as it departs Daventry International Railfreight Reception with 4S44, the 12:16 to Mossend Down Yard on November 15th. *Derek Elston*
- Class 88 007 'Electra' and 88 009 'Diana' pass through Stafford on November 27th with the 4M27 05:48 Mossend Down Yard to Daventry International Raifreight Reception Fl. Derek Elston







East Midlands Railway

- Power car No. 43049 leads a Nottingham London St. Pancras service into Leicester on November 9th. *Class47*
- The once unique 'Hayabusa', power car No. 43089 is seen on the rear of a Nottingham to London St. Pancras service at Leicester on November 9th. *Richard Hargreaves*
- On November 9th, power car No. 43082 arrives into Leicester with a London St. Pancras International to Nottingham service.
- Richard Hargreaves











East Midlands Railway

- Power car No. 43048 stands at Nottingham on November 9th on the rear of a service to London St. Pancras. *Richard Hargreaves*
- EMR Regional Class 153 385 stands at Derby on November 9th working a service to Nottingham.

 Richard Hargreaves
- On November 8th, Class 158 856 and 158 866 approach Liverpool South Parkway while working the 11:51 Liverpool Lime Street to Norwich service. *Barry Longson*







East Midlands Railway

- On November 21st, Class 153 355 is seen departing Lincoln with a service to Doncaster.

 Michael Lynam
- Running 10 mins late, Class 153 302 and 153 374 depart a foggy Spalding working the 2K32 09:32 Peterborough to Lincoln Central service on November 30th. *Derek Elston*
- Class 156 404 arrives at Nottingham on October 29th with the 13:47 service from Newark Castle to Matlock. *Steve Chapman*















- On November 13th, Class 66 614 hauling the 6H51 Hardendale Tunstead passes Winwick.

 Mark Enderby
- Class 66 955 passes Dunbridge in the rain on November 12th, with the Southampton to Westbury stone empty's, now operated by Freightliner. *Michael Bennett*
- Class 66 596 with a Wentloog to Southampton liner, passes Stratton Green Bridge on November 14th. *Ken Mumford*









- Class 66 523 has charge of the 09:12 Felixstowe North to Trafford Park on October 29th, seen on the approach to Rugeley Trent Valley.

 Barry Longson
- Class 66 622 passes Southern's 377 210 at West Brompton on October 22nd with 6000 Colnbrook to Grain oil empties. Steve Chapman
- Class 66 515 sits on Eastleigh stabling point awaiting its next turn of duty, November 10th.

 Michael Bennett











- Class 70 002 with a Garston to Southampton liner is seen in the welcome winter sunshine on November 29th. *Michael Bennett*
- Class 90 043 and 90 048 approach Preston on November 1st hauling the 4Z83 Crewe Basford Hall Coatbridge liner. *Michael Lynam*
- On November 1st, Class 90 016 arrives at Preston on driver training duties working from Crewe Basford Hall and back. *Michael Lynam*









- On November 29th, Class 66 568 approaches Brocklesby Jct. with a coal train from Immingham Bulk Terminal Scunthorpe Coal Plant. *Michael Lynam*
- Class 66 604 passes Wigan North Western on November8th,inchargeofthe11:04Hardendale to Tunstead empty box wagons. *Barry Longson*
- Class 66 605 passes Marston Bridge hauling a rake of empty box wagons, November 16th.

 Ken Mumford

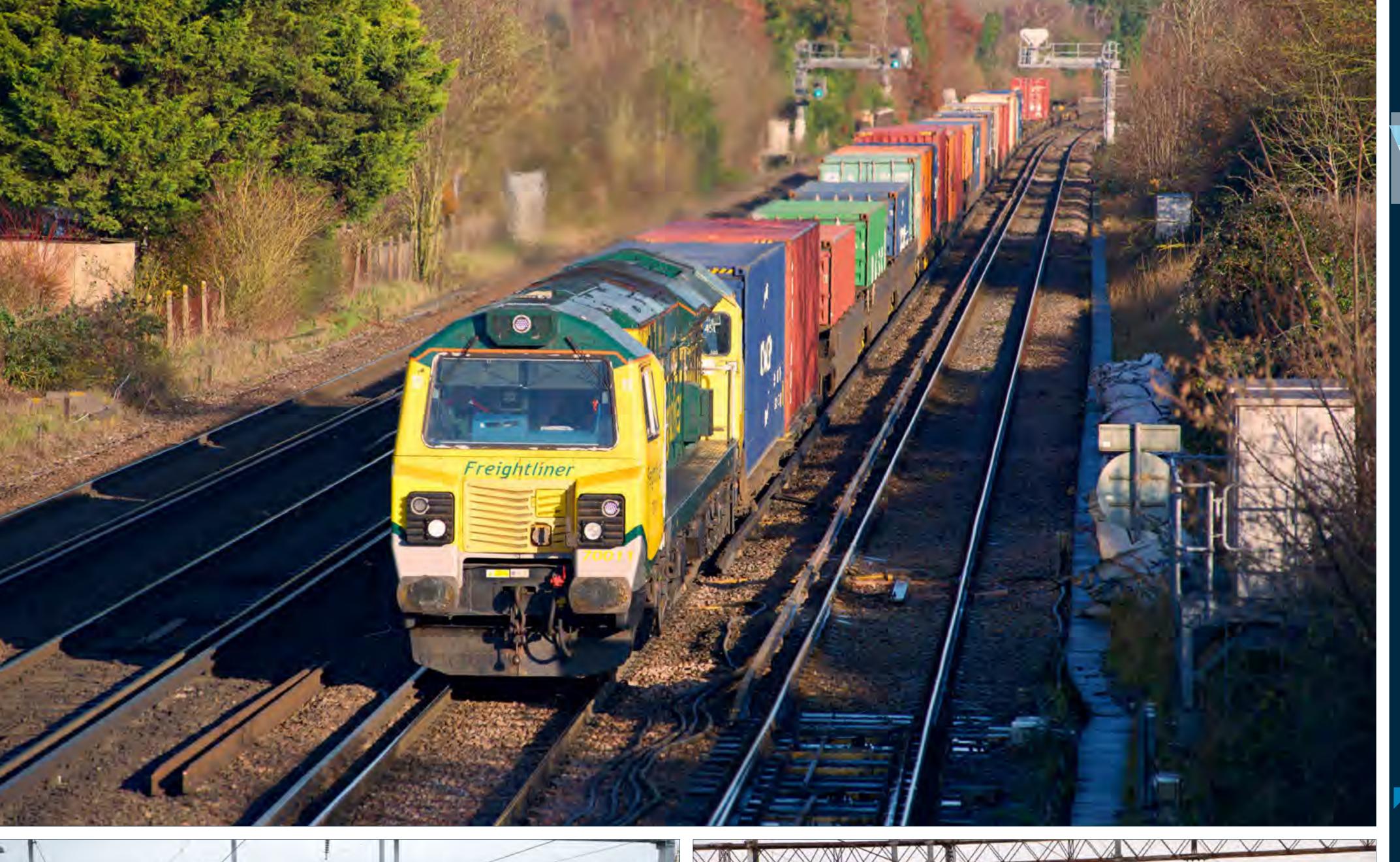






- Class 70 011, recently reinstated from store, passes Worting in the low winter sunshine on November 29th with a Leeds Southampton liner. *Michael Bennett*
- The 4M58 09:25 Southampton M.C.T. to Garston F.L.T. eases through Northampton with Class 66 544 at the helm on November 15th.

 Derek Elston
- Class 59 003 'Yeoman Highlander' hauling the 7B12 Merehead to [Royal] Wootton Bassett heads through Swindon. The loco still being on hire to Freightliner. *Ken Mumford*









- On a dull November 19th, Class 70 015 with a Garston to Southampton liner passes Worting.

 Michael Bennett
- Class 66 569 working a Bredbury Runcorn binliner passes Acton Bridge on October 31st. *John Sloane*
- Class 66 508 passes Acton Bridge on October 31st with a Runcorn Bredbury binliner.

 John Sloane











- On December 4th, Class 66 604 passes Balshaw Lane Jct. with a Hardendale Tunsted working. *John Sloane*
- Class 66 502 'Basford Hall Centenary 2001' heads the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. passing DIRFT at Daventry on November 15th. *Derek Elston*
- Class 66 536 with a Southampton to Trafford Park liner runs past Worting on November 19th.

 Michael Bennett









- Class 70 007 on a Leeds to Southampton liner passes Worting Junction on November 19th.

 Michael Bennett
- On November 29th, Class 66 509 passes Ulceby hauling an ore train from Immingham Docks Scunthorpe. *Michael Lynam*
- On November 1st, Class 66 619 passes through Preston with a rake of empty box wagons, heading to Tunstead. *Michael Lynam*







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Freightliner

Class 66 515 passes Grateley with a Birch Coppice to Southampton liner on November 16th. Michael Bennett

Freightliner names Locomotive 'You Are Never Alone'

On November 21st, Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), joined forces with Samaritans and Greater Anglia to name its locomotive 66415 'You Are Never Alone'. The locomotive naming ceremony took place at Ipswich Station and was attended by more than 50 guests and colleagues, including the Deputy Mayor of Ipswich, Sandy Martin, who was elected MP for Ipswich in 2017 and representatives from Greater Anglia and Samaritans. Following an address by the local Railway Chaplain, the name plate was unveiled by train drivers Steve Read and Dave Bray and Branch Director of Samaritans, Ipswich & East Suffolk, Judy Wright.

"We wanted to partner with Samaritans for this loco naming ceremony to pay tribute to, and raise awareness of, the invaluable work they undertake to prevent suicides across the UK and ROI," said Neil McNicholas, MD – UK Rail at Freightliner.

"Sadly, the latest figures show that suicide rose nearly 11% in 2018 with suicide being the biggest killer of men under 50 and, unfortunately, across the rail industry we recognise that suicides on the UK rail network are a far too common occurrence. We want to raise awareness that you are not alone, Samaritans are always there to listen. It is also fitting that we are holding this naming ceremony in November which is Men's Mental Health month at Freightliner and Pentalver," added McNicholas.

"This year, the charity MOVEMBER is focusing on preventing suicide in men with the aim of reducing the rate of male suicide by 25%."

"Mental Health has been a core part of G&W's UK Health, Safety, Security & Environment (HSSE) strategy this year, with extensive mental health training and awareness sessions undertaken across all parts of the business. This is set to continue throughout 2020 and beyond. Colleagues also have access to free, confidential, 24-hour support provided through a dedicated Employee Assistance Programme."

Jonathan Denby, Head of Corporate Affairs at Greater Anglia, said: "We wanted to support this important initiative to recognise the work of the Samaritans in assisting people and organisations, customers and employees, across the rail industry, raising awareness of mental health issues and working to prevent suicides. Today's train naming is another example of organisations in the rail industry, in this case freight and passenger operators, working together, led on this occasion by colleagues at Freightliner, to highlight these important issues."

