

Railtalk Magazine

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 111 and your monthly roundup from across the UK.

Well that's it. - 2015 is officially done! I hope you all enjoyed it and well what a year it's been. 2015 must be known for it's heritage traction, not only on the mainline passenger circuit, but Rail Operation Group have given a new lease of life to locos in the non-passenger sector as well. More impressively, we have heritage liveries reappearing alongside these locos.

Moving on and on the subject of years ending and new ones beginning, a shameless plug, as the Railtalk 2016 calendar is now available and with over 80 photos, it's jammed packed with goodness. Please find the advert in the middle of this issue with some sample pages, however it really is something not to be missed.

So, I'm guessing all that's left to say, is have a very Merry Christmas and a Happy New Year from all of us here at Railtalk and I hope that 2016 brings up as much interest in the UK rail network as we have had in 2015. Thank you to all your support in reading the magazine and an extra special thank you to all our contributors listed to right as without them, we wouldn't be where we are today. Issue 111 doesn't sound much till you think it's nearly 10 years since we started.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Ken Abram, Michael J Alderdice, Steve Andrews, John Alsop, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Matthew Bird, Tim Bott, Amy Bucki, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, Lorenzo D'aniello, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Martin Hart, Brian Hewertson, Darrel Hendrie, Paul Hewertson, Stuart Hillis, Keith Hookham, Derek Hopkins, Lee Huggins, Colin Irwin, Jon Jebb, John Johnson, Richard Jones, Ken Livermore, Michael Lovatt, Michael Lynam, Jonathan McGurk, Peter Marsden, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, James Passant, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Charlie Robbins, Neil Scarlett, Mike Sheridan, Stephen Simpson, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: Colas Rail's Class 37 421 leads the 1Q08 08:51 Rugby CS to Derby RTC (Network Rail) with 97 301 on the rear as it approaches Wilsons Crossing on November 12th. [Derek Elston](#)

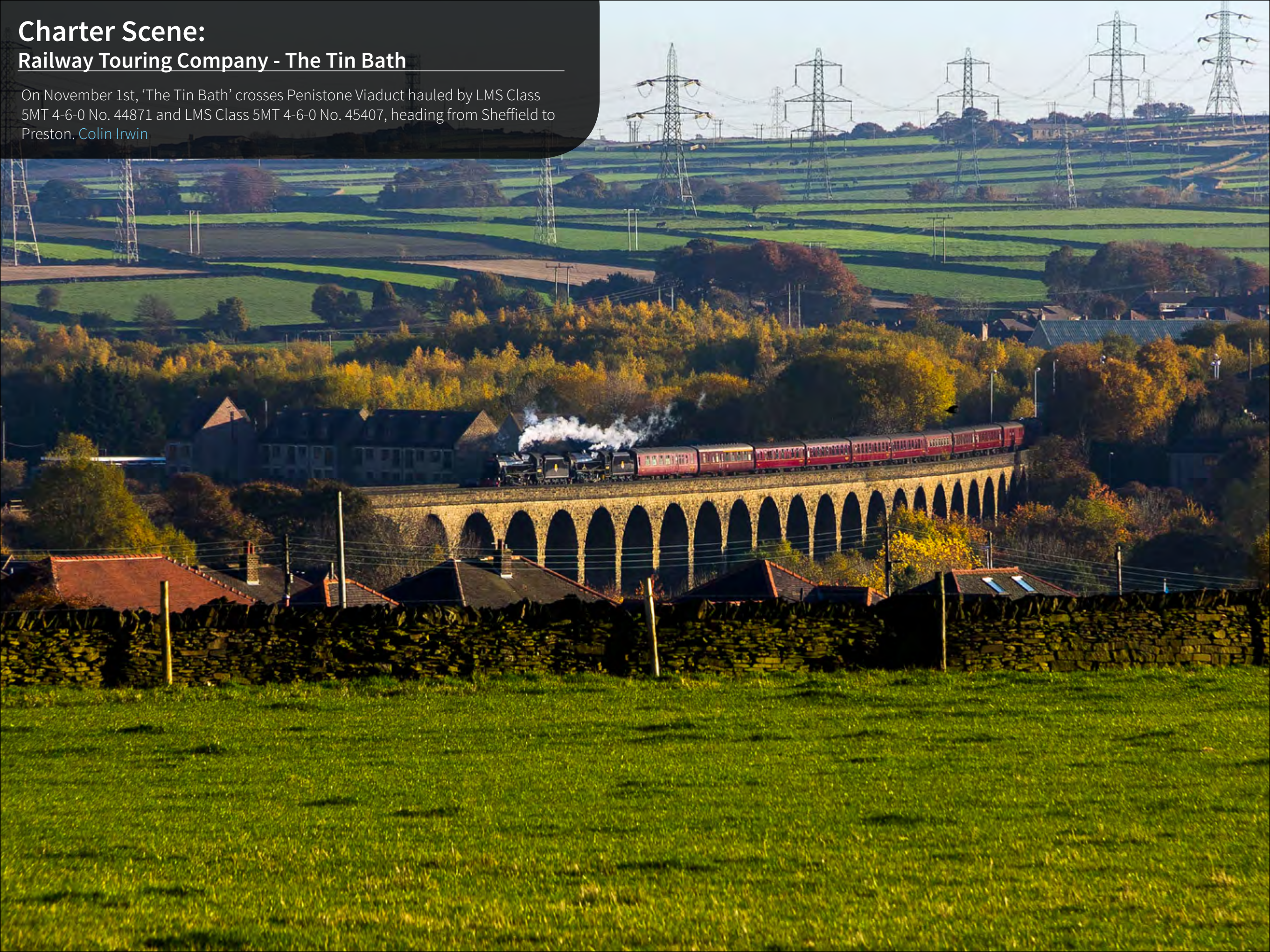
This Page: Class 68 012 passes a sunny Kings Sutton on November 21st heading towards London Marylebone. [Sam Bilner](#)



Charter Scene:

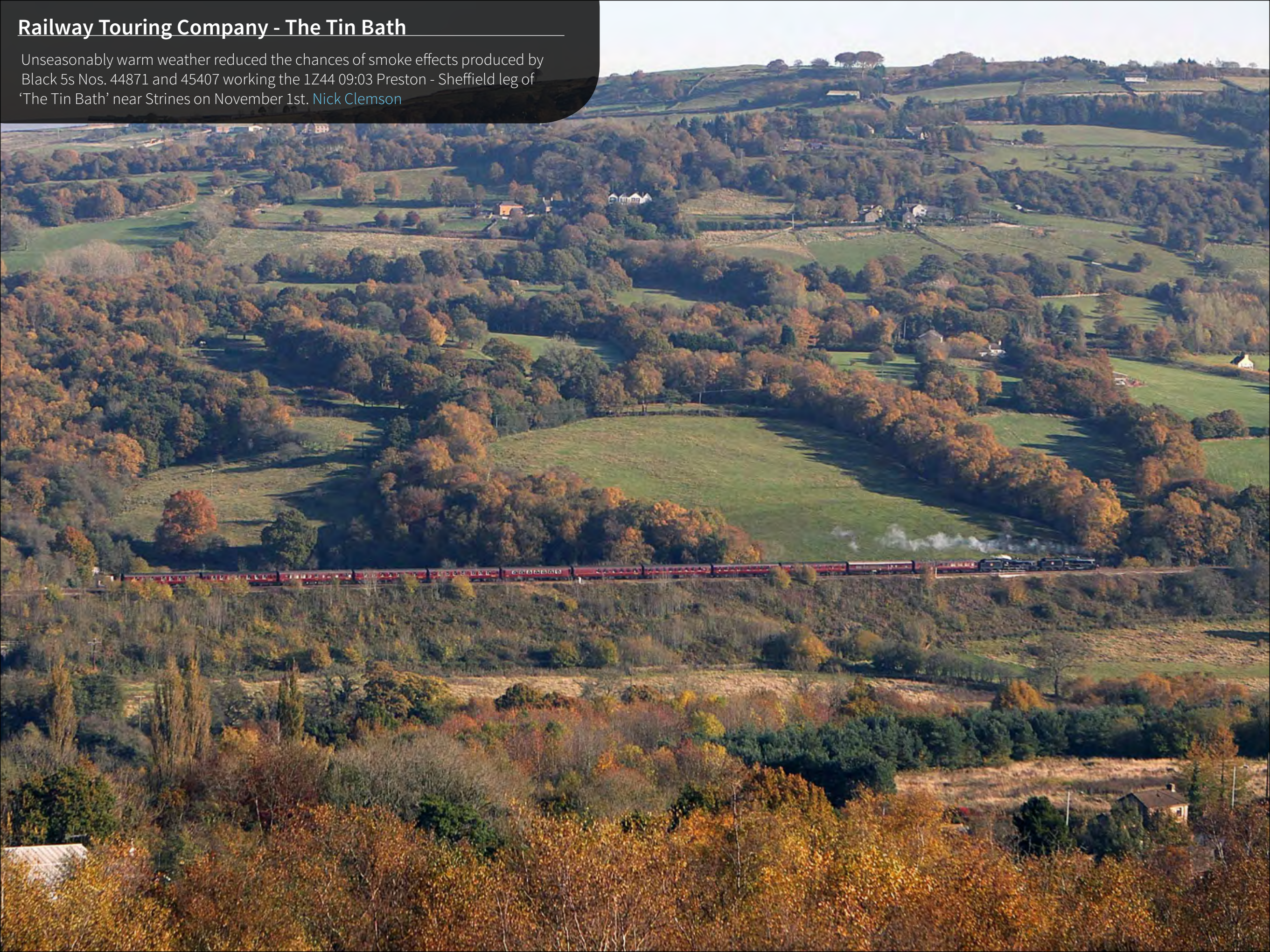
Railway Touring Company - The Tin Bath

On November 1st, 'The Tin Bath' crosses Penistone Viaduct hauled by LMS Class 5MT 4-6-0 No. 44871 and LMS Class 5MT 4-6-0 No. 45407, heading from Sheffield to Preston. [Colin Irwin](#)