Judy Wright, Branch Director Samaritans of Ipswich and East Suffolk, said: "We were delighted to hear that Freightliner wanted to partner with us for this naming ceremony and to raise awareness of our services. We know people can sometimes find it really hard to admit they are having trouble coping and are reluctant to seek help, and we want to say that, at Ipswich branch, we do our best to make it easy to get in touch with Samaritans and talk to a volunteer. We are here to take calls 24/7 free on 116 123."











- On November 6th, Class 66 769 passes through Hellifield working an Arcow Quarry Pendleton stone train. *Michael Lynam*
- Class 66 542 (currently loaned to GBRf) passes Long Preston on November 27th with a rake of empty box wagons as 6M31 from Doncaster -Arcow Quarry. *Michael Lynam*
- On October 28th, Class 66 758 passes Winwick on the 11:15 Liverpool to Drax loaded Biomass. *Barry Longson*







- Class 66 757 passes Fairwood Jct. on November 3rd hauling the 6G73 Crediton to Westbury TC engineers train. *Michael Bennett*
- Class 66 764 passes through Sheffield on November 21st working the 6M83 Tinsley Yard -Bardon Hill with a rake of empty hoppers. *Michael Lynam*
- On November 20th, Class 66 711 passes through Crewe working a Wembley Euro Frt - Irvine Caledonian Paper China Clay train. Michael Lynam









- Class 66 778 heads a Liverpool Drax Biomass train under the temporary footbridge and past the new platform extensions at Mills Hill station on November 18th. *Gerald Nicholl*
- On November 21st, Class 66 785 passes through Lincoln centre road working the 6E86 sand train from Middleton Towers - Monk Bretton (Redferns). *Michael Lynam*
- Class 66 721 comes off the branch at Kingsbury on November 2nd with 4L29 Birch Coppice to Felixtowe modal. *John Alsop*







- Class 66 730 in charge of the 4023 Trafford Park to Southampton races past Andover with another empty train on November 16th.

 Michael Bennett
- On November 30th, a very dirty Class 66 743 working the 6E10 Liverpool Drax Biomass is seen at Moore. *Mark Enderby*
- Class 66 766 passes through Keighley on October 31st with the 6M38 11:25 Arcow Quarry Bredbury. *John Balaam*

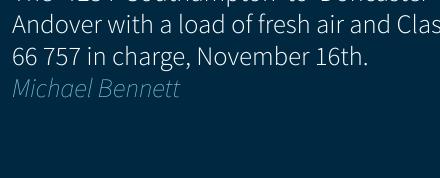








- Class 66 710 approaches Long Preston on November 27th with the 6M37 stone train from Arcow Quarry - Pendleton. *Michael Lynam*
- Class 66 721 'Harry Beck' passes through Northampton with the 4M23 10:38 Felixstowe North GBRf to Hams Hall GBRf on November 15th. Derek Elston
- The 4E34 Southampton to Doncaster passes Andover with a load of fresh air and Class













- Class 66 722 on a lightly loaded Trafford Park to Southampton passes Worting on November 19th. *Michael Bennett*
- Class 66704 approaches Scunthorpeon October 30th with 6D62 Thrislington Entrance C, which appeared to convey sand. Steve Thompson
- Class 66 733 passes through Long Preston on November 27th hauling the 4N00 empty cement tanks from Carlisle Clitheroe. *Michael Lynam*









Class 66 717 is pictured at Hambleton West Junction on October 31st with 6D72 Hull to Rylstone stone empties. *Steve Chapman*

GB Railfreight and Hanson Cement Sign Seven Year Contract

GB Railfreight are delighted to announce a seven-year deal with Hanson Cement for rail freight services from Ketton cement works in Rutland and Ribblesdale cement works in Lancashire, to terminals at London King's Cross, Avonmouth (Bristol) and Mossend (Glasgow).

GB Railfreight will operate on average nine trains a week transporting cement in tank wagons which will support major construction projects in London as well as the development of Hinkley Point C Nuclear Power Station.

The deal is a continuation of a very successful partnership between GB Railfreight and Hanson and will provide a reliable service moving cement to nationally significant infrastructure projects. The movement of cement from road to rail also helps to reduce carbon emissions and congestion on the road network.

John Smith, Managing Director of GB Railfreight, said: "We are absolutely thrilled to be providing more rail freight services for Hanson. We already provide four trains a week between Ribblesdale and Avonmouth, and this deal will see GB Railfreight haul cement for the first time. We are delighted to continue our partnership and look forward to developing this specific part of Hanson's supply chain."

Matt Barlow, Supply Chain Director for Hanson UK, said: "We are working to increase the tonnage of material we transport by rail across the UK. This arrangement helps us to take trucks off the roads and reduce our carbon emissions. We are thrilled to continue our partnership with GB Railfreight, who have always provided us with an excellent service."



GBRf

- Class 66 780 'The Cemex Express' passes Bamber Bridge on December 4th with the Wembley Irvine china clay tanks. *John Sloane*
- Class 66751 heads past Acton Bridge on October 31st with a Liverpool Drax Biomass working. *John Sloane*
- Class 66 740 passing Worting on November 29th with the 6075 Peterborough to Eastleigh Works. *Michael Bennett*









GBRf

- Class 60s have reappeared on the Liverpool to Drax Biomass circuit and Class 60 085 is seen shortly after passing Skelton Junction on October 28th. *Lee Stanford*
- Class 66 708 passes Thornhill L.N.W. Junction on November 13th with the 6M37 Doncaster to Pendleton stone. *Steve Chapman*
- Class 66 772 passes Dunbridge with a Marchwood to Kineton working, and a light load on November 12th. *Michael Bennett*















Great Western Railway

- Class 802 109 working the 1C84 London Paddington to Penzance service is seen after departing its Westbury stop on November 3rd.

 Michael Bennett
- Class 158 766 working a service to Cheltenham waits departure time at Swindon on November 16th. *Ken Mumford*
- Class 800 007 speeds past Marston Bridge on November 18th with a London Paddington bound service. *Ken Mumford*









- The 1A85 Penzance to London Paddington service approaches Westbury on November 3rd. *Michael Bennett*
- On November 16th, Class 166 205 working a service to Westbury is seen in the bay platform at Swindon. *Ken Mumford*
- On November 20th, Class 800 023 speeds past Marston Bridge with a service from London Paddington. *Ken Mumford*



















L.N.E.R.

- Soon to be replaced LNER HST power cars Nos. 43257 and 43318, enters Doncaster (passing steam age speed signs) with the 12:02 York to London King's Cross service. *Barry Longson*
- Class 91 107 and 91 128 are seen stabled at Bounds Green on November 6th. *John Sloane*
- Class 91 114 runs light engine through Peterborough on October 23rd on a Bounds Green to Doncaster move. *Steve Chapman*









L.N.E.R.

- Power cars Nos. 43299 and 43318 are seen at Peterborough on October 23rd with their respective services to and from London King's Cross. Steve Chapman
- On October 31st, Class 91 109 is seen in Doncaster West Yard on what appear to be refurbished bogies. *Barry Longson*
- Power cars Nos. 43300 and 43295 pass Ryther on October 31st with the 07:55 service from Inverness to London King's Cross.
- Steve Chapman







AZUMA



L.N.E.R.

- Class 800 205 is seen arriving empty stock into Lincoln station with a service to London Kings Cross on November 21st. *Michael Lynam*
- On October 31st, Class 91 106 gets the feather to rejoin the main line after stopping in Doncaster's platform 3A, whilst working the 12:25 Newcastle to London King's Cross service. Barry Longson
- On November 14th, Class 91 129 arrives into York with a service to London Kings Cross. Michael Lynam











- Class 66 098 and 66 086 are seen on arrival at Peterborough on October 23rd with the 3J42 RHTT from Doncaster. *Steve Chapman*
- Class 66 507 leads a London Marylebone RHTT working through Northwick Park on November 23rd. *Class47*
- Class 56090 is seen at the head of a RHTT working crossing Malvern Common on November 3rd.

 Neil Pugh









- Colas Rail Class 67 023 leads a Network Rail train away from the camera, along with sister 67 027 on the rear at Doncaster, working the 08:39 Heaton to Derby RTC on November 18th. *Barry Longson*
- In terrible weather, Class 20 303 and 20 314 top'n'tail the Sheffield Sheffield via Worksop RHTT service on November 16th. *Class47*
- Class 37 610 passes Shirley on November 5th with a Derby Tyseley test train working.

 <u>Chris Morrison</u>







- Class 66 079 and 66 206 top and tail the 3J89 Toton to Toton RHTT at Whitwell on October 31st. *Steve Chapman*
- On October 30th, Class 20 302 and 20 305 top'n'tail the 3S13 Wrenthorpe Grimsby Town RHTT through Althorpe. *Steve Thompson*
- Class 66 079 and 66 206 are seen with 3J89 Toton to Toton RHTT at Nottingham on October 29th.

 Steve Chapman











- Class 37 218 and 20 303 top'n'tail a RHTT working from York Malton via Castleford, November 14th. *Michael Lynam*
- On October 27th, Class 56094 and 56078 working the Gloucester Shrewsbury Gloucester RHTT pass Baystan Hill. *Phil Martin*
 - Returning from Gainsborough, Class 20 302 and 20 305 top and tail the 3S13 RHTT from Sheffield to Woodburn Junction past the former Worksop signal and crossing box on October 29th.

 Steve Chapman











- On November 13th, Class 67 023 and 67 027 top'n'tail a Craigentinny Crewe test train working through Euxton. *John Sloane*
- On October 30th Class 20 305 and 20 302 pass through Scunthorpe working the 3S14 Grimsby Town Bridlington RHTT. I hope the driver enjoyed having his photo taken!

 Steve Thompson
- Class 20 305 and 20 302 pass Hambleton West Junction on October 31st with the 3S14 Woodburn Junction to Hull RHTT.