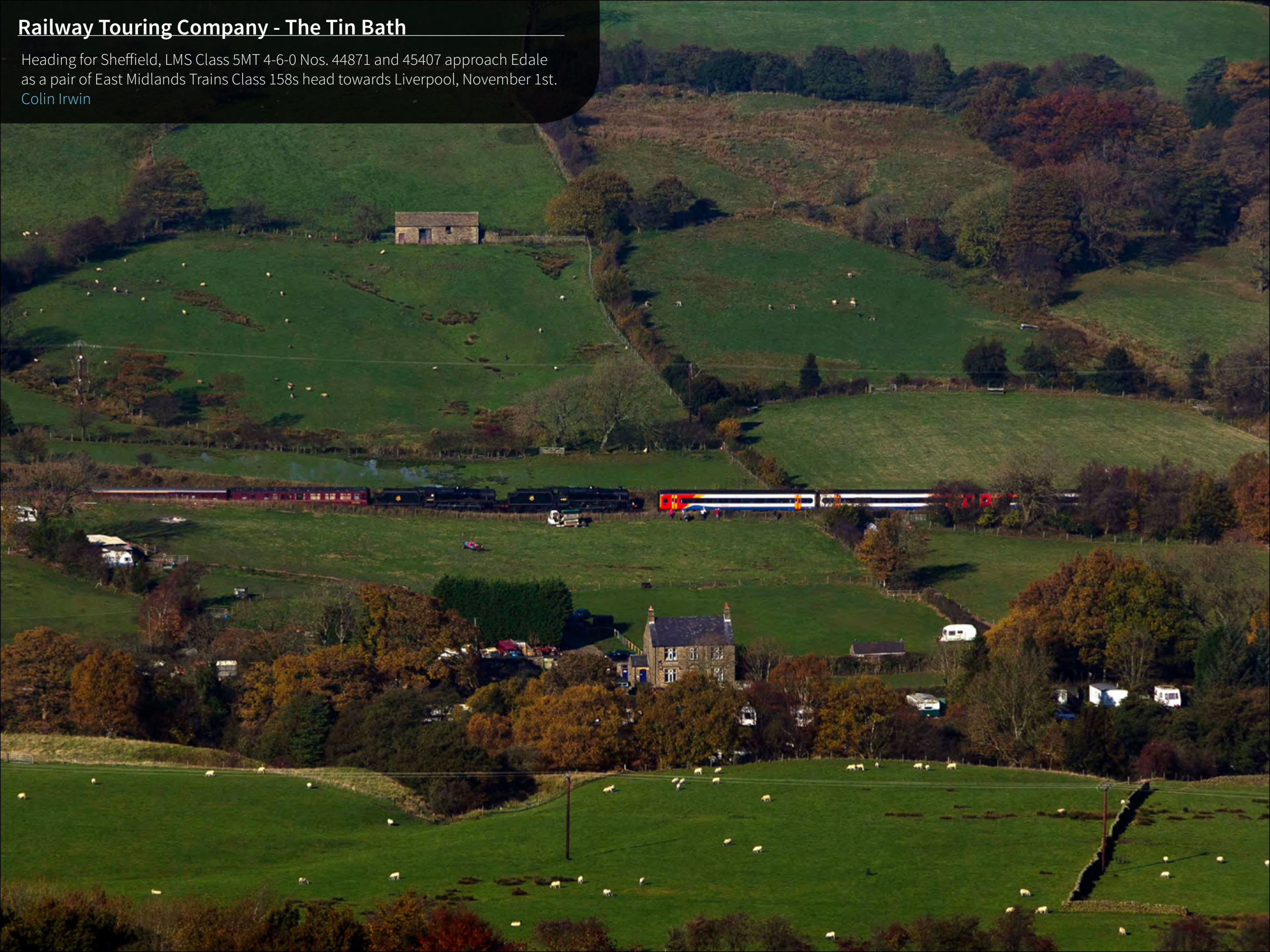
Railway Touring Company - The Tin Bath

Unseasonably warm weather reduced the chances of smoke effects produced by Black 5s Nos. 44871 and 45407 working the 1Z44 09:03 Preston - Sheffield leg of 'The Tin Bath' near Strines on November 1st. [Nick Clemson](#)



Railway Touring Company - The Tin Bath

Heading for Sheffield, LMS Class 5MT 4-6-0 Nos. 44871 and 45407 approach Edale as a pair of East Midlands Trains Class 158s head towards Liverpool, November 1st.
Colin Irwin



Railway Touring Company - The Tin Bath

LMS Class 5MT 4-6-0 Nos. 44871 and 45407 stand at Manchester Victoria on November 1st, heading 'The Tin Bath' raitour from Preston to Sheffield.

Brian Hewertson



East Midlands Trains - Santa Special

On November 21st, EMT power car No. 43046 leads the ECS for a Nottingham - Sheffield 'Santa Special' through Derby. [Class47](#)



Pathfinder Tours - The Jolly Marketeer

On November 28th, Class 37 605 and 37 602 are seen stabled for the night at Derby ready to work Pathfinder's 'Jolly Marketeer' railtour to Chichester the following day. Mark Pichowicz



Pathfinder Tours - The Jolly Marketeer

On November 27th, Class 37 605 and 37 602 pass through Burton working the 5Z37 Eastleigh - Derby ECS for the tour the following day. [Stuart Hillis](#)



Pathfinder Tours - The Jolly Marketeer

Class 37 605 and 37 602 stand at Derby after arriving with Pathfinder's 'Jolly Marketeer' railtour from Chichester, November 29th. [Mark Pichowicz](#)



Belmond British Pullman - Northern Belle

Right and Main: Class 68 003 'Astute' and 57 305 'Northern Princess' top'n'tail the Northern Belle at Nottingham on November 21st, having arrived with a working from Leicester. [Class47](#)



Belmond British Pullman - Northern Belle

Right and Main: Class 68 003 'Astute' and 57 305 'Northern Princess' pass Deblenfield, Barrow Upon Trent with the Northern Belle, Leicester to Nottingham special on November 21st. [Steve Donald](#)



Vintage Trains - THE OXFORDSHIRE EXPLORER

Great Western 'Hall' Class 4-6-0 No. 4965 'Rood Ashton Hall' working the 1Z36 Tyseley - Oxford is seen just outside Hanborough on November 21st. [Sam Bilner](#)



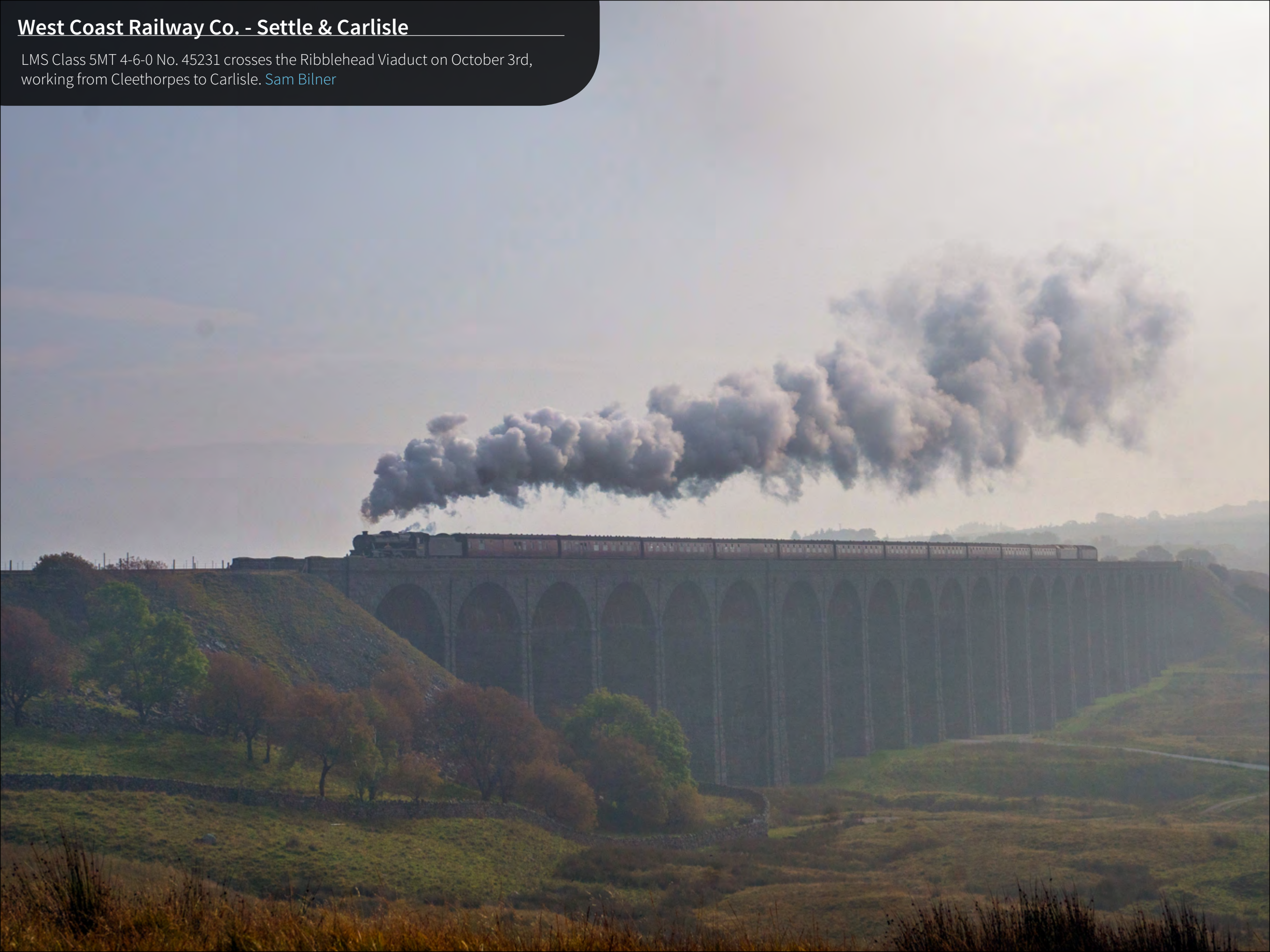
**West Coast Railway Company -
THE LUNE RIVERS TRUST SPECIAL**

On October 3rd, LMS Jubilee Class 5XP 4-6-0 No. 45699 'Galatea' passes Colton Junction with the returning York to Carnforth charter. [Robert Bates](#)



West Coast Railway Co. - Settle & Carlisle

LMS Class 5MT 4-6-0 No. 45231 crosses the Ribbleshead Viaduct on October 3rd, working from Cleethorpes to Carlisle. [Sam Bilner](#)



Steam Dreams - The Cathedrals Express

LNER B1 4-6-0 No. 61306 'Mayflower' heads over the Shropshire Union Canal near Cholmondeston Bridge with 'The Cathedrals Express' bound for Chester on November 21st. Gerald Nicholl



UK Railtours - The Magnificent Settle & Carlisle

On October 3rd, Class 55 No. D9009 'Alycidon' passes Normanton working this Kings Cross to Carlisle charter. [Robert Bates](#)



UK Railtours - The Magnificent Settle & Carlisle

Having taken over from a Class 90 at Doncaster, Class 55 No. D9009 'Alycidon' takes the Kings Cross to Carlisle charter over the Ribbleshead Viaduct on a misty October 3rd. [Sam Bilner](#)



Belmond British Pullman - V.S.O.E.

Class 67 018 works the British Pullman through Keynsham on November 21st, heading towards Bristol Temple Meads. [Sam Bilner](#)



ECS and Light Engine Moves

LNER B1 4-6-0 No. 61306 'Mayflower' hurries its support coach through a rare patch of sunshine away from Bruton to the summit of Brewham Bank on November 27th whilst heading for Southall. [Gerald Nicholl](#)



ECS and Light Engine Moves

LMS Stanier 4-6-0 No. 46100 'Royal Scot' appears to be doing more than its fair share of the work led by Class 47 245 on a repositioning movement from Kidderminster SVR to Crewe with its support coach, passing Blakedown Crossing in heavy rain on November 25th. [Gerald Nicholl](#)



West Coast's Class 47 760 lays over in Doncaster West Yard on October 4th, with 47 746 on the rear, prior to working the 5Z90 10:07 Doncaster - Southall Depot the following day. [Robert Bates](#)



LMS Class 5MT No. 45407 working the 5Z36 Castleton - Bristol St. Philips Marsh, is pictured passing Filton Abbey Wood on November 25th. [Sam Bilner](#)

ECS and Light Engine Moves

On November 13th, LMS No. 46233 'Duchess of Sutherland' heads to Derby North Dock Sidings in readiness for working the 'The London Explorer' railtour, due to take place on the following day. [Steve Donald](#)



ECS and Light Engine Moves

Class 37 706 paired with 47 760 hauls coaches Nos. 99348 and 1860 from Southall WCR to Steamtown Carnforth as 5M43 through Northampton on November 11th.
Derek Elston



Railtalk — Magazine

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Above is a sample of this years calendar, for more information please get in touch!