 Steve Chapman













- Class 20 305 and 20 302 are seen at Gascoigne Wood on October 31st with the 3S14 Woodburn Junction to Hull RHTT. *Steve Chapman*
- Class 56 113 and 56 090 pass The Oaks (Hadnall) on November 11th with the 3S7121:20 Coleham Yard Coleham Yard. *Keith Davies*
- Class 73 109 and 73 201 are seen at Clapham Junction on October 22nd with the 3W90 RHTT. Steve Chapman

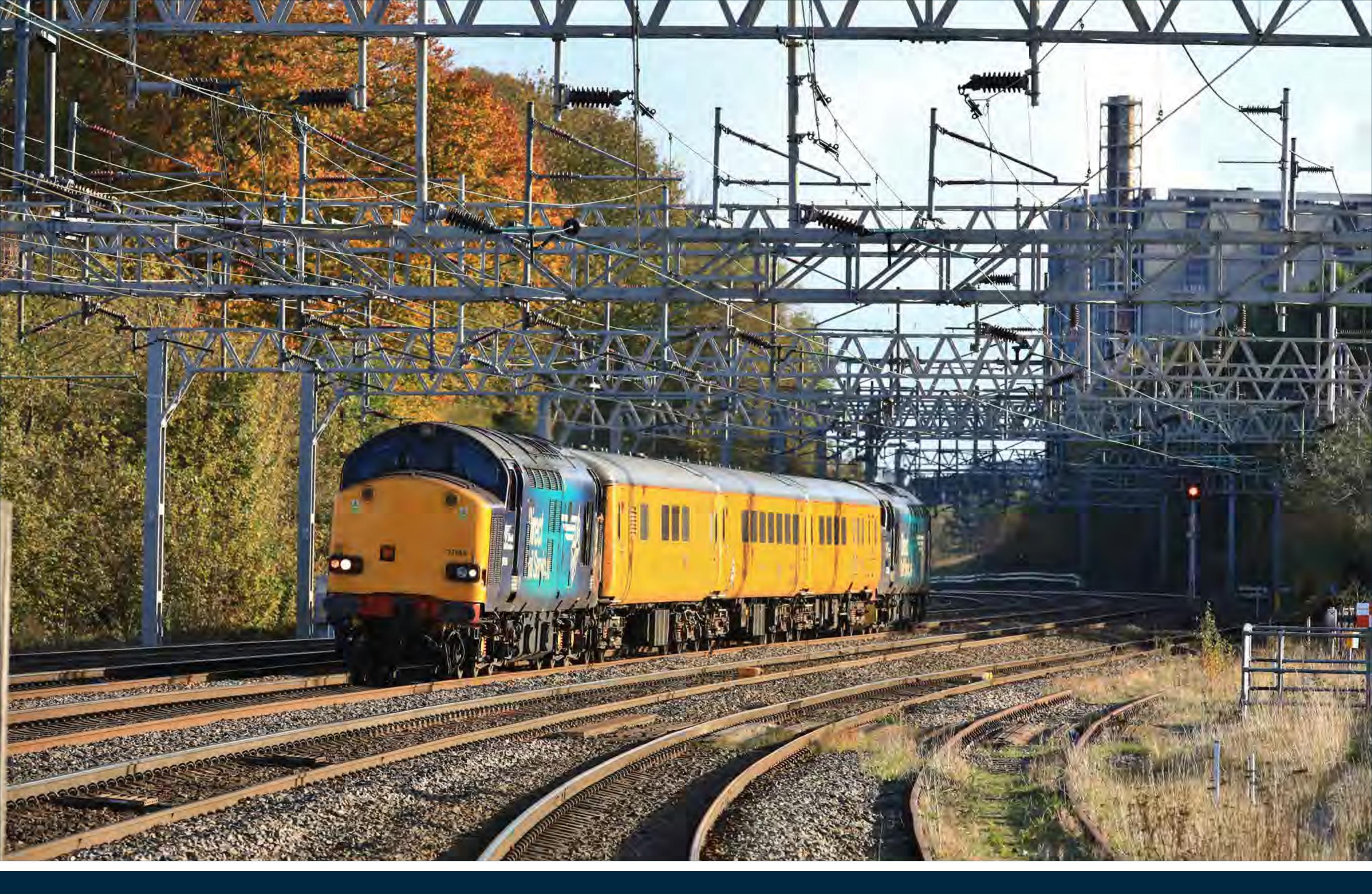


















- On November 9th, Class 73 951 and 73 952 top'n'tail a Derby Tonbridge test train through a gloomy Leicester. *Class47*
- Class 67 027 and 67 023 working the 1Q26 Craigentinny Crewe vice NMT test train passes New Walton Jct., November 13th. *Mark Enderby*













Rail Operations Group

- On November 9th, Class 57 305 runs light engine onto the depot at Leicester. *Richard Hargreaves*
- Class 37 800 is seen at Ryther on October 31st with the 5L46 Haymarket to Ely ECS working.

 Steve Chapman
- On October 29th, Class 57 305 with TPExpress Class 397 009 stands at Crewe awaiting the all clear to Sandbach, while working the 08:55 Portbury Automotive to Manchester International.(with 37 611 on the rear).

 Barry Longson









TransPennine Express

- Class 397 010 is seen stabled on Crewe LNWR, November 8th. *John Sloane*
- Testing continues on the West Coast main line with Class 397s. On November 19th, 397 009 and 397010 start away from a pathing stop at Golborne Junction with a Carlisle Crewe 'running in' turn. *Jeff Nicholls*
- Class 68 030 stands at Liverpool Lime Street on November 8th waiting to work the 1E37 12:56 to Scarborough. *John Balaam*











TransPennine Express

- On October 30th, Class 185 144 working the 1B77 Cleethorpes Manchester Airport service departs Scunthorpe. *Steve Thompson*
- A regular working for a pair of TPE units is the 13:26 Cleethorpes to Manchester Airport. On November 18th, Class 185 143 and 185 136 arrive at Doncaster with the aforementioned service. *Barry Longson*
- Out with the old and in with the new. On November 22nd, the day of TPE's launch of their new fleet, Class 802 214 leaves Chat Moss at Culcheth with the 10:02 Newcastle Liverpool Lime Street service. *Jeff Nicholls*







Railtalk Magazine

TransPennine Express

- TransPennine Express CAF 'Civity' Class 397 001 is seen stabled in platform one at Liverpool Lime St. on driver training duties. *Michael Lynam*
- Class 350 405 departs Manchester Piccadilly on November 16th working the 1M92 07:10 Glasgow Central to Manchester Airport service. *Derek Elston*
- Class 68 027 stabled at York on November 14th having worked a Scarborough Liverpool which was cancelled between York and Liverpool.

 Michael Lynam





- Class 175 109 passes Bagillt on November 8th working a service to Chester. *Mark Enderby*
- Class 158 832 stops in Penmaenmawr station with the 11:10 Birmingham Holyhead service on November 8th. The number of 158s in Transport for Wales livery seems to be growing rapidly. *Jeff Nicholls*
- Substituting for the normal Class 67 and Mark 3 set, Class 175 116 passes under the footbridge at Penmaenmawr station with the 13:05 Holyhead Manchester Piccadilly service on November 8th. *Jeff Nicholls*









- Class 158 836 passes Ffynnongroyw on November 8th, heading towards Chester.

 Brian Battersby
- On November 2nd, Class 158 836 stands at Wellington with a service to Birmingham International. *Richard Hargreaves*
- Class 153 361 sits in Llandudno Junction station on November 8th waiting to work the 11:20 shuttle service to Llandudno. *Jeff Nicholls*









- Class 67 025 stands in Eastleigh Yard on November 10th in its new TfW livery.

 Michael Bennett
- Class 150 231 passes Hardwicke on November 18th with the 1V44 13:31 Manchester Piccadilly Tenby service. *Keith Davies*
- Class 175 002 passes through Gobowen on October 12th, with a Shrewsbury service.

 Phil Martin







- Class 175 115 passes The Oaks (Hadnall) with the 1W60 11:03 Carmarthen - Manchester Piccadilly service, November 11th. *Keith Davies*
- Class 67 025 sporting its fresh coat of Transport for Wales livery passes through Northampton on November 15th running 24 mins early running as 0A06 13:35 Crewe T.M.D. (E) to Wembley Euro Freight Operations Centre. *Derek Elston*
- Class 158 818 arrives into Manchester Piccadilly on November 16th with the 1W48 05:04 Carmarthen to Manchester Piccadilly service.

 Derek Elston















- On November 1st, Northern CAF EMU Class 331 007 arrives at Preston from Liverpool Lime Street en route to Blackpool North.

 Michael Lynam
- 5E17, the 11:30 Wolverton Centre sidings to Sheffield station sidings passes DIRFT as Northern's Class 158 870 returns home after attention at the works on November 19th.

 Derek Elston
- Merseyrail's Class 508 110 arrives at Bidston on November 8th with the 2W20 11:21 West Kirby West Kirby service. *John Balaam*









- London NorthWestern Railway's 9W16, the 12:01 Crewe and Liverpool Lime Street to London Euston arrives into Northampton formed of Class 350 115 and 350 248 on November 15th. Derek Elston
- Northern's RAF100 liveried Class 156 480 and a classmate stand at Manchester Oxford Road on November 7th awaiting departure time with the 09:16 to Liverpool Lime St. *Jeff Nicholls*
- TFL/London Overground's Class 710 261 working the 2J96 18:33 Barking to Gospel Oak service, waits departure time at Barking on November 12th. *Jonathan McGurk*





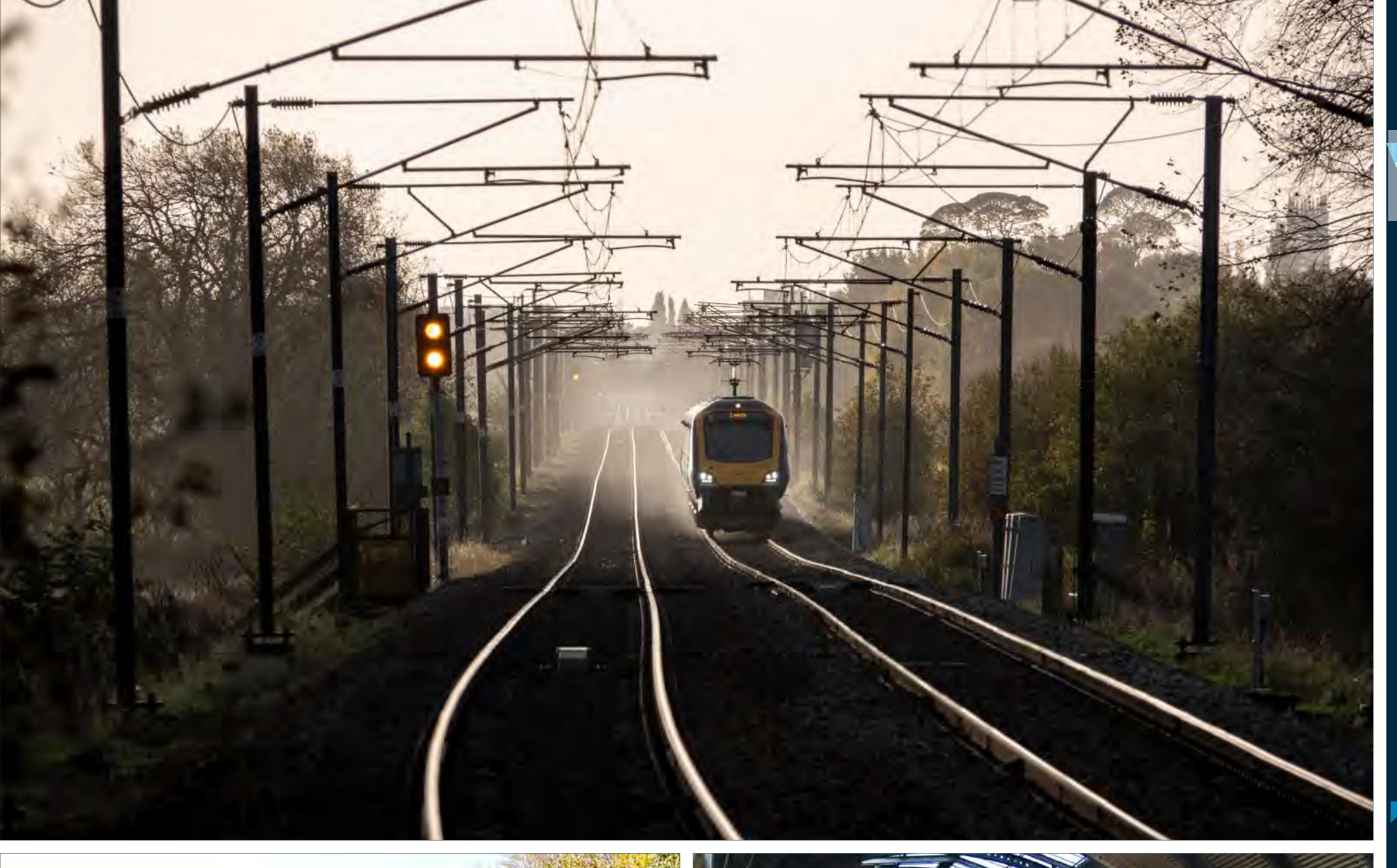
- Northern's Class 319 370 about to depart Stockport on October 29th, with the 17:11 service to Blackpool North. *Barry Longson*
- Northern's Class 142 053 and 153 351 arrive at Doncaster on November 2nd with a Sheffield Adwick service. *Richard Hargreaves*
- Northern's Class 142092 approaches Hambleton West Junction on October 31st with the 11:55 Leeds to Selby service. *Steve Chapman*







- Northern's Class 331 109 heads towards Adwick on November 2nd with a Doncaster Leeds service. *Class47*
- Northern's Class 142 089 sits in one of the many bay platforms under the magnificent roof at York, on October 31st. *Barry Longson*
- Merseyrail's Class 508 138 approaches Bidston on November 8th with the 2W22 11:51 West Kirby - West Kirby via Liverpool service. John Balaam









- London Overground's Class 315 817 working the 2D42 15:15 London Liverpool Street to Cheshunt service stands at London Liverpool St. on November 12th. *Jonathan McGurk*
- Still hanging on to its former GWR livery, Class 153 373 waits departure time at Doncaster on November 2nd working a service to Sheffield. *Richard Hargreaves*
- A busy scene at Wigan North Western on November 8th, as new Northern EMU Class 331 008 departs with the 13:08 Blackpool North to Liverpool Lime Street service. On the right Class 150 and 142 units await their next turn of duty. *Barry Longson*











- Southern's Class 377601 gets away from London Victoria at Ebury Bridge with the Battersea power station development as the backdrop on November 23rd. *Chris Morrison*
- TFL Rail Class 345 057 passes through Acton Mainline station on October 21st with a driver training run. Steve Chapman
- Rumoured to be going off lease when Northern gets more Class 323s from West Midlands, Class 319 364 is seen at Winwick working the 11:10 Warrington Bank Quay to Liverpool Lime Street service on November 15th. *Barry Longson*







- On November 29th, Northern's Class 153 358 approaches Ulceby working a service from Cleethorpes-Barton on Humber. *Michael Lynam*
- Northern's Class 195 114 passes Lower Walton on test, November 13th. *Mark Enderby*
- TFL Rail Poppy liveried Class 315 830 and class mate 315 851 are seen working the 2W67 18:54 Shenfield to London Liverpool Street, stand at Shenfield on November 13th.

Jonathan McGurk











- Greater Anglia's Class 317 655 and 317 672 working the 2008 19:42 London Liverpool Street to Hertford East service, waits departure time at London on November 8th.

 Jonathan McGurk
- Northern's Class 319378 arrives into Manchester Piccadilly with the 1N55 09:39 Manchester Airport to Blackpool North service on November 16th. *Derek Elston*
- On November 20th, Northern's Class 323 236 seen arriving at Manchester Piccadilly with a service from Hadfield. *Michael Lynam*









- Merseyrail's Class 507 018 stands at James Street on November 15th working a service to West Kirby. *Mark Enderby*
- Northern's Class 142 021 departs Long Preston on November 27th working a Morecambe -Leeds service. *Michael Lynam*
- On November 14th, Northern's Class 142 033 is seen stabled at York. *Michael Lynam*







- Northern have recently refurbished their first Class 323 unit and 323 234 is seen at Stockport with the 15:44 Manchester to Stoke on November 6th. *Lee Stanford*
- Merseyrail's Class 507 019 stands at Hoylake on November 15th. *Mark Enderby*
- Greater Anglia's Class 317 881 and 317 503 working the 2S53 18:15 Bishops Stortford to Stratford service is seen upon arrival at Stratford on November 14th. *Jonathan McGurk*











- Northern's refurbished Class 333 010 arrives at Steeton and Silsden with a service to Skipton, whilst a Class 321 departs with a train for Bradford, November 14th. *Ben Bucki*
- South Western Railway's Class 5870 stands at London Waterloo on November 8th in one of the stations former Eurostar platforms.

 John Sloane
- Northern's Class 142 042 arrives at Wigan North Western on November 5th with a service from Stalybridge. *John Sloane*

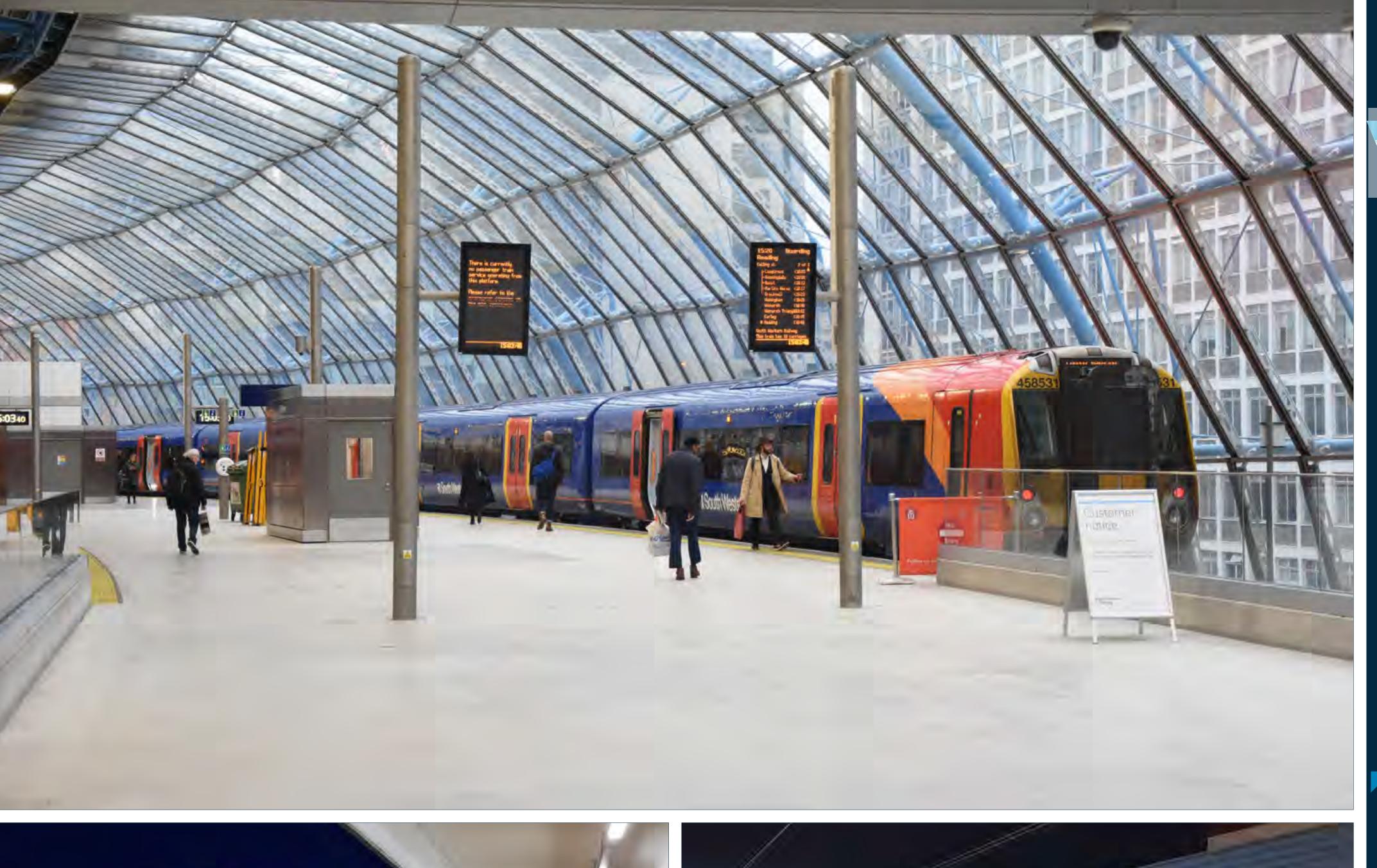


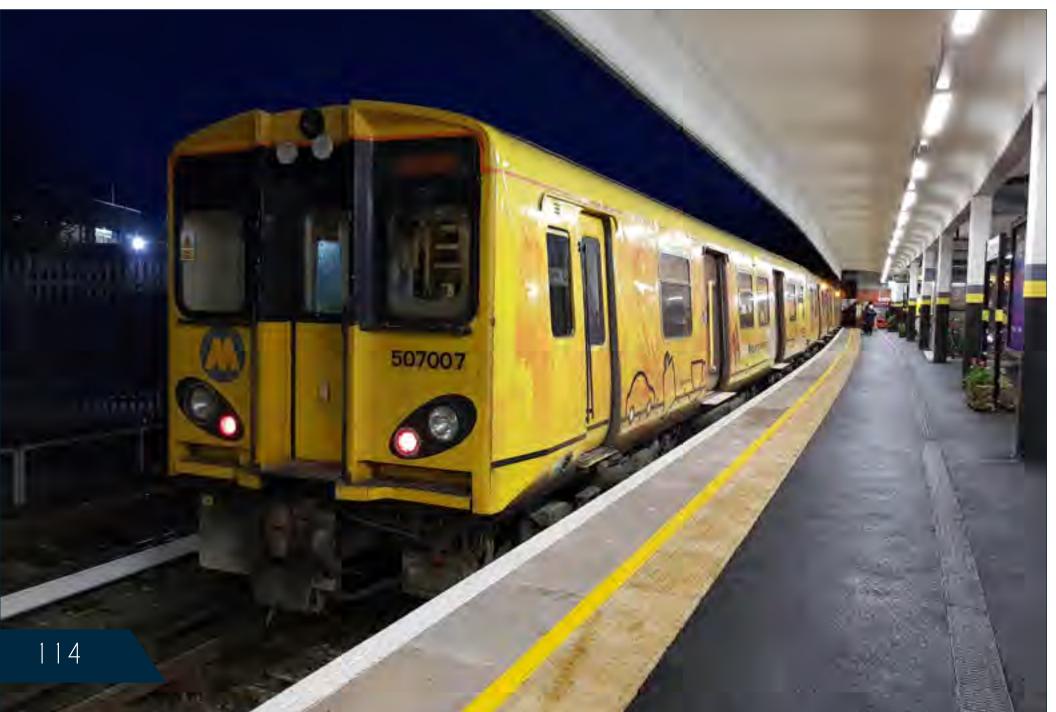




- South Western Railway's Class 458 531 stands in the former Eurostar station at London Waterloo on November 6th working a service to Reading. *John Sloane*
- Northern's Class 331 112 stands at Wigan North Western on November 21st working a service to Blackpool North. *Mark Enderby*

Merseyrail's Class 507 007 stands at West Kirby with a service from Liverpool on November 15th. *Mark Enderby*











- On November 6th, Northern's Class 158 797 calls at Settle working a Leeds Carlisle service.