Calendar 2016

Pictures: Arriva Trains Wales

The 1D32 Manchester Piccadilly - Holyhead gets checked approaching Winwick Jct. with Class 67 001 coming to a halt on Vulcan Bank, November 16th. [Dave Harris](#)



Chiltern Railways

On November 14th, Class 68 008 stands at London Marylebone with the ECS to form a service to Birmingham Snow Hill. [Class47](#)



Colas Rail

Class 60 056 heads through Nottingham on November 21st with a Westerleigh to Lindsey working. [Class47](#)



Class 56 113 leads 56 087 and 66 847 working as 0E66 Bescot - Doncaster through Burton. Stuart Hillis



CrossCountry

Power cars Nos. 43384 and 43304 pass Stenson Jct. working the 1V50 06:06
Edinburgh to Plymouth service on November 12th. Steve Donald



Class 60 100 accelerates away from Stenson Jct. working the 07:15 Lindsey oil refinery to Kingsbury oil tanks on November 12th. [Steve Donald](#)



On November 18th, Class 66 084 passes Colton Jct. working a Doncaster Belmont to Tyne engineers train. [Class47](#)



Class 66 183 hauling an eastbound freight, passes through Pewsey on November 26th. [Ken Mumford](#)



On November 4th, Class 60 040 passes through Scunthorpe working the 6M99 Immingham SS - Wolverhampton Steel Terminal covered coil-carriers. [Steve Thompson](#)



Class 66 125 working the 4M07 Felixtowe - Burton Maurice Hill sidings modal, passes through Burton on November 14th. [Stuart Hillis](#)

The 08:58 Halewood (Jaguar Cars) to Southampton Eastern Docks passes Northampton behind an immaculate Class 66 058 'Derek Clark' on November 22nd.
Derek Elston





Class 66 070 approaches Barnetby on November 25th working a Humber to Eggborough loaded coal train. Class47

Class 66 135 (with 66 046 out of sight on the rear) heads a RHTT working out of Lincoln on November 21st. Class47



On November 10th, Class 66 080 regains the WCML and passes through Warrington Bank Quay with the 6M94 empty cement tanks from Avonmouth to Clitheroe. The train had paused in Arpley Yard for its booked crew change. [Jeff Nicholls](#)



On a foggy November 2nd, Class 60 059 with an early running 6E08 Wolverhampton - Immingham steel carriers, passes through Burton. [Stuart Hillis](#)



Class 90 024 leads 67 022 into Crewe on November 26th with a single wagon from repair at Warrington Arpley. [Michael Lynam](#)



Recently reinstated Class 60 065 working the 6D03 Tinsley - Immingham Nordic with it's unique BVA wagons loaded with slabs heads through Scunthorpe on November 4th. [Steve Thompson](#)

Class 66 147 pilots 66 070 and 66 148 on their way north to Toton from Acton, pictured at Harrowden Junction on a bright but bitterly cold November 21st.
Geoff Barton



On November 19th, the 6X01 Frodingham Trent Yard - Eastleigh, which conveys long-welded rail on a mixture of IGA/BQA/YEA wagons passes through Scunthorpe with a rare Class 60 040 replacing the usual Class 66. [Steve Thompson](#)



Class 67 008 passes through Northampton on November 2nd hauling Royal Train coach No. 2920 on a Wolverton to Crewe Electric Depot move. The coach was heading to Crewe for repairs. [Derek Elston](#)



On November 26th, Class 66 206 heads a Trafford Park - Southampton intermodal through Stafford. [Michael Lynam](#)



On a wet November 6th, Class 60 092 passes through Burton on Trent working the 6M57 Lindsey - Kingsbury loaded tanks. [Stuart Hillis](#)



Class 60 066 stands in Nottingham on November 21st during a driver change whilst working a Lindsey to Kingsbury loaded tank train. [Class47](#)



On November 11th, Class 92 016 leads the 15:06 Daventry IRFT to Wembley Euro Freight Operations Centre through Northampton. [Derek Elston](#)



Class 66 250 passes Sutton Bridge Jct. working the 6V16 04:30 Carlisle N.Y. - Cardiff Tidal T.C. on November 10th. [Keith Davies](#)



On November 23rd, Class 60 059 descends Appleby Bank while working 6K22 empty iron ore from Santon FOT to Immingham Bulk Terminal. Just ahead of the loco can be seen the soon-to-be-redundant AY3372 signal, beyond that is its replacement, BD3372, lowered to the ground and ready to be hoisted up into position. [Steve Thompson](#)





Class 60 066 in 'Drax powering tomorrow' livery approaches Derby station with the 10:12 Kingsbury to Humber tanks working on November 22nd. Steve Donald

Class 56 303 leads the Weardale Railway's 'Polar Express' stock transfer; Class 47 712, 47 192 and coaching stock as they approach Trowell Jct. working from Chaddesden Sidings to Bishop Auckland on November 8th. [Steve Donald](#)

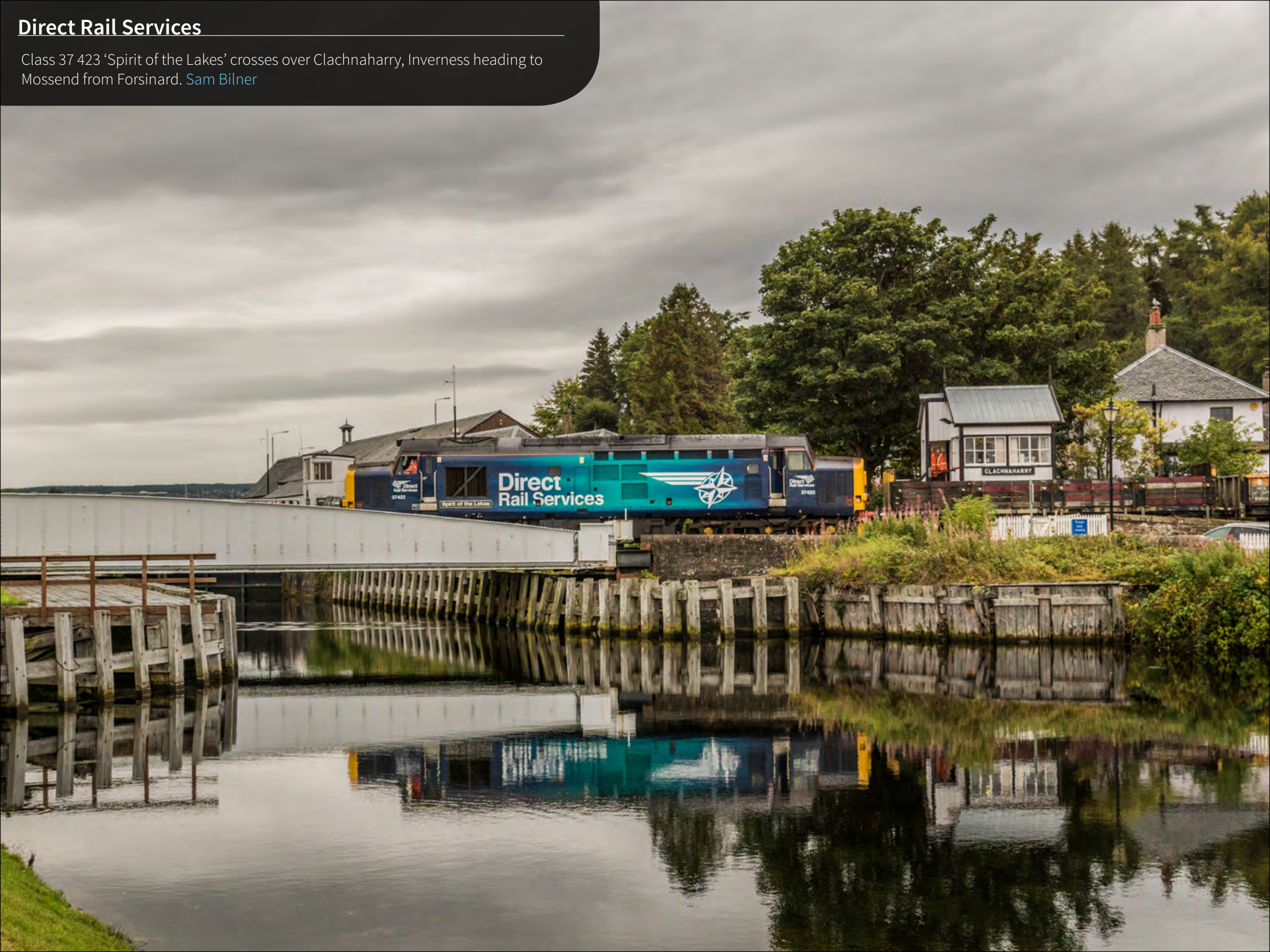




Class 56 103 working the 6Z34 Cardiff - Tyne Dock empty scrap wagons, heads through Burton on November 2nd in the fog. [Stuart Hillis](#)

Direct Rail Services

Class 37 423 'Spirit of the Lakes' crosses over Clachnaharry, Inverness heading to Mossend from Forsinard. [Sam Bilner](#)



On November 25th, Class 20 302 and 20 305 top'n'tail the 3S14 Grimsby Town - Bridlington RHTT, approaching Crowle. [Steve Thompson](#)



On November 20th, Class 68 017 'Hornet' works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on Trent. [Stuart Hillis](#)

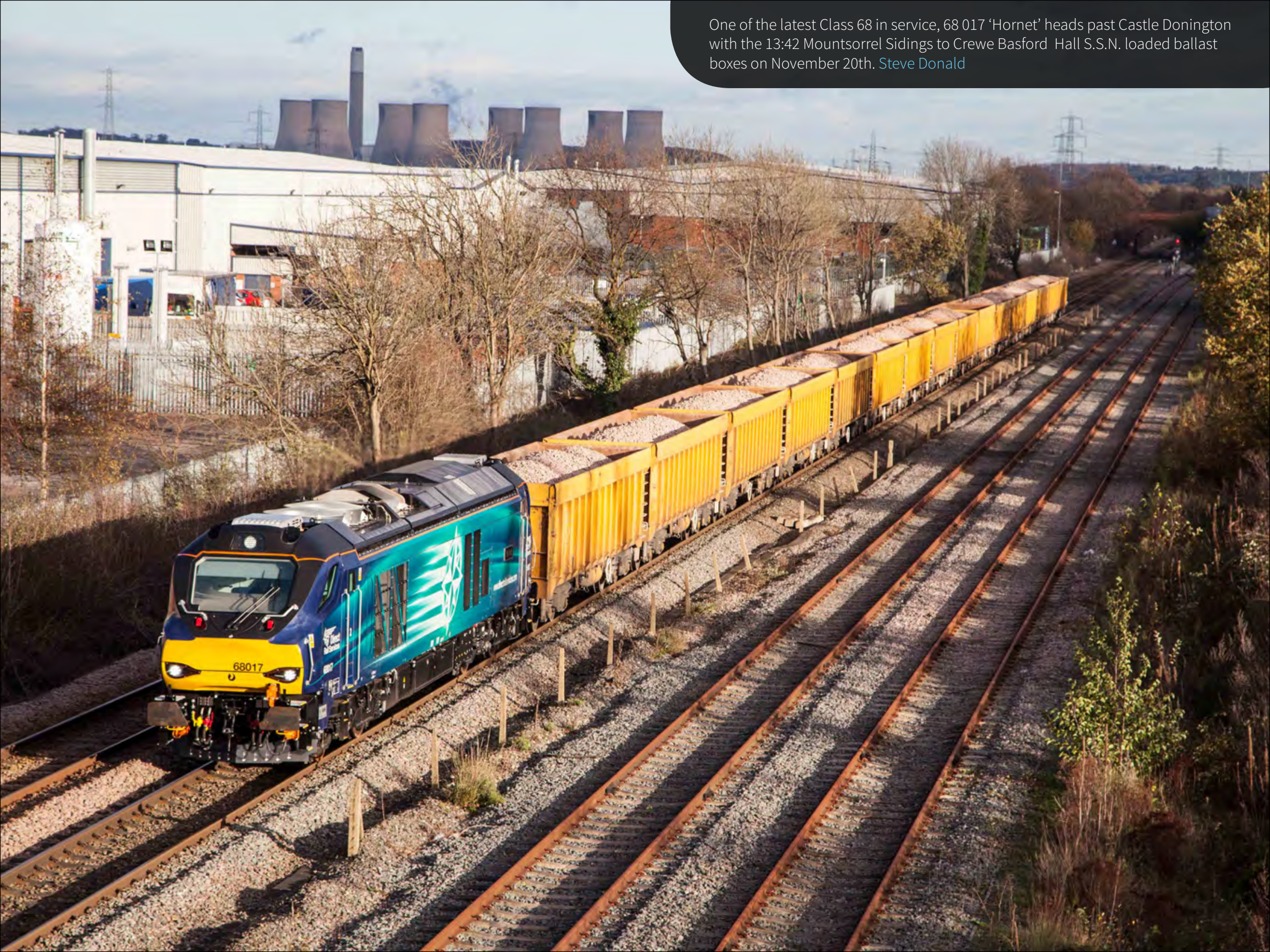


On November 20th, an interloper on the RHTT! A shortage of serviceable Class 20s led to the substitution by Class 66 432 on the North Lincolnshire RHTT. With the diagram apparently thrown out of the window, this leg of the working ran as 3Z13 Doncaster - Grimsby Town, 20 305 bringing up the rear. [Steve Thompson](#)