 Michael Lynam
 - On November 20th, Northern's Class 319 361 calls at Alderley Edge working a Crewe Liverpool Lime Street service via Manchester Piccadilly. *Michael Lynam*
- Out on staff-training duties, and seen from beside the disused level crossing at Utley, near Keighley, Northern's Class 331 004 accelerates away from a signal-stop on November 22nd with the 5Z73 Skipton Shipley Skipton diagram. Ben Bucki







Virgin Trains

- An unidentified Pendolino Class 390 is seen at Winwickon November 15th, working the 09:30 London Euston to Glasgow Central service.

 Barry Longson
- More and more Pendolinos are losing their Virgin branding. Here one of the additional units ordered to increase capacity, Class 390 154 stands at Wigan North Western on November 8th, whilst working the 11:40 Glasgow Central to London Euston service. *Barry Longson*
- VoyagerClass221112hashaditsVirginmarkings removed and is seen after passing Winwick Jct. with an Edinburgh to London Euston service on November 8th. *Lee Stanford*











Virgin Trains

- Debranded Class 221 117 stands at Chester on November 24th working a service to London Euston. *Brian Battersby*
- A 'Naked' Class 390 045 departs Wigan North Western with a London Euston - Glasgow Central service. *John Sloane*
- Class 221 104 speeds through Acton Bridge on October 31st with a service to Birmingham New St. *John Sloane*







Virgin Trains

- Class 390 138 passes Acton Bridge on October 31st with a service to London Euston. *John Sloane*
- A 'Naked' Class 390 013 stands at Preston on November 21st working a London Euston -Carlisle service. *Mark Enderby*
- On November 8th, a debranded Voyager speeds past Bagillt with a London Euston bound service. *Mark Enderby*











Due to flooding between Shrewsbury and Crewe over the weekend of October 26th/27th, the empty stock movement of Scotrail Class 156 508 from Landore to Corkerhill was delayed. Here the late running unit is seen at Winwick on a sunny October 28th. *Barry Longson*

























- Metrolink trams Nos. 3040 and 3014 arrive at Manchester Victoria with a Bury service on November 8th. *John Balaam*
 - Metrolink tram No. 3036 departs Victoria with a service to Manchester Airport via Market Street. *John Balaam*
 - On November 8th, tram No. 3013 departs Victoria with a service to Manchester Piccadilly. *John Balaam*







Greater Anglia slashes delays for West Anglia commuter trains

Greater Anglia has reduced delays caused by faults on its West Anglia commuter trains by almost half. Between December 2018 and October 2019, delay minutes for its Class 317 commuter trains - which run through Cambridgeshire, Hertfordshire and Essex - were down 48%, and cancellations were down 14% over the same period.

The improvement is down to a new approach to tackling the most common causes of problems for this type of train. The most commonly occurring faults were found to be problems with doors, traction motors and couplers – which link two trains together.

As a result, the team at the company's engineering depot has improved its maintenance systems, replaced many old and worn out parts and is monitoring wear and tear more closely to prevent further faults occurring which could cause delays.

They also brought in a dedicated team from Arriva Train Care, based at Cambridge, to focus on fixing door problems.

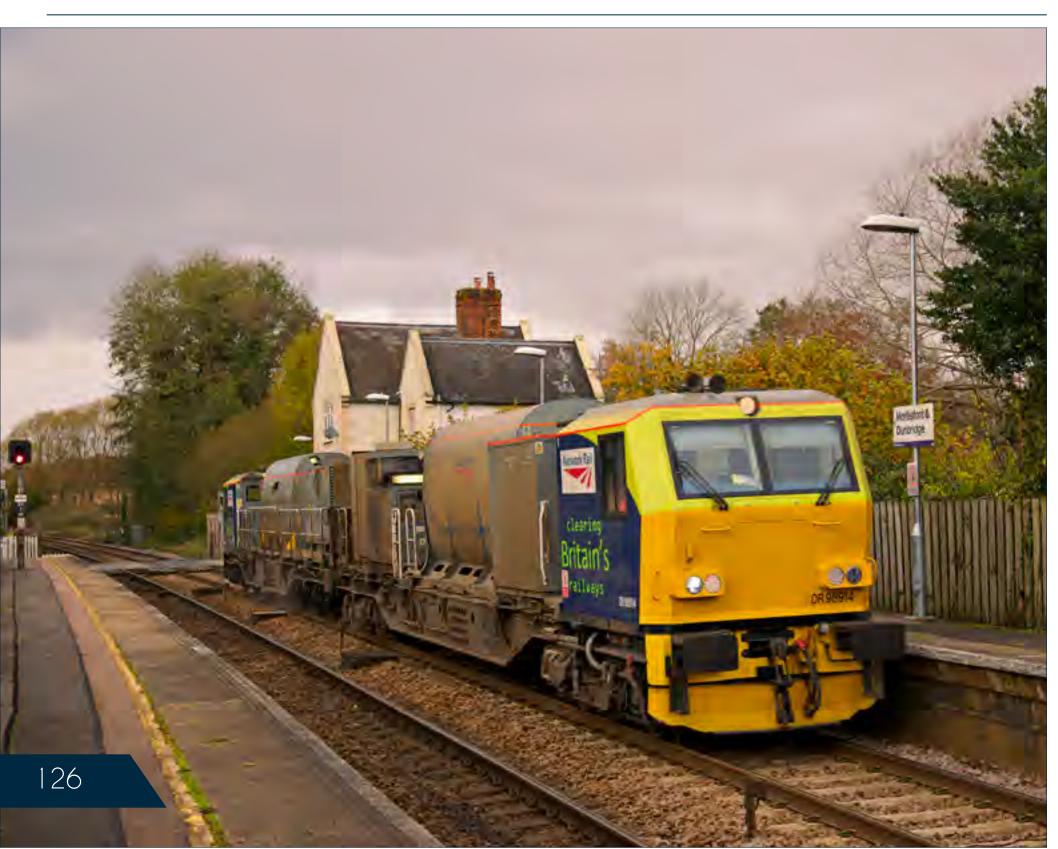
The team used specialist equipment to remotely monitor the doors while they were in service and predict when faults were

about to occur, enabling the team to take preventative action so that trains were not delayed. This, combined with an improved set of maintenance instructions for all technicians, has proved to be so successful that it is now being used by teams maintaining other types of train at other Greater Anglia depots.

Greater Anglia's Engineering Director, Martin Beable, said, "Our engineers set about researching the most commonly occurring faults and, following a sustained focus on finding permanent solutions to them, we have seen a big improvement in the trains' performance.

"This means that the Class 317 trains are now running far more reliably than before and we are committed to further improving these higher performance levels for our passengers."

Last year the train operator completed a £1 million refurbishment of its 72 Class 317 carriages installing new standard seat covers and vinyl flooring, new First Class seat covers, trim and carpets, re-sprayed interiors, new signage and a deep clean throughout.



Fares Advice with Railuk

This month more questions and answers on the The terms of the M Card are in themselves complex ticketing system of Britain's Railways. inconsistent.

Northern Rail refusal to compensate

on multi-modal tickets

It is the view of the Department for Transport that Delay Repay does apply to multi-modal tickets, such as Metro Cards:

Joseph Johnson said: The Government introduced the Delay Repay scheme whereby rail passengers are entitled to compensation if a delay to their train journey means that they are late in reaching their destination by 30 minutes or more. This applies to all ticket types. The practical arrangements for implementing this policy, including in relation to multi-modal products, are a matter for the train operating companies.Delay Repay should be paid on the rail element of multi-modal tickets.

I understand Northern Rail are still refusing to comply with this.

The company have said for some time that Railpass tickets are not eligible for compensation on strike days under the Delay Repay scheme because they're "issued on behalf of a PTE".

This is despite the fact that, as the name suggests, they aren't even multi-modal!

What is quite interesting is that the London and South East TOCs (well, Southern, LM as was and LNR as is now) do cough up on Travelcards, and not only that but on the rather favourableto-the-passenger interpretation that the ticket is only used for a simple return journey. So you could ride round the Zones all day, but if your train home was 2 hours late you'd still get the whole outboundary Travelcard fare back. It is no great surprise that Northern are taking the mick, though.

As a user of an MCard I have long been aware that Metro, as the owner of the product, make it clear that MCards are not covered by the normal Delay Repay scheme. Now whether this Advice on rail ticketing is available on rail forums. and untested. I would certainly be interested a substantial cost to it's users.

They say that Delay Repay does not apply "because" it is a multi modal ticket, which is a non-sequitor. There will only very rarely be an alternative means of public transport covered by an M Card that will enable any delay caused by a train cancellation to be mitigated. So what relevance the fact that it is a multi modal product has, is beyond me. Furthermore, it states that passengers are still eligible for compensation under the relevant operators' Passenger's Charters. Delay compensation is set out in these very charters, so how exactly does that not totally contradict the previous statement then?! And furthermore, are they seriously suggesting that travel on National Rail services on an M Card is not subject to the NRCoT? Because if it is, as seems almost certain to be the case, then surely NRCoT 33 means that passengers are indeed entitled to compensation, as, unlike some other terms (e.g. 14.3), there is no means for excluding certain tickets from being eligible for compensation. The fact that the terms purport to exclude an M Card from compensation also does not exempt the M Card from the implied term that the service will be performed with reasonable care and skill. For delays within the control of the rail industry, that may well mean that term is breached. For a breach of that implied term, the consumer is entitled to a price reduction, aka a partial refund. Is that not analogous to delay compensation? I would say so; it means that there is already an automatic scheme for delay compensation where the delay is within the rail industry's control. So like the old Passenger's Charter arrangements that some TOCs (most notably GWR) still use. Overall, it is far from obvious that the M Card terms succeed in excluding it from compensation. I don't think it is possible at all, really, in the context of a ticket valid on National Rail services, and in the context of a ticket bought by a consumer (as opposed to a business).

Ticket Advice for All

is morally and/or legally right is under debate co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail to know if it should be, but as a product not fares advice available anywhere, as we have owned by a TOC and without Delay Repay a team of people who are familiar with the negociated as part of this I would be suprised complex rail fares system who can help you. if this could easily be reversed, at least without Never pay over the odds again, and ask us if you need help! See you there!



National Rail

Network Rail MPV No. DR 98914 on RHTT duties, passes Dunbridge on November 12th. Michael Bennett



















National Rail

TO

HAD-PRINT







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Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.







Arriva Traincare's Class 08 868 is seen at LNWR Crewe on November 8th. *John Sloane*

Network Rail MPV Nos. DR98932 and DR98982 stands at Wigan North Western whilst on a Crewe - Springs Branch RHTT move. *John Sloane*

New trains start passenger service on Ipswich-Cambridge route

service on the line between Ipswich, Bury St Edmunds and Cambridge, which is used for over 1 one, two and three carriage trains which currently run on the route. Over the coming weeks more new trains will be introduced on the route replacing all the existing old trains. The new trains have more seats, plug and USB sockets, free fast wifi, air conditioning, better passenger information screens and improved accessibility features. They are powered by diesel and electricity, and are much greener than the existing diesel trains, with lower emissions, and modern brakes which release less brake dust into the environment.

Jamie Burles, Greater Anglia managing director, said: "The Ipswich to Cambridge route is our busiest regional route. We were really keen to introduce longer trains on the route as soon as we could to improve our customers' journeys. We are now offering intercity quality on a regional service – ideal for people travelling to work, school, university and for leisure.

Martino Celeghini, technical project manager at Stadler, said: "These new trains, with their ability to switch seamlessly between electricity and diesel, are highly suited for routes such as this one. As it becomes ever more important for business and government to help combat climate change, I am pleased that the trains we are producing for the Greater Anglia network offer an environmentally sustainable solution for travel."

Greater Anglia is replacing every single train on its network with brand new trains. The roll-out started in July this year on regional routes. New trains are now in service on the Norwich to Great Yarmouth, Lowestoft, Cambridge and Sheringham and Ipswich to Felixstowe lines.

The train company is getting 58 trains from Stadler, including 38 bi-mode trains and 20 electric trains – ten for the intercity route between Norwich and London and ten for the Stansted Express route.

Brand new longer trains with more seats have now entered passenger service on Greater Anglia's Safety and performance tests are being carried out on the Stadler electric trains on both the busiest regional route. One of the company's new state-of-the-art Swiss-built trains is now in Norwich - London and Stansted Airport - London routes. A total of 111 trains are being made by UK train manufacturer Bombardier, who have now made over 20 of Greater Anglia's new million passenger journeys a year. New three and four carriage trains are replacing the existing electric commuter trains which will run on routes between Liverpool Street and Essex, Ipswich, Cambridge and Hertfordshire. The bi-mode trains are part of a £600m investment in new Stadler trains for the region which have been financed by Rock Rail East Anglia and will be leased to Greater Anglia for the life of the franchise.



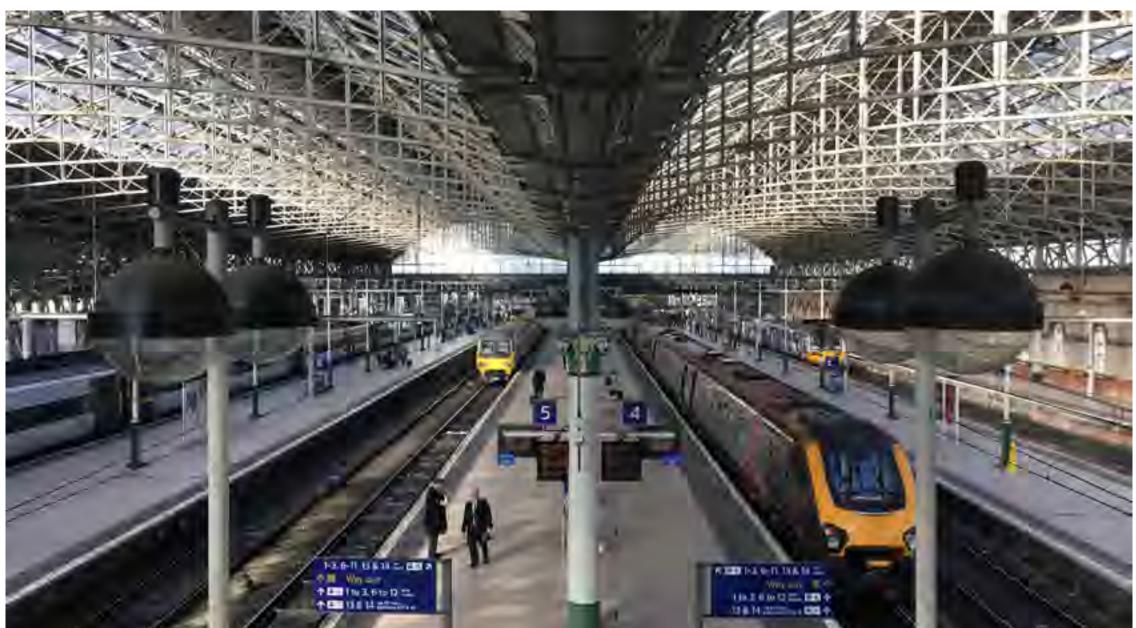


National Rail

Unbranded TransPennine Express Class 802 211 stands at Manchester Victoria working a service to Newcastle on December 8th. John Sloane



Piccadilly has 500,000 passengers on opening weekend of Manchester's Christmas markets



Manchester's Christmas markets are back for 2019 and passengers are being urged to 'think in threes' with more people than ever expected to travel in and out of the city by train.

With 503,384 passengers using Manchester Piccadilly on the markets' opening weekend, Network Rail is advising everyone travelling into the city by train to plan ahead to allow for the smoothest journey possible.

Millions of people are expected to visit Manchester for the market until 23 December, with many using the railway to enjoy the city's festive events and attractions - but it can mean trains and platforms are much busier.

Network Rail's top three travel tips are:

- Plan your journey
- •Check before you travel at www.nationalrail.co.uk
- •Know the times of your trains home

While the Christmas market is taking place, average passenger numbers at Manchester Piccadilly station rise by up to 40,000 each day, peaking at 160,000 in total

That's compared to the average of 120,000 passengers using the station daily during the rest of the year.

As with previous years, queuing systems may be used at exceptionally busy times to safely allow people to board their trains home. Extra station will be on hand between Thursday and Sunday every weekend in the run up to Christmas.

Scott Green, Network Rail's station manager at Manchester Piccadilly, said: "The Christmas market and festive season are great for Manchester but marks the start of the busiest time of the year for the station. Passenger numbers increase significantly at Piccadilly causing busier services and more people on platforms and the station

concourse.

"I'm urging passengers to think in threes to make travelling in and out of the city as easy as possible. Planning your journey, checking before you travel and knowing the times of your trains home will really help everyone. There will be extra staff in place across the station to provide advice and information and help keep passengers safe throughout."

Passengers are also being urged to think ahead and plan their journeys if they will be using the rail network over Christmas.

As part of its Railway Upgrade Plan, Network Rail will be carrying out improvement work across Britain between 24 December and 2 January which may affect journeys.







National Rail

- a true heritage line-up at Leicester TMD on November 9th with Class 56 104, Class 37 No. 6703 (37 003), Class 27 No. D5410 and 33 053. *Richard Hargreaves*
- On November 17th, Class 37 099 passes Marston Bridge having worked from Didcot to collect a track machine unit which had failed at Swindon. *Ken Mumford*

llford station main works to start in the New Year



Network Rail, along with its contractor VolkerFitzpatrick, will begin works in January 2020 to deliver significant improvements to Ilford station in readiness for the Elizabeth line.

From early January 2020, the main station entrance on Cranbrook Road will close for most of 2020 so construction works can get underway.

The major upgrade to Ilford station will provide customers with a new station entrance, new ticket office and new lifts providing step-free access to the platforms.

A temporary entrance and ticket office will be provided, located close to the junction of Cranbrook Road and Ilford Hill, to enable the upgrade works to be delivered.

Passengers will need to use this temporary entrance to reach the platforms but will need to allow extra time for their journey. The entrance on York Mews will remain open throughout the works.

Colin Prime, Network Rail's Principal Programme Sponsor said: We are currently preparing Ilford station for the main construction phase from January which will see the main entrance closed on Cranbrook Road until autumn 2020. The temporary entrance we are constructing will allow passengers to continue to use the station while we build this

new entrance for the station and for the Ilford community.

Howard Smith, TfL Rail Operations Director, said: "This work at Ilford will provide customers with significant improvements in readiness for Elizabeth line services. With a bigger and brighter main entrance and new lifts, providing step-free access from street to platform for the first time, it will transform journeys for our customers at Ilford."

The new entrance is expected to be ready for passengers to use in autumn 2020 with the main construction works continuing until the end of 2020.







National Rail

On November 16th, engineering works on the Northam curve in Southampton caused freight and Cross Country train diversions via Andover and the Laverstock Loop. A Nottingham to Bournemouth Voyager passes through Andover. David Lindsell



Improvement work starts at Huddersfield station

Network Rail, TransPennine Express and Northern are working together to extend the platforms at seven stations on the Penistone line.

Platform two will be extended by five metres, and once completed it will provide a better experience for passengers, allowing new, longer trains with more seats to call there. A compound was installed near Huddersfield station on Monday, 11 November to allow this work to take place.

The majority of this work will take place without disrupting services, but a key part of it will be completed between Wednesday, 25 December and Friday, 27 December. Network Rail carries out lots of engineering work during this time to minimise disruption to passengers as fewer people travel. Passengers are encouraged to check on National Rail Enquiries or with their train operator before travelling.

Network Rail is working closely with TransPennine Express and Northern to minimise any disruption for passengers and residents who live near the railway.

Matt Rice, Route Director for Network Rail in the North and East said: "Extending platform two at Huddersfield means that longer trains can serve passengers on the Penistone Line, meaning more seats and a more comfortable journey.

"The improvement at Huddersfield is one of many on this line and while there may be some short term changes 131 at these stations while the work takes place, the



benefits that will come from longer trains will be worth it."