On November 25th, Class 20 305 and 20 302 approach Barnetby with a Grimsby bound RHTT working. [Class47](#)

One of the latest Class 68 in service, 68 017 'Hornet' heads past Castle Donington with the 13:42 Mountsorrel Sidings to Crewe Basford Hall S.S.N. loaded ballast boxes on November 20th. [Steve Donald](#)



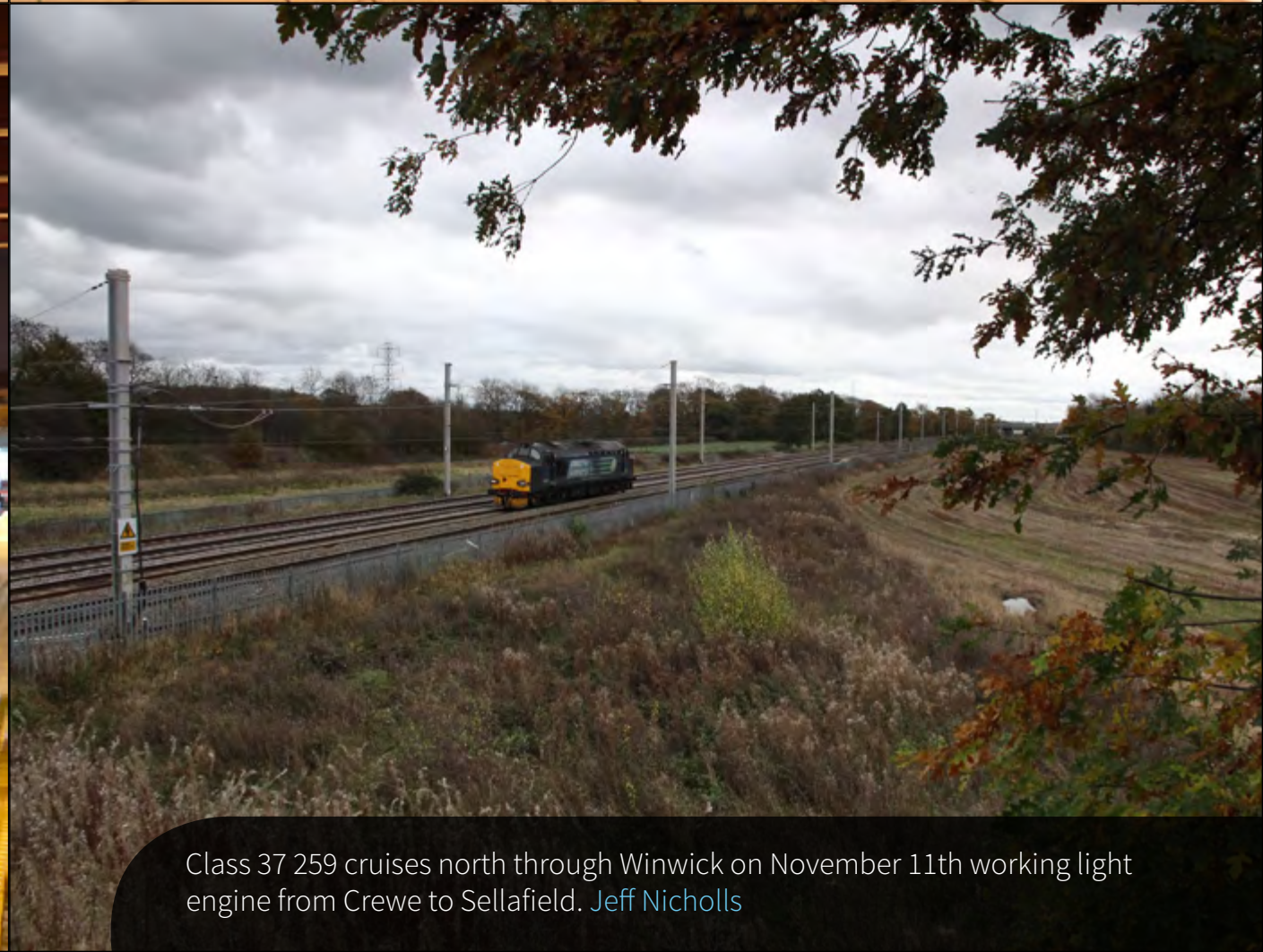
On November 4th, Class 20 308 stands in Leeds on the rear of a Gascoigne Wood bound RHTT working. [Class47](#)



Class 20 309 is seen on the front of the Gascoigne Wood bound RHTT service at Leeds on November 4th. [Class47](#)



On November 11th, Class 20 303 stands at Bradford Interchange with the Gascoigne Wood to Hall Royd Jct RHTT. Class 20 302 was on the rear. [Andy](#)



Class 37 259 cruises north through Winwick on November 11th working light engine from Crewe to Sellafield. [Jeff Nicholls](#)

On November 11th, Class 20 308 leads the RHTT working past Frodingham Jct. (with 20 308 on the rear). It normally stops here on the Goods for the Manchester Airport bound TPE to pass, but there was no TPE, it being one of at least seven cancellations that day. Absolutely disgraceful! In the opposite direction DB liveried Class 66 152 is on head of a coal set, waiting to go into the CHP. [Steve Thompson](#)



At midday on a wet November 14th, Class 66 427 (with 66 425 on the rear) await a path at Kirby Cross with a seemingly unscheduled RHTT working to Walton On The Naze. There have been no regular duties for the RHTT on this branch for a few years making this a rare shot indeed. [Tim Ward](#)



On November 26th, a grubby Class 66 303 heads south with a Coatbridge - Daventry (Sainsburys) intermodal working. [Michael Lynam](#)



On November 2nd, Class 68 002 'Intrepid' working the 6U77 Mountsorrel - Crewe loaded ballast, passes through Burton in the fog. [Stuart Hillis](#)



On November 10th, Class 66 305 climbs south out of Warrington towards the bridge over the River Mersey with 4M34 from Coatbridge to Daventry. The lines in the foreground serve Arpley Yard and are also used by some North Wales traffic. [Jeff Nicholls](#)



Class 20 308 heads through Beverley in fading light during the first week of the RHTT season with its train to Bridlington. [Robert Bates](#)



On November 4th, a far cry from the Class 37s of a few weeks ago, even those Class 57s earlier in the year, the best DRS could do this time round was a couple of Class 66s. But hey, it's a nuclear flask job, so it had to be done. It was a right dismal day as Class 66 419 top'n'tails 66 301 through Scunthorpe Station with the 6Z44 Carlisle Kingmoor - Immingham SS. [Steve Thompson](#)



East Coast

Right: On November 14th, Class 91 101 sporting its new 'Flying Scotsman' livery stands at York with a Newcastle service. [Class47](#)

Main: Class 67 021 passes south through Colton Junction heading to Bounds Green with a Virgin Trains East Coast train, that had failed earlier in the day. [Robert Bates](#)



First Great Western

Class 08 641 hauls power car No. 43142 on Laira to Laira turning move, heading through Plymouth on November 23rd. Steve Andrews

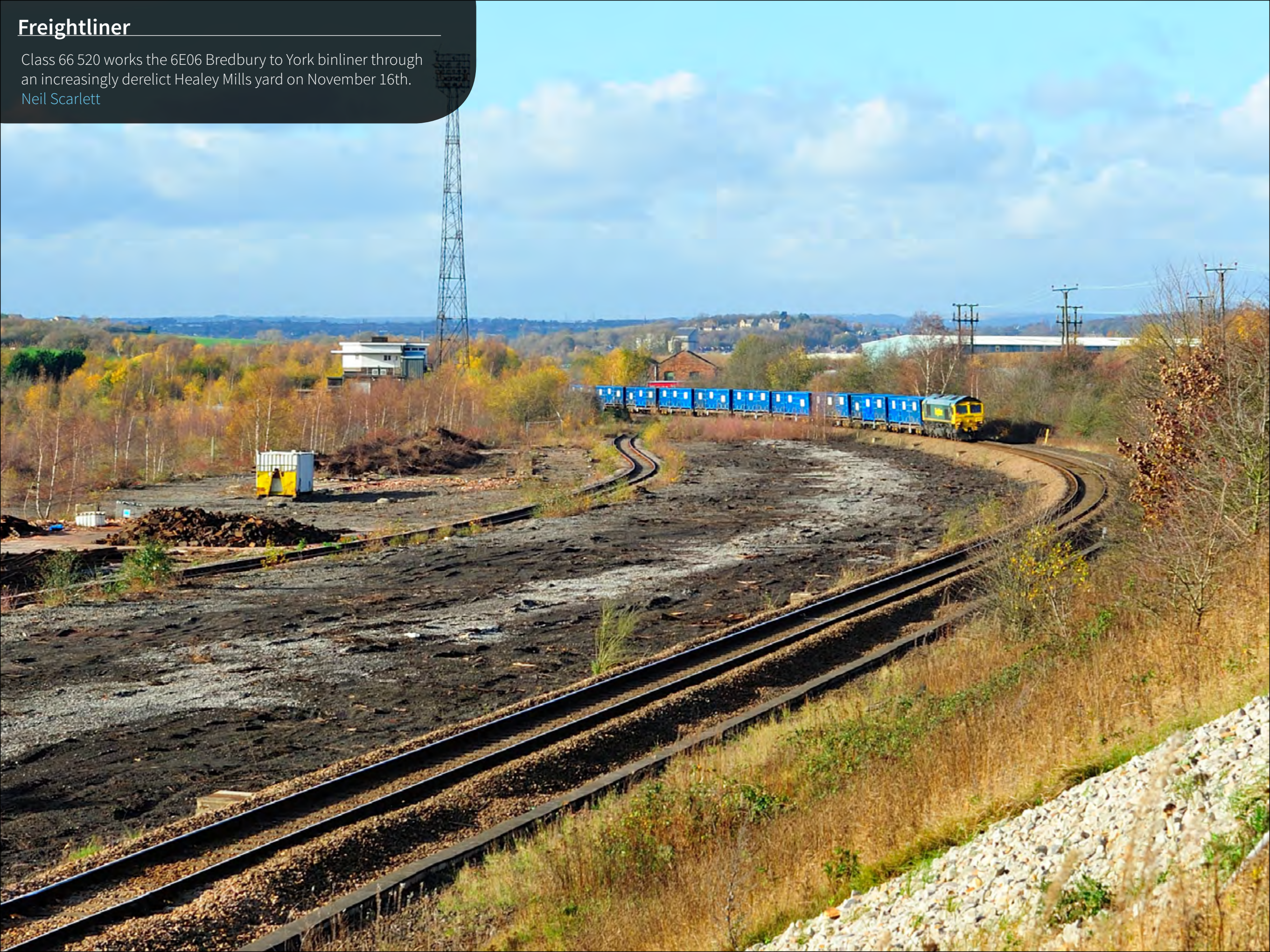


Power car No. 43188 leads the GWR liveried set through Keynsham on October 10th. [Sam Bilner](#)