Kathryn O'Brien, Customer Experience Director for TransPennine Express, said: "We're pleased to see that the work to extend platform two at Huddersfield is about to begin, trains to run from the platform, leading to better connectivity for those who use the station.

as it will allow longer

"While there may be some minor disruption, the long term benefits from Network Rail's work for customers using Huddersfield station will benefit everyone who uses the Penistone Line."

Anna Weeks, Regional Director at Northern, said: "The work being carried out by Network Rail will allow us to run better, longer trains for our customers – giving them an improved journey experience.

"We are working with Network Rail to keep disruption to a minimum and I'd like to also give my thanks to our customers for their understanding while the work takes place."



National Rail

On November 16th, Class 50 008 hauls a rake of Chiltern stock through Swindon, heading for Bristol. Ken Mumford



Loco Fleet List Ten

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

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

Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

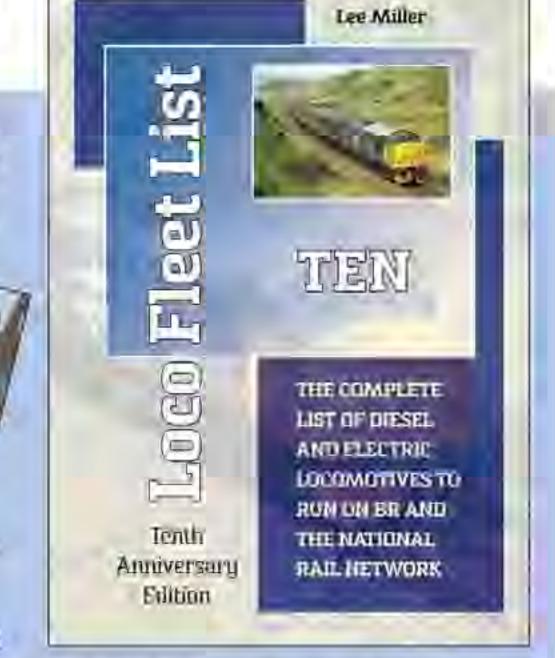
Loco Fleet List Ten is available via mail order for just £12.99
plus £1.99 P&P with a cheque or postal order made payable to:
L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY
or using Paypal when visiting the Loco Fleet Shop website.

Web:www.locofleetshop.co.uk

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This special anniversary edition has undergone a complete rewrite to include scrappage dates.

locations and allocations of all preserved and operational locomotives now in a perfect bound book



Rail network open for business this Christmas and New Year

Vast majority of railway remains open for 'business as usual' over the festive period

Only a few lines see major change where passengers are urged to check before they travel

The vast majority of the rail network will be open for business as usual this Christmas and New Year as more improvement work is targeted at times that has less impact on passengers. Andrew Haines, Network Rail chief executive, said: "Our passengers want and deserve a more reliable railway and that's why this Christmas we are out working on track and behind the scenes to help make that happen. Significantly fewer people travel over the Christmas holidays, which is why we do so much work at this time of year. But we know some of our passengers will have important plans, so please check before you travel. We have plenty of people in our stations in the run up to and over the break who are on hand to help."

While most lines are open as normal, a small handful will be significantly impacted. Passengers on those routes are advised to check before they travel over the Christmas and New Year period, especially if using services into and out of London Paddington.

20,560 railway staff will deliver some 386 projects over the festive period. The major projects include:

Multiple major upgrade works at London King's Cross, including tunnel and structure work, drainage inspection and upgrading overhead line equipment, resulting in improved capacity, reliability and operational flexibility. The majority of these works will take place over Christmas Day and Boxing Day. On Friday 27 December, train operators will have limited access into King's Cross at the start of service until 13:00, and they will be running a reduced timetable.

Track renewals, switches and crossings and overhead line works between London Paddington and Slough. This will mean no trains from London Paddington between 24-27 December, and a reduced timetable between 28-31 December.

Switches and crossings renewal works at Ashford International to improve track quality and reduce delays caused by track faults. This means Southeastern Highspeed and Eurostar services will not stop at Ashford between 26-29 December. Mainline services will run but some will be subject to change.

Re-railing and track maintenance work between London Liverpool Street and Hackney Downs to improve service reliability. On 26 December Stansted Airport services will start and terminate at Tottenham Hale. Greater Anglia and Arriva Rail London services will run between 27-29 December but will divert around the works on the fast lines.



National Rail

On November 15th, the bizarre sight of Class 67 012 hauling 90 035, DVT No. 82115, a former 125 group Mk3 and 67 028 on the rear departs Swindon. Apparently all in connection with tests regarding the type of pantograph used on the IETs, which is causing some trouble. *Ken Mumford*

Lifelong rail enthusiast recognised for long service after 40 years in rail industry

A lifelong rail enthusiast has been recognised for his long service in the industry that captured his interest when he was a young boy.

Bob Hart was just six years old when he was given his first train set for Christmas and he was 11 when he began trainspotting.

He left school at 15 and took up a five-year apprenticeship and became a qualified electrician before being drawn to the railway in 1979 at the age of 21.

Bob's rail career began as a traction trainee, based at King's Cross and Finsbury Park.
Reminiscing, he said: "They were fabulous days. Back then it was still diesel-hauled trains and the still new Great Northern electric 312s and just recently withdrawn 313s. We worked sleeper trains, freights, Royal Mail, Red Star and newspaper services, as well as the famous bullion runs and royal train duties."

Bob thoroughly enjoyed his driving days, and although he didn't become a fully qualified driver, he was determined to stay working in the industry he loved. He took up a platform-based role at King's Cross, where he was involved in loading and unloading Red Star, Royal Mail and newspaper services, train dispatch and a variety of passenger assistance roles.

About eight months later, Bob transferred to Stevenage as a leading railman with similar duties. He recalls unloading stacks of newspapers and huge Red Star deliveries, which used to arrive at 3am-4am. Back in those days, his role also included clearing snow from the points.

Bob recalls the days of whistle and flag dispatch fondly, as well as the days of Network SouthEast followed by West Anglia Great Northern. In 2001, he relocated to Welwyn Garden City where he continues to this day in a platform-based role.

Bob, 61, who lives in Lower Stondon, said: "Welwyn Garden City is a lovely oldy worldy station. It has always been very busy. Regular passengers know my face and I've got to know them well as great characters too."

GTR recently held an awards ceremony to celebrate the dedication and long service of employees, including Bob, who said: "It was a great honour to receive this award for my long service. I've always believed that working on the railway was a way of life and it was a great gesture to have this recognised."

One of the many changes Bob has noticed over the years is an increase in female drivers in the cabs of Great Northern and Thameslink trains. He said: "There are a lot more ladies driving trains now than ever before, It's amazing. I do admire them."

Now, with possibly as few as 15 months until retirement, Bob is looking forward to resuming work on model railways.









National Rail

Grand Central's Class 180 106 stands under the main train shed at York on November 18th, working the 11:27 London King's Cross to Sunderland service. *Barry Longson*

HST power car No. 43002 is seen on the turn table at the NRM York. *Michael Lynam*



"Smart" brakes improve energy consumption on Govia Thameslink Railway fleet



Class 717s are more energy efficient than previous generations of trains.

GTR's trains are now returning over 50% more energy to the network to help power the fleet, following the completion of a £2bn modernisation programme.

Some 115 Siemens Class 700s on Thameslink and 25 Class 717s on Great Northern have on-board systems which recover more energy than previous generations of trains. This energy was otherwise lost in the heat from braking friction on the trains they replaced. Overall, the amount of regenerative energy has been improved by 50 %.

The energy returned to the network, 15.8 GWh per four weeks, is the equivalent of almost two weeks of domestic energy consumption in one of the towns on the GTR network.

The green improvements come as the rail operator releases its 2019 Sustainability Report, with other energy-cutting initiatives such as the upgrade of platform lights at all GTR stations to LEDs, which cut energy use by up to 80%, as well as new seasonal lighting controls to further reduce consumption.

Some 33 retailers at GTR stations also participate in the national "Refill" campaign offering free tap water to passengers with reusable water bottles.

GTR's Head of Environment Jason Brooker said: "We are committed to operating a more sustainable railway by embracing initiatives to tackle energy and water consumption, manage resources more efficiently and reduce waste to ensure we lower our impact on the environment."



National Rail

Class 56 090 passes The Oaks (Hadnall) with the 3S71 21:20 Coleham Yard - Coleham Yard RHTT on November 18th. *Keith Davies*



A club for anyone interested in the railways of Southern England. Www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

Sixty Years Ago

PREPARING FOR THE CHOP AT THE BEGINNING OF THE 1960s!			
PASSENGER LINES WITHDRAWN	PASSENGER LINES REMAINING		
Porth - Maerdy	Cardiff - Treherbert		
Treherbert - Bridgend (via tunnel)	Cardiff - Merthyr		
Abercynon - Aberdare	Cardiff - Rhymney		
Caerphilly - Senghenydd	Branch lines to Milford Haven		
Cardiff - Coryton	Branch lines going north from Newport		
Nelson - Dowlais			
PASSENGER SERVICES	PASSENGER SERVICES		
ALREADY WITHDRAWN	UNDER CONSIDERATION		
Barry - Wenvoe - Cardiff - Pontypridd	Pyle - Porthcawl		
Merthyr - Hirwaun	Pontypool - Aberdare - Neath		
Swansea - Neath	Dowlais (Cae Harris) - Nelson & Llancaiach		

CARDIFF DIVISIONAL MANAGER (Mr. R. C. Hilton)
said that the Beeching Plan had two facets:[1] the modernisation of what we want and what is vital to us.
[2] live off and close down all those bits of lines which don't pay and, which, quite frankly, we think can't be made to pay
ADDING - a plan to put the railways on their feet.

Aberayron's weight problem

On the subject of 74xx 0-6-0PTs on the Aberayron branch, these locos have a lighter axle load than the standard panniers, which permits them to operate over certain branch lines where heavier locos are not allowed. Despite the fact that 7402 was reported in October 1962 as being condemned, this loco hauled the daily Aberayron freight train on October 13th 1962, arriving 2.55 p.m. and departing 3.55 p.m. Others of the class have been working on this branch during 1962 include 7407/8/44/5 and 7418. On June 28th 1962 No. 7428 (still in G.W.R. livery) visited the branch with an inspection coach in chocolate-and-cream colours. Aberayron shed was closed from April 30th 1962.

Comparing the weights of various ex-GWR 0-6-0PTs			
<u>CLASS</u>	WEIGHT	CLASS	WEIGHT
850	36 tons 3 cwt	57xx	47 tons 1 cwt
1366	35 tons 15 cwt	57xx [9700-9]	50 tons 15 cwt
15xx	58 tons 4 cwt	57xx [6750-79]	49 tons 0 cwt
16xx	41 tons 12 cwt	64xx	45 tons 12 cwt
2021	39 tons 3 cwt	74xx	45 tons 9 cwt
54xx	46 tons 12 cwt	94xx	55 tons 7 cwt



National Rail

Looks like the Bamber Bridge signalbox is in need of some new foundations, having to be supported by an immense network of steel girders. *Mark Enderby*







A Different View

- An assortment of abandoned bikes at Swindon station. *Ken Mumford*
- A superbly restored No. ADB975397 'Test Car 2' is seen at Quorn and Woorhouse on November 9th. *Richard Hargreaves*
- Quorn and Woodhouse station on the Great Central Railway looks lovely in this early evening shot on November 9th. *Richard Hargreaves*















Preserved Railways

Keighley and Worth Valley Railway

- The line recently welcomed back into service their stalwart Waggon & Maschinenbau diesel railbus, no. M79964. The 1950's built railbus was one of the earliest arrivals on the Worth Valley line, joining the fleet in 1967 and has been a popular performer on early morning and winter-season diesel diagrams, particularly in recent years. Out of traffic for 18 months for repairs, the unit re-entered service in November. The lines railbus is seen heading away from Damems station on November 23rd, with an afternoon service to Keighley (with Black 5 No. 45212 heading away from the passing loop in the distance). Ben Bucki
- The railbus is seen at Damems Station with a service to Keighley on the morning of November 10th. *Ban Bucki*
- The railbus is seen beside the River Worth at Ingrow, heading for Damems Station with a service from Keighley on the afternoon of Remembrance Sunday, November 10th.

 Ben Bucki





Keighley and Worth Valley Railway

Black 5 No. 45212 is based at the Keighley and Worth Valley Railway, but spends much of the year on loan to Ian Riley for use on mainline excursions. The loco returned (as usual) to its home line for the winter season, and the Black 5's first weekend back in traffic was also the last weekend of normal services before the Santa Special timetable kicks off. The loco is seen climbing away from Ingrow beside the River Worth on November 24th Ben Bucki













Great Central Railway

On November 16th, Class 101 DMU Nos. 50203 and 50266 approach Rothley.

Richard Hargreaves

- Class 37 714, Peak No. D123, 50 017 and Class 47 No. 1705 are seen lined up at Loughborough. *Richard Hargreaves*
- Stanier Class 8F No. 48305 smokes out Rothley on November 16th as it slows with a service from Leicester North. *Richard Hargreaves*















Preserved Railways

East Lancs Railway

- Class 105 'Cravens' DMU Nos. 56121 and 51485 depart Rawtenstall with the 12:45 to Heywood on an overcast November 9th. *Barry Longson*
- On November 9th, Class 122 Buble Car No. 55001 arrives at Irwell Vale from Rawtenstall. *Michael Lynam*
- The ELR held their annual DMU event on November 9th. Here Class 104 DMU Nos. 50455 and 50517 kick out the usual blue/grey exhaust, as they depart Irwell Vale with a service for Rawtenstall. *Barry Longson*







CAR NO. 55/21

USE ARE LOCATED ABOVE THE





Preserved Railways

East Lancs Railway

- On November 9th, the lines Class 105 DMU is seen with two well behaved dogs on the platform at Ramsbottom. The Class 104 DMU unit is in the opposite platform heading back to Heywood. *Kevin McCormick*
- Class 24 No. D5054 arrives at Ramsbottom dragging Class 117 DMU Nos. 51339 and 51382 to Rawtenstall. *Michael Lynam*
- The driver of the Class 105 unit, acknowledges the driver of the Class 122 'Bubble Car' who is arriving at Ramsbottom on November 9th. Kevin McCormick







East Lancs Railway

- On November 9th, the Class 110 DMU waits departure time at Rawtenstall. Kevin McCormick
- Class 105 'Cravens' DMU Nos. 56121 and 51485 arrives at Ramsbottom on November 9th. Michael Lynam
- The Class 104 DMU stands at Bury Bolton Street on the evening of November 9th.

 Kevin McCormick











The East Lancs Railway is home to the two different types of BRCW units and they are seen paired up as they approach Ewood Bridge with the Class 104 variant leading the later built Class 110. Lee Stanford



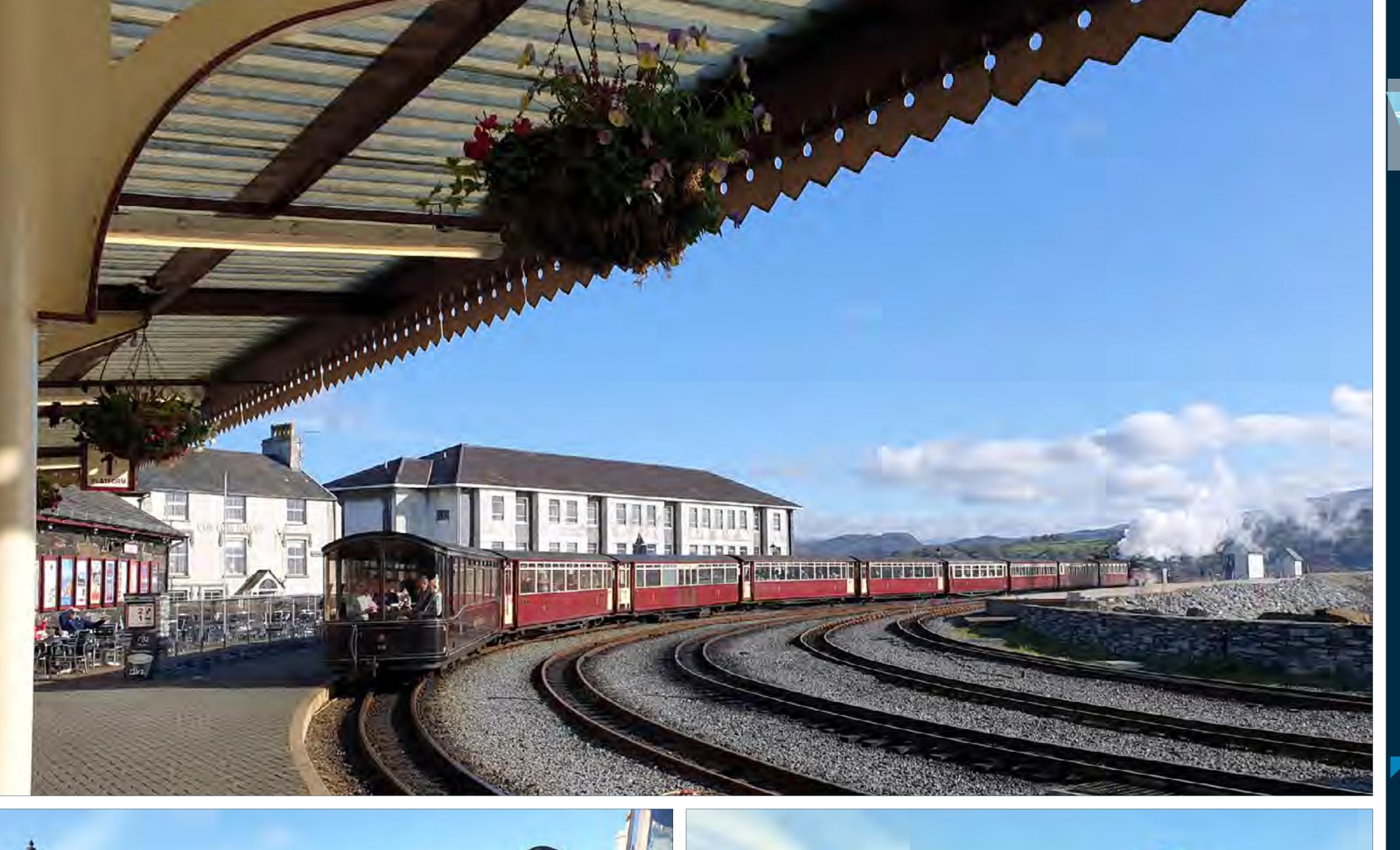
Preserved Railways

Ffestiniog Railway

During the Autumn half-term holiday at the Ffestiniog Railway, a wide variety of their locomotives were in use on both service trains and specials. A mid-day train is seen pulling away from Porthmadog Harbour on October 28th, behind the Double-Fairlie 'Merddin Emrys'. Ben Bucki

The ex-Penrhyn Quarry Hunslet locomotives 'Linda' and 'Blanche' were double-heading one of the diagrams on October 28th, and (following coaling and topping-up the tanks) 'Linda' is seen waiting for 'Blanche' to couple up to the stock of an afternoon train at Porthmadog Harbour. Ben Bucki

On October 28th, Garratt No. 143 is pictured at Porthmadog Harbour waiting for the rightaway with a train to Caernarfon. Ben Bucki











Single-Fairlie 'Taliesin' and George England tank loco 'Prince' had arrived top-and-tailed with a short rake from the Welsh Highland Railway on the afternoon of October 29th, and 'Prince' is seen moving through Porthmadog Harbour to take coal and water, after 'Taliesin' has shunted the carriages into the loop. Ben Bucki





Welshpool and Llanfair Railway

On the Welshpool and Llanfair light railway, the regular timetable was winding-down during the Autumn half-term at the end of the season (with the popular Santa trains due to round-off the year towards Christmas). GWR Beyer-Peacock No. 823 'Countess' heads for Sylfaen Halt, near Welshpool, with the last train of the day for Llanfair on November 1st. Ben Bucki













Preserved Railways

Severn Valley Railway

- BR Riddles 4MT Class No. 75069 hauls a Bridgnorth to Kidderminster service through Eardington on October 6th. *Phil Martin*
- Class 50 033 heads towards Hampton Loade with a service from Bridgnorth on October 6th. *Phil Martin*
- Class 09 107 stands at Hampton Loade with a couple of coaches on October 4th. *Phil Martin*

















From the Archives

- Prior to TOPS renumbering English Electric Types 4 and 3, Nos. 200 and 6893 meet at Stockport Edgeley stabling point in September 1969. *Lee Stanford*
- Class 37 116 is seen working a Basingstoke to Andover open day shuttle service.

 Michael Bennett
- The last Class 40 to carry green was 40 106 and is seen at Manchester Victoria after arriving with a service from Bangor on October 1981.

 Lee Stanford









From the Archives

One of the first of the standard English Electric 400 hp 0-6-0 diesel shunters, No. 13001 (D3001), in original guise rests at Bristol St Phillip's Marsh depot. This locomotive was withdrawn before being renumbered into the class 08 series. Enginemen sit on the bench outside the rest room waiting their next turn. The photo was taken from an excursion train awaiting a crew change outside the depot on August 7th 1959. *Christopher Baldwin*





- Class 40 035 'Apapa', note the painted name plates stands at Warrrington Arpley sidings on June 26th 1984. *Lee Stanford*
- Class 31 405 is seen on Crewe Bank with diverted Man Piccadilly Poole service on February 19th 1989. *Keith Davies*
- Class 33 114 in Network South East livery, one of only two painted, is seen departing Andover on a London Waterloo Exeter service in the late eighties. *Michael Bennett*