Freightliner

Class 66 520 works the 6E06 Bredbury to York binliner through an increasingly derelict Healey Mills yard on November 16th.
Neil Scarlett



Right: Class 66 520 passes Colton Jct. on November 18th with a Bredbury R.T.S. to York working. [Class47](#)

Main: Class 70 010 passes Uffington with the 6M55 07:31 Avonmouth BBHT Coal Silos - Rugeley power station on November 20th. [Keith Davies](#)



Class 66 559 works an engineers train through Clapham Junction on November 14th. [Class47](#)



Class 66 418 in its new Freightliner livery, speeds through Northampton on November 11th heading from Crewe to Felixtowe. [Derek Elston](#)



Class 66 524 eases into Northampton working the 08:45 Canley to Willesden Euroterminal on November 22nd. [Derek Elston](#)

Right: Class 66 529 trundles through a wet Stalybridge on November 9th working a Bredbury to York bin train. [Brian Hewertson](#)

Main: Class 70 017 is seen passing Kings Sutton with a Lawley Street to Southampton M.C.T working on November 21st. [Sam Bilner](#)

Below: Class 70 011 hauling the 4055 Leeds - Southampton modal, passes through Burton on November 18th. [Stuart Hillis](#)



Class 70 007 passes Upton Forge working the 6M55 07:00 Portbury Coal Terminal - Rugeley 'B' power station on November 13th. [Keith Davies](#)





Left: Class 70 004 heads past Preston Boats whilst working the 6M55 07:00 Portbury Coal Terminal - Rugeley 'B' power station on November 11th. [Keith Davies](#)

Main: It is just getting dark on November 17th as Class 66 414 passes through Scunthorpe Station working 6E53 Ipswich Yard - Lindsey oil refinery with it's nice little train of TTAs. [Steve Thompson](#)



On November 23rd, Class 20 305 and 20 302 top'n'tail the 3S13 Wrenthorpe Rec. - Grimsby Town RHTT, while 66 520 grinds it's way up the gradient hauling the 6F11 HIT - Cottam loaded coal. [Steve Thompson](#)



Vegetation clearance opens up different opportunities for photography, as here Class 86 639 and 86 620 haul the Coatbridge to Felixtowe liner near Shenfield on November 28th. [Charlie Robbins](#)

Class 66 725 working the 6M76 10:44 Doncaster - Tunstead Sidings, passes Peak Forest on November 1st. [Nick Clemson](#)



Class 66 712 heads south towards Warrington Bank Quay with a light engine working from Tuebrook Sidings to Longport on November 10th. [Jeff Nicholls](#)



Class 66 725 heads a Selby - Felixstowe liner through Doncaster on November 19th. [Michael Lynam](#)



GBRf liveried Class 92 032 and Caledonian Sleeper liveried 92 038 head through Crewe on November 26th. [Michael Lynam](#)



Class 66 716 hauls 3 Biomass wagons working 4Z61 Ironbridge - Hexthorpe, through Burton on November 20th. [Stuart Hillis](#)



Class 66 709 'Sorento' heads the 2400 ton 6E10 Liverpool Docks - Drax power station loaded Biomass through Winwick Jct. on November 10th. [Dave Harris](#)



Class 66 770 passes Colton Jct. on November 18th working a Drax to Tyne Biomass empties. [Class47](#)

Network Rail

Class 37 116 (with 97 301 on the rear) arrives into a misty Church Fenton on November 5th working the 3Q22 Doncaster - Selby - Derby test train.
Michael J Alderdice



Class 37 421 is pictured on the rear of the 2Q08 Derby RTC to Rugby, with 97 301 leading, as it opens up passing Northampton on November 11th. [Derek Elston](#)



Class 37 605 and 37 602 top'n'tail the 1Q15 Derby RTC - Cotswolds area - Derby as it passes through Burton on November 4th. [Stuart Hillis](#)



Class 37 602 passes through Malvern Wells at the head of a Hereford to Swindon Cocklebury test train, November 10th. Class 37 667 was on the rear. [Neil Pugh](#)



Class 97 301 and 37 421 on the rear, pass Moira West signalbox working the 2Q08 Derby RTC - East Midlands - Derby test train on November 9th. [Stuart Hillis](#)



Left: Class 97 303 and 37 421 top'n'tail the 1Q20 07:50 Crewe TMD - Derby RTC test train through Sutton Bridge on November 27th. This should have been 37 057 but due to flat batteries it was replaced with a resplendent two tone grime liveried Class 97 and was running just a mere 127 minutes late. [Keith Davies](#)

Main: Class 37 603 blasts through Northampton working the 10:39 Woking Down Yard to Derby RTC(Network Rail) on November 22nd. [Derek Elston](#)

Below: On November 24th, Class 37 057 is seen on the rear of a Longsight to Derby test train as it departs Stockport, 37 219 was on the front. [Brian Hewertson](#)



Class 97 304 (with 97 302 on the rear) stand at Shrewsbury Station on November 8th working the 3S71 18:43 Crewe TMD - Crewe TMD RHTT. Keith Davies



Power cars Nos. 43062 'John Armit' and 43014 'The Railway Observer' depart Derby with the 08:50 Derby RTC to Derby on November 12th. [Steve Donald](#)



Class 37 604 and 37 667 pass Steel Heath working the 1Q20 07:50 Crewe CS (LNWR site) - Derby RTC on October 30th. [Keith Davies](#)



On November 4th, 1Q22, one of those Magic Roundabout jobs which started from Doncaster West Yard before daylight and toured North Lincolnshire, including Barton-On-Humber, before returning whence it came in the afternoon. Class 97 301 leads its triumphal return through Scunthorpe with a nostalgic 37 116 on the rear. [Steve Thompson](#)

Rail Operations Group

With a friendly hoot of the horn, Class 56 098 and 56 104 pass south on the Up Slow through Winwick with a set of FGW coaches from Andrew Barclay's Kilmarnock works to Laira depot on November 7th. The duo had travelled from Leicester to Kilmarnock the previous night. [Jeff Nicholls](#)



A gleaming Class 37 884 in Europhoenix livery, pauses at Derby on November 21st, having run light engine from Leicester. [Class47](#)



On November 8th Class 56 104 and 56 098 head through Lawrence Hill with the 5M56 Laira - Kilmarnock FGW stock move. [Sam Bilner](#)



Freightliner's Class 47 830, on hire to Rail Operations Group, is pictured stabled at Derby on November 21st. [Class47](#)

London Midland's Class 150 105 departs Doncaster Works heading to Tyseley LMD following a repaint, complete with a headboard on November 19th. [Michael Lynam](#)



Units: DMUs and EMUs

November 14th at Manchester Victoria on the evening of the first day of the Christmas markets and a suitably designed Christmas Tree theme above the retail area. A Northern Rail Class 158 and 150 can be seen in the bay platforms.

Dave Harris



Right: First Great Western's Class 165 122 calls at Radley on November 21st.
Sam Bilner

Main: East Midlands Trains' Class 158 780 stands at Nottingham on November 21st
with a service to Norwich. [Class47](#)

Below: On November 24th, Arriva Trains Wales Class 175 003 calls at Stockport
whilst working a Manchester Piccadilly to Carmarthen service. [Brian Hewertson](#)



South West Trains' Class 458 529 and 458 518 work the 10:00 Wimbledon to Bournemouth T&RSMD through Christchurch, on a very wet, windy and dull November 7th. [Derek Hopkins](#)



On November 7th, Northern Rail's Class 319 375 stands at Preston with a service to Liverpool Lime St. Class47



With the direct line closed for engineering work, Virgin Trains' Class 390 045 '101 Squadron' eases through Northampton working the 1A10 10:01 Preston to London Euston service on November 22nd. [Derek Elston](#)

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

East Midlands Trains' Class 153 381 and 153 385 stand at Lincoln on a remarkably sunny but chilly November 21st. Class47



On November 19th, Northern Rail's Class 144 020 sits in the north bay deputising for an EMU on a Doncaster - Leeds stopping service via Wakefield. Michael Lynam



Northern Rail's Class 319 367 stands at Wigan North Western on November 28th working a Wigan to Liverpool Lime Street service. Class47

Virgin Trains' Class 390 013 'Penguinino' stands at Stockport on December 3rd working on the 12:15 Manchester Piccadilly to London Euston. [Brian Hewertson](#)



Abellio Greater Anglia's Class 153 314, 153 306 and 156 418 'ESTA 1965-2015' arrive into Derby (running as 06:58 Norwich Crown Point to Etches Park Sidings) for tyre turning on November 20th. [Steve Donald](#)



Merseyrail's Class 508 120 working the 2U43 16:13 Southport - Hunts Cross passes 2S38 15:21 Hunts Cross - Southport at Hillside on November 7th. John Balaam



London Midland's Class 170 635 crosses Malvern Common on November 10th. Neil Pugh



First Great Western's Class 180 102 crosses Malvern Common on November 10th with a London Paddington service. Neil Pugh

CrossCountry Class 220 019 is pictured passing Radley heading north with a service for York in the evening sunset of November 21st. [Sam Bilner](#)



News and Features:

Scotrail - life north of the border

Class 158 732 stands at platform 1 at Tweedbank Railway Station, having worked the 2T58 18:54 Edinburgh Waverley to Tweedbank Abellio ScotRail passenger service. Jonathan McGurk



On November 2nd, Class 158 739 stands at platform 1 of Tweedbank station, having worked the 2T62 19:54 Edinburgh Waverley to Tweedbank service.
Jonathan McGurk



Blackpool Trams

Brush Railcoach No. 631 arrives at Cabin tram stop, with a Pleasure Beach bound Heritage service on a wet November 7th. [Richard Hargreaves](#)



On November 7th, Balloon No. 717 calls at North Pier whilst working a Heritage service along the prom. [Richard Hargreaves](#)



Progress Twin Cars Nos. 675 and 685 pass the famous Harry Ramsden's whilst working a service to Pleasure Beach on November 7th. [Richard Hargreaves](#)



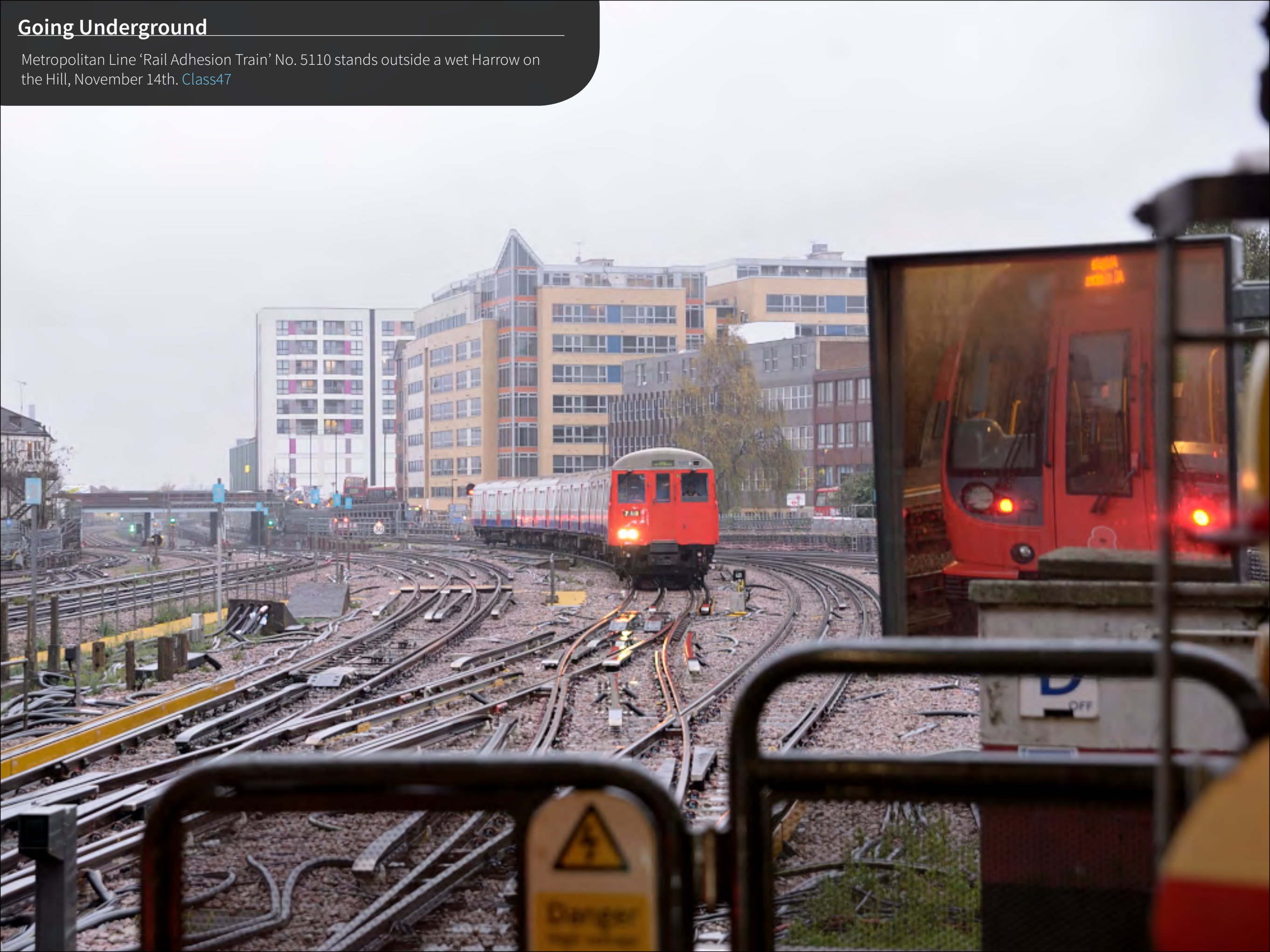
Nottingham Express Transit

Alstom built tram No. 232 departs the new Nottingham Railway Station station on November 21st, heading for Hucknall. Richard Hargreaves



Going Underground

Metropolitan Line 'Rail Adhesion Train' No. 5110 stands outside a wet Harrow on the Hill, November 14th. [Class47](#)



Hammersmith and City line 'S' stock No. 21400 leads a Hammersmith bound train into Farringdon. [Class47](#)



London Underground's Central Line 8 Car 1962 Stock RAT arrives into a very wet Leytonstone on November 14th. [Andy](#)



Central line 1992 stock No. 91015 is seen departing Leytonstone on November 14th. [Andy](#)



London Underground's battery loco No. 17 (with No. 49 on the rear) works a ballast train through Harrow on the Hill, November 14th. [Andy](#)

Fares Advice *with RailUK*

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

Questions on the "key" smartcard

Q: First and foremost - can I use the key card on TFL buses if I have a travelcard on it?

A: Yes, but some forum members have reported that it occasionally is not being recognised by bus validators.

Q: Say if I have a zone 2 to Potters Bar annual season ticket loaded on my "key" card (which I understand I could use it as an oyster card except that it's not PAYG), what happens if I want to go from a station in zone 1 to a station in zone 3 (or vice versa)? Obviously the key card won't work in zone 1 as I don't have zone 1 season ticket.

A: You'll need an alternative method of paying for the Z1 fare.

Q: I could use my oyster card to tap in at zone 1 and touch out in zone 3. But in this case I will be double paying the zone 2 and zone 3 fare which I already bought and loaded on my key card. The alternative would be to touch in with an oyster card in zone 1, then touch out with the same oyster card in a station in zone 2, touch back in with a key card and continue the journey. But this is convoluted.

A: Agreed.

Q: Also what happens if I travel from say East India to Heathrow with my key card. I would be travelling via zone 1 without paying (technically I think it's possible to go to Heathrow from East India without passing through zone 1 but no sane person would do that). Will I be able to touch out at Heathrow?

A: The default fare is via zone 1 so I suppose it wouldn't be accepted as it be trying to charge a

Z1 fare which it cannot do. There are two routes avoiding zone 1 but you need to touch the pink validators at the appropriate locations.

Q: My key card is issued by Southern. Will I be able to get the season ticket by a different train operator (e.g. Thameslink) loaded on it or do I need to get a new card issued by the train operator whose line I'll be using?

A: The card is issued by Govia Thameslink Railway, of which Southern and Thameslink are part of. Cards of the previous Southern design (the green ones) would be valid as it's the back office that is important. You do not need a separate card to travel on Southern and Thameslink, or other operators within their franchise area (though note it is not currently valid on VTEC between Stevenage and Kings Cross). You will not be able to load 'smart' tickets for travel outside the GTR franchise area on to the card. Further, as you may be aware, there are small parts of the franchise where the key is not accepted, but you won't be able to buy tickets for these areas yet anyway.

Q: Also what happens if I don't touch out with my key card?

A: It records an incomplete journey. Doing this occasionally shouldn't cause problems, but doing it regularly may raise suspicions and GTR could disable the card.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

In connection with the Great Western electrification program, a new bridge is being construction near to where Shrivenham Station once stood. AMCOrail are the construction company.
Ken Mumford



Black 5s Nos. 44871 and 45407 pass Leyland with 'The Tin Bath' raitour on a murky autumn morning. John Balaam

A westbound First Great Western HST passes some electrification equipment approaching Ashbury Crossing. Just visible at the top of the photo is the footbridge that replaced the crossing some 45 years ago. [Ken Mumford](#)



LMS 5MT No. 45407 passes through Lawrence Hill at around 07:05 on November 28th working the 1Z87 Bristol Temple Meads - Shrewsbury charter. [Sam Bilner](#)



VIRGIN TRAINS ANNOUNCES £21 MILLION TRAIN REFURBISHMENT PROGRAMME

Virgin Trains has announced a £21m train refurbishment programme for its fleet of 45 trains on its east coast route.

This investment will mean that the company will have committed more than £40 million to improving its train fleet since it launched its east coast franchise in March, as part of its plans to invest £140 million over eight years.

The £21 million investment will be spent on the complete refurbishment of the train's interiors. A total of 401 carriages will be overhauled with 24,123 seats replaced along with refurbished toilets, new carpets and curtains. Leather seats will be fitted in First Class.

The work will be carried out at the company's Bounds Green

depot in London and its Craightinny depot in Edinburgh, where it will also fit 35 new engines to its diesel High Speed Train fleet as part of a £16 million contract with engine manufacturer MTU. Further work to the exterior of the fleet takes the total investment to more than £40m.



David Horne, Managing Director of Virgin Trains on the east coast route, said: "Since Virgin started running this railway, the bar has been raised by customers who rightly demand a high quality customer experience, something which they would expect from a Virgin business, as well as getting great value for money.

"And that's exactly what we've been working hard to deliver, with this multi-million investment in our trains not only one of the biggest investments of its kind ever seen on the east coast route, but also three years ahead of the introduction of new Super Express Trains as part of the Government's InterCity Express programme.

"We're investing now so our customers can benefit from new seats and a great new on-board environment before we get a new fleet of 65 trains from 2018."

The first fully refurbished train will enter service on 14 December when Virgin launches its new service between Sunderland and London.

HACKERS ON TRACKS TO SOLVE RAIL INDUSTRY CHALLENGES

Computer software developers from across the world took over some of Virgin's train carriages during November to crack some of the industry's testiest problems and find ways of making the customer experience even more rewarding.

Programmers, designers and innovators took part in a 48-hour HackTrain event which sees them travel up and down the UK, working on a range of challenging issues. These included improving the ways we provide information to our customers during the journey and how we continue to improve our response to service disruption.

Beginning at St Pancras in London on Friday 20 November, where Andrew Jones, the Under-Secretary of State at the Department for Transport welcomed them, the 120 'hackers' were then briefed on the challenges they are to address. They joined one of three HackTrains radiating out from London's Waterloo, Paddington and King's Cross Stations.

The hackers travelled together from King's Cross to Doncaster on the first evening before joining another Virgin train between Doncaster and Newcastle on Saturday, working on their laptops and smart devices all the way. They then returned to York on Sunday to present their solutions to rail industry executives at the National Railway Museum. Stagecoach and Virgin were part of a small number of rail operators sponsoring the HackTrain Event which visited York and Edinburgh during a similar event earlier this year. This time around,

Virgin Trains and South West Trains have pooled their ideas to challenge the hackers.

Organiser River Tamoor Baig said: "The HackTrain is a movement driving forward innovation in the railway industry through running meet-ups, hackathons and an accelerator programme. "Our event brings together the best hackers, designers and innovators from the UK, Sweden, Ireland, China, Italy, Denmark and Russia to build software solutions that address the problems our sponsors are facing and improve the customer experience."

All the onboard hacking teams built their prototype solutions over the weekend and presented them to a panel of rail industry judges at the NRM for the chance to win a trip to Singapore.

Danny Gonzalez, Marketing Director for Virgin Trains on the east coast route, said: "We're delighted to be playing a leading part in this latest HackTrain event taking place on our route between London, Yorkshire and the North East. "We're huge supporters of finding creative and innovative technical solutions to make our customers' lives and journeys easier. So it's a pleasure to welcome so many experts who are eager to use their skills to develop and build new technologies, ranging from mobile apps to navigation tools, on-board entertainment, web platforms and much else to help improve the rail customer's experience. The interest in the HackTrain initiative is now huge across the world. We look forward to seeing the brand new ideas that we hope will be developed and used by our customers and employees."

Among the solutions the hackers were being asked to find was how to help assisted travellers in a modern, user-friendly way, recovering quicker from service disruption and making it easier for customers to receive the information they need about their own specific train.

Class 86 259 now carry's its original 'Peter Pan' nameplate on one side, seen here passing Northampton working as 0Z51 Tyseley Steam Trust to Willesden TMD on November 11th. [Derek Elston](#)



Eurostar power car No. 3205 leads a Brussels bound service through Stratford International. [Class47](#)

LNER B1 No. 61306 'Mayflower' (with Class 47 746 tucked in behind) stands at Pewsey on November 26th running slightly late due to a defective coach.

Ken Mumford



Vacuum Preparation Machine No. DR76701 is seen in the consist of 6Y15 at Northampton on November 22nd. [Derek Elston](#)



Weekend closure before full train timetable to resume between Manchester and Bolton

As part of Network Rail's Railway Upgrade Plan, Farnworth Tunnel, near Bolton, is being enlarged to accommodate two electrified lines. Following the tunneling breakthrough on 25 October, Network Rail has continued to work with train operators to reinstate normal passenger services as soon as possible.

The weekend closure of the route on 12-13 December will see the new tracks brought into use through the new tunnel. There will initially be a speed restriction on this new section of railway, which will be removed after some further work in the new year. This will require an additional closure of the railway in January.

Nick Spall, route delivery director at Network Rail, said: "Farnworth Tunnel is an extremely complex engineering challenge being delivered as part of our Railway Upgrade Plan. Since breaking through to complete the tunnel we have been putting in tracks and completing work at

Farnworth station. This closure will give us the opportunity connect the new tracks and open both lines through the tunnel. This will mean we can resume a full timetable for passengers on this key route, and I would like to thank passengers and local residents for their patience so far."

Nick Donovan, managing director, First TransPennine Express, said: "It's fantastic to see this major piece of work nearing completion. We apologise for the inconvenience caused during the project and the further service alternation planned for this weekend. It's been a difficult time for our customers and our staff, but we understand these works are necessary to complete the Farnworth Tunnel upgrade."

Alex Hynes, Managing Director for Northern Rail, said: "Our customers will be thrilled to see services return through the newly developed Farnworth Tunnel. We'd like to thank our customers and employees for their patience during this complex project. We're looking forward to being able to share the benefits of electrification in the North West with our customers."

Councillor Andrew Fender, chair of the Transport for Greater Manchester Committee, said: "The fact that the tunnelling at Farnworth is now complete and services on the Manchester to Preston line are returning to full timetable is excellent news for commuters and rail users in Bolton and far beyond.

This significant feat of civil engineering represents an integral landmark in the programme to electrify several railway routes across the north of England, which will deliver some important benefits for passengers, such as shorter journey times, better trains and more connections to more places."

To complete the project Network Rail needed to find a date when specialist equipment is available, and balance this with the need to minimise disruption to passengers. The two-stage solution was agreed by the rail industry after considering all the options available to them.

Over 30,000 tonnes of material have been removed from the 270m-long tunnel, with 1,940 concrete sections put in place.

While trains have been running in both directions on a single line, services have been less frequent but more carriages have been added to trains to maintain the usual level of capacity. Returning to a normal timetable from Monday 14 December will enable Northern Rail to restore train service frequency and station calls as well as provide longer trains.

DB Schenker Rail UK tops reliability and customer satisfaction scores

Living in a digital landscape has given people in Europe much greater choice when it comes to how and when they have their items delivered. Up to 75% of adults now shop online. Fast-paced lifestyles and changes in consumer behaviours have even led to some online retailers offering a delivery window of just one hour from warehouse to door.

Changes at any stage in the supply chain impact the different organisations that form the integral links, and rail freight is no exception. Behind many of the huge number of packages and products that reach retailers' shelves is rail, an industry which has had to change as quickly as electronic commerce and customers' expectations have grown.

On time transit has always been crucial to rail freight operations but higher customer demands have increased this expectation further. Despite the fast moving changes in these markets and in customer requirements, DB Schenker Rail UK has recently announced record improvements in Moving Annual Average scores (MAA) and high percentages for Train Service Arrival Punctuality in 2015. Train Service Arrival Punctuality refers to the number of services that arrive in 15 minutes of the planned arrival time.

Customer David Hawkins, Head of Contract Operations at Royal Mail, said: "Two months ago we

saw a record arrival on the East Coast Mainline of 100% to time and that's evolved through our partnership because of the way we work together and a journey over the past seven years based on honesty. Every year, the service has improved. At this moment in time, we're holding a record 96.3% arrival to time within 10 minutes, which is excellent."

Outstanding levels of performance have also seen a new high in the organisation's MAA (a 12 month measure of the number of miles a locomotive has travelled without an incident causing more than a five minute delay) by improving year on year to reach a record 40,318 miles – that's the equivalent of travelling to Australia and back twice! These achievements can also be attributed to DB Schenker Rail UK's commitment to continuously improving its operations and using the latest developments and technology to meet specific customer needs. The majority of e-commerce organisations have introduced their own tracking systems and, realising the potential benefit of this to customers of rail freight, DB Schenker Rail UK developed the unique tracking system Anubis. Anubis allows customers to trace their rail freight services 24 hours a day, including container movements, invoices and orders. It provides full electronic data interchange (EDI) capabilities with customers and supply chain partners, allowing

LNER B1 No. 61306 'Mayflower' stands at Chester on November 21st having arrived with the 1Z89 07:26 from London Euston. [John Balaam](#)



seamless data sharing and access. DB Schenker Rail UK's introduction of a Locomotive Reliability Team, built up of PhD Graduates, MSC undergraduates, and highly experienced front line engineers, has increased locomotive performance over 100%. Additionally, DB Schenker Rail UK has six mobile technicians to assist the DB Schenker Rail UK fleet who are highly trained in the field of fault diagnosis and equipped with the latest technology to support this knowledge. The company has always put its customers first and continued reliability is reflected in the organisation's ever increasing customer satisfaction scores.

Order fulfilment, train punctuality and wagon availability are key drivers in the ongoing improvements in customer satisfaction ratings too, in fact one steel customer's rating of DB Schenker Rail UK saw a rise of 20% recently. The customer highlighted health and safety performance and the introduction of an 'out of hours' dedicated contact as key reasons for their marked increase in satisfaction with DB Schenker Rail UK.

Mark Fernandez, Head of Metals and Coal at DB Schenker Rail UK, said: "It's a collaborative effort

that has helped in achieving this outstanding result. Thanks to the groundstaff at Rotherham and Immingham, the Service Centre Team and the Administration Team who all played a major part in this achievement. Our customer, Outokumpu, is very happy with our performance and we continue to work in partnership with them to build on our relationship and further improve our customer satisfaction score."

Royal Mail also recently demonstrated their satisfaction with DB Schenker Rail UK's performance by putting First Class mail and parcels on the trains for the first time in over ten years. DB Schenker Rail UK currently operates six daily services on the West Coast and two on the East Coast Mainline, along with maintaining Royal Mail's fleet of 15 class 325 mail trains. Lucja Majewski, Account Manager for Royal Mail at DB Schenker Rail UK, said: "The performance Royal Mail is experiencing with our services is the best it's been in three years. We are delighted to be delivering First Class mail alongside our other services. This really demonstrates Royal Mail's confidence in our performance and the excellent work that we have been doing in partnership with them."

Class 66 059 heads through Peterborough on November 26th working the 4E26
08:07 Dollands Moor - Scunthorpe steel empties. [John Balaam](#)



New lease of life for vital Nottinghamshire bridge

weekend.

Pedestrian access will be retained throughout via a temporary footbridge alongside Station Road.

A 140-year-old bridge in Nottinghamshire is set to be reconstructed as part of Network Rail's Rail Upgrade Plan.

Mark Tarry, route managing director for Network Rail said: "Station Road bridge is a vital transport link for the people of Hucknall and this investment will help further improve its reliability. This work forms part of our Railway Upgrade Plan that will



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

The road surface of the historic Station Road bridge in Hucknall, which is used by over 16,000 vehicles a day, will be replaced and the structure itself strengthened when work begins next May.

deliver a better railway for people, businesses and communities in the East Midlands and I would like to thank the people of Hucknall for their patience while this important upgrade takes place."

In total the project will take six months to complete, with the bridge closed to road traffic for four months to allow gas, water and broadband supplies to be removed from the existing bridge and then embedded back into the new one – with train services on the line below the bridge unaffected other than during the August bank holiday

Diversions routes have been agreed and will be clearly signposted, with different routes available for vehicles over 7.5 tonnes and for vehicles under 7.5 tonnes.



Economic boost for Greater Lincolnshire and South Humber Ports thanks to £100m Network Rail upgrade plan this Christmas

People and businesses across the Greater Lincolnshire area will benefit from almost £100m of investment in the region's railway this Christmas as part of Network Rail's Railway Upgrade Plan.

Towns in North Lincolnshire, North East Lincolnshire and parts of Lincolnshire – as well as the busy Port of Immingham, where a quarter of the UK's railfreight enters the country – are set to benefit from one of the region's biggest railway upgrade plans that will provide a more reliable railway for passengers and help boost economic growth.

The investment programme will see the railway brought up to the most modern standards, creating greater reliability for existing passenger and freight services as well as increasing the capacity limits of the railway, which creates the potential for more trains to run in the future.

Following on from work started this summer, Network Rail's 'orange army' will replace 100-year old signalling along 60 miles of track, upgrade 16 level crossings, build two new bridges and complete vital inspection work on dozens more, as well as carry out important maintenance work across the region during a carefully planned 17-day closure of parts of the network.

In advance of the major Christmas programme, buses will replace trains between Scunthorpe and Cleethorpes on Sunday 22 and 29 November and 6, 13 and 20 December to allow new level crossing equipment to be tested prior to being fully operational in January.

Following this, the first five days of the full project, which begins on Christmas Eve, will focus on the busy port of Immingham where for five days the rail operation will close down so the upgrade can take place. Cargo ships with rail-bound containers will enter the UK through neighbouring ports, including Hull, until the railway serving Immingham reopens on 30

December. The port will remain open for shipping movements and all other operations during the upgrade period.

For train passengers, buses or taxis will replace trains throughout the duration of the work, although not all routes will be closed for the full 17-day duration. Passengers are urged to check before they travel from Scunthorpe, Cleethorpes, Lincoln Central, Doncaster and Barton-Upon-Humber between 24 December 2015 and 11 January 2016.



VIRGIN UNVEILS FLAGSHIP CHRISTMAS TRAINS DESIGNED BY CHILDREN AGED 9 AND 11

On December 1st, hundreds of heads were turned at King's Cross Station as Virgin Trains unveiled its two Christmas trains sporting striking blue liveries in place of the famous Virgin red. A Pendolino transformed into a Penguilino and a Class 91 made over as Claus 91 appeared side by side for the first time at London's iconic station.

The unveiling marked the end of a nationwide competition



amongst primary school children for a Christmas Train design. Joint winners, nine year old Amber Maxfield and 11 year old Madeleine Deakin, were there to see their festive drawings come to life. The competition attracted hundreds of entries and was run in partnership with the Book Trust. The judging panel, which was headed by Jill Murphy, author of the popular Worst Witch and The Large Family series, were so impressed by the entries that two winners were chosen.

Jill Murphy said: "I am honoured to have been part of this exciting project. We received so many wonderful entries and Madeleine and Amber's designs stood out as fun designs with a real Christmas feel to them."

Madeleine from Copdock in Suffolk said "I'm so happy to have won and it was incredible to see my drawing on the train – it's made me even more excited about Christmas!" and Amber from Carlisle added "When I found out I'd won I just couldn't believe it! Seeing my drawing on a train and coming to London is a dream come true."

Now two trains, one on the West Coast (Penguilino) and one on the East Coast (Claus 91), boast the childrens' very different designs but share the same midnight blue sky backdrop. Each Christmas train bears the name of its young designer.

Patrick McCall, Chairman of Virgin Trains, said: "We loved the concepts that these two young designers came up with and are proud to have their ideas transform two trains. It's fantastic that both the East Coast and West Coast services have come together to make our customers' journeys throughout December extra special - especially on their way home for Christmas."

Diana Gerald, Book Trust chief executive, said: "This project has been a great opportunity to inspire children to use

their imaginations and we were really impressed with the quality of entries. We received everything from family party scenes to our most beloved Christmas characters." The Christmas trains will run on the Virgin Trains network throughout December and carry passengers travelling over the festive period.

Work set to begin on Tinsley Chord to bring Britain's first tram-trains to South Yorkshire

Plans to build a new section of railway to allow the UK's first tram-trains to run in South Yorkshire have been approved by the Department for Transport.

A joint Transport and Works Act Order (TWAO) application was made to the Secretary of State for Transport earlier this year by Network Rail and the South Yorkshire Passenger Transport Executive to develop the Tinsley Chord to allow the new Super Tram vehicles to join the existing rail network.

Now the TWAO has been confirmed, Network Rail can begin work on the 160 metres of new track, overhead lines to carry the electricity to power the tram-trains, as well as constructing a small building to house lineside equipment.

Once completed, the European-style tram-trains will be able to run between Britain's rail and tram network for the first time and will provide a direct service between Sheffield city centre, Rotherham Central railway station and Parkgate retail park.

Andrew Penny, area director for Network Rail, said: "It's good news for people in Sheffield and Rotherham that our application has been successful. Construction work on the ground can now get underway on this exciting project that will see the first tram-train service in Britain being piloted in Yorkshire."

"Network Rail is investing record amounts in improving Britain's railway through our Railway Upgrade Plan and this scheme will give us and our partners a really valuable insight into the potential that tram-trains have to improve services for passengers in future."

Steve Edwards, Executive Director for SYPTE, added: "We welcome approval of the TWAO for Tinsley Chord. The tram-train pilot will provide a boost to the regional economy, thanks to improved local connections, and has the potential to open the way for Tram Trains to be introduced in other parts of the UK."

CrossCountry's Class 221 120 has had a new cab fitted recently, seen here at Sheffield with a York bound working on November 28th. [Class47](#)



Better services for rail passengers between Crewe and Shrewsbury as £25m railway upgrade takes place

Rail passengers travelling between Crewe and Shrewsbury can look forward to more reliable rail services as Network Rail invests £25m to modernise signalling as part of its Railway Upgrade Plan. Network Rail is modernising signalling equipment – the traffic lights of the railway – on the line between Shrewsbury and Crewe to give passengers a safer, more reliable, more punctual rail service.



Loco Fleet List 2016

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

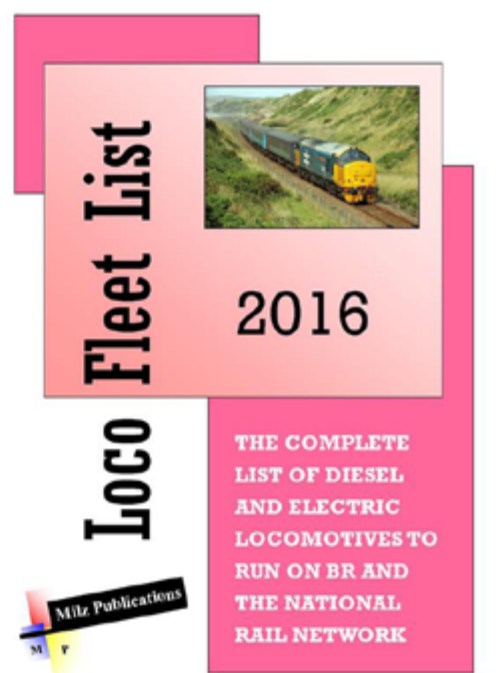
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2016 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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



Paul Danks, project manager for Network Rail, said: "The railway is vital to the region's economic health, so it's equally vital that we continue to invest to make services better for passengers. The work we're carrying out as part of our Railway Upgrade Plan will see us replace old, outdated equipment to provide safer, more reliable train services for people in the region. This is essential work and I thank passengers for their patience while it takes place."

The scheme will see the signal box at Gresty Lane taken out of use with signalling control moved to Crewe's central control centre. The new signalling equipment will connect with the modern signalling system already in use at Nantwich and Crewe.

On November 5th, Class 57 305 and 57 312 top'n'tail a Crewe to Woodlesford Northern Belle working through Stalybridge. [Brian Hewertson](#)



Riviera Trains' Class 08 704 is seen shunting coaches in the fog at Nemesis Rail depot Burton on November 2nd. [Stuart Hillis](#)



Carlisle station to benefit from £14m investment

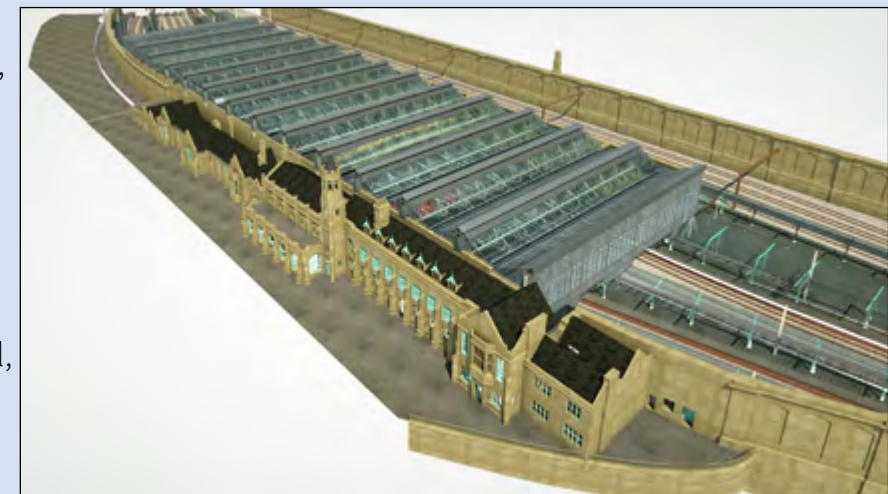
Network Rail is to spend £14.7m replacing the roof of Carlisle station and rebuilding all eight platforms. Delivered as part of Network Rail's Railway Upgrade Plan, the money will significantly extend the life of the station's roof, which dates back to 1847, as well as reducing the amount of future maintenance. The platforms will be safer for passengers with tactile paving marking their edges and new surfaces throughout.

The new roof will make platform areas brighter and more pleasant. It will be made of ETFE (ethylene tetrafluoroethylene), the same material used on the roofs of the new Manchester Victoria and Birmingham New Street stations.

Network Rail has worked closely with Historic England the local authority (which is Carlisle City Council) to plan the refurbishment while protecting the station's listed building status. Virgin Trains, which operates the station, has been consulted throughout to accommodate the work with the minimum amount of impact on passengers. No train services will be affected and all areas of work will take place in safely hoarded areas.

Terry Strickland, area director for Network Rail, said: "Carlisle station is impressive and historic but its large roof is showing its age and is in need of significant repair. This investment, part of our Railway Upgrade Plan, will protect it for decades to come. Together with the improved platforms, the station's environment will be much more pleasant for passengers and provide them with a better start or end to their journeys."

Michael Byrne of Virgin Trains, who is the Carlisle station manager, said: "Virgin Trains are really pleased work will soon take place to transform the roof and platforms at Carlisle station. Working in partnership with Network Rail, we will do our best to ensure customers' journeys through the station are not affected, whilst the improvements are made. We can't wait to see the finished results and are sure that it will enhance our customers' experience."



John Stevenson, MP for Carlisle, said: "I am delighted that this investment is being made by Network Rail in our station. Carlisle railway station is an iconic building in the city and I am pleased that it will undergo a refurbishment which will not only upgrade the appearance of the inside of the station but make rail travel safer for passengers."

Work will start on site on 30 November and the roof refurbishment will take up to 15 months to complete. Work on the platforms will start once the roof is finished and is due to be completed in February 2018. While the roof is being replaced a full scaffold 'crash-deck' will be installed which will reduce the amount of natural light in the station but allow the works to be carried out safely. Temporary lighting will be used throughout the work.

Passing through Warrington Bank Quay, and sporting a '10A' shedplate sticker, Class 57 601 heads north light engine from Rugeley Power Station to Carnforth's Steamtown on November 10th. [Jeff Nicholls](#)



GB Railfreight says rail freight industry at an “important crossroads”

In response to the recent announcement by Government Energy Secretary Amber Rudd MP that coal power stations would be phased out by 2025, GB Railfreight Managing Director John Smith said: “The announcement on the closure of coal stations raises considerable challenges for the rail freight industry. A reduction in coal has long been anticipated and is clearly important to help the UK meet its carbon targets, however coal stations are closing sooner than intended due to the impact of the carbon tax regime. Together with the demise of the UK’s steel industry, the rail freight sector is seeing the reduction of bulk commodities that have been the core of our business and allowed us to speculate in other markets.

“Whilst there is an opportunity for rail freight to open up into new and existing markets and to take lorries off the road, we urgently need to see a joined-up approach from Government that supports rail freight to prosper. This includes investment in enhancements to create more capacity on key rail arteries like the West Coast and East Coast Main Lines that would enable us to grow intermodal, particularly the long-overdue capacity improvements required around the Port of Felixstowe. It also includes the critical need to ensure that the Strategic Freight Network exists and is funded for the next Control Period.

“We are at an important crossroads for rail freight where we need to find and develop new and existing foundations, and this requires Government support, an integrated approach to our logistics strategy and long-term certainty in the markets that we serve.”

Did you Know - Ken Mumford

New engine whistle codes introduced by British Railways in 1952.

In addition, codes of a local nature were retained by the Regions.

A standard code of engine whistles, which covered all the main railway operational requirements, was introduced throughout.

The new standard code is as follows:-

NEW ENGINE WHISTLE CODES	
Description	Whistles
Approaching signals at danger or when necessary to indicate when ready to proceed on same line:-	
Main or fast lines	1 long
Line next to main line (slow or goods)	2 long
Line next to slow or goods (One additional long whistle to be given for each additional line farther away from the main line).	3 long
Approaching junctions and requiring to proceed through junctions:-	
*On main line and requiring to proceed to left	1 long 1 short
*On main line and requiring to proceed to right	1 long 2 short
*On slow or goods line and requiring to proceed to left	2 long 1 short
*On slow or goods line and requiring to proceed to right	2 long 2 short
<i>* These codes to be given at signalbox in rear of the box controlling the junction, unless otherwise shown</i>	
To or from goods line or slow line or loop and main line.	5 short
To cross from main to main	4 short
To or from bay or platform lines	1 crow 1 long
Down main or fast, slow or goods or loop to down sidings	1 crow
Down main or fast, slow or goods or loop to up sidings	2 short pause 3 short
Up main or fast, slow or goods or loop to up sidings	3 short pause 1 short
Up main or fast, slow or goods or loop to down sidings	3 short pause 2 short
Up sidings to down sidings or vice versa	3 short pause 3 short
Shunt from sidings to main line	2 short pause 2 short
To or from locomotive depot	2 short
Express trains requiring fresh engine at next stopping place	3 crows
#Fire on lineside <i># To be repeated when passing next permanent way men, station, signalbox or crossing keeper's hut</i>	1 long 1 crow 1 long
Engine requiring water	1 long pause 3 short
To indicate light engine is clear of points which require to be turned	1 short

New Thameslink train makes successful first-ever test run, to Brighton

The future of commuting made its first outing on Thameslink Programme tracks on Tuesday, 24 November. Govia Thameslink Railway took Siemens' next-generation Class 700 train on its first-ever test run on national rail tracks between its depot at Three Bridges and Brighton in Sussex.

The 240m 12-carriage train – half as long again as most Thameslink trains operating today – passed initial tests that proved its compatibility with signalling and will now begin other night-time test runs out of passenger service.

Govia Thameslink Railway Programme Director Keith Wallace said: “The train performed excellently. This test run is a real milestone in the government-sponsored Thameslink Programme which, from spring next year, will steadily give passengers these new, modern and spacious trains on the Thameslink route. Passengers at other stations on our Peterborough and Cambridge Great Northern routes into London will begin using these trains later on as will people elsewhere in the South East when the Thameslink network expands in 2018.”

Siemens Thameslink Programme Director Dave Hooper said: “We are delighted to see the Class 700 out on test on the mainline. This is significant step in our comprehensive testing



programme, and is a result of a lot of hard work from the whole Thameslink team. We look forward to the Class 700 going into passenger service in spring next year.”

The introduction of the new 12 and eight carriage Class 700 trains will significantly increase capacity across all routes, providing 80% more peak seats across the central London route, between Blackfriars and St Pancras where there will be automatic train operation and up to 24 trains per hour in each direction in the peak.



Network Rail's test coach No. 999605 has been stranded at Stockport recently having developed wheelset problems. [Brian Hewertson](#)

Network Rail installs the first overhead electrification wiring on the Great Western Main Line

On Thursday 12 November, Network Rail engineers installed the first overhead wires for the electrification of the Great Western Main Line. One mile, or 1.6km, of earth wire was installed on the lines west of Reading between Pangbourne and Tilehurst, part of the track that will serve as a test section for the new Class 800 Intercity Express trains. This is the first section of the new-design overhead line to be erected on the operational railway, and the first overhead line anywhere on the route beyond the existing wires at Airport Junction in Stockley, London. The first 1,000 metres were installed in only 35 minutes.

Network Rail's senior programme manager, Sinan Al-Jawad, said: “This is a great milestone in this vital project to improve the line for passengers. Electric trains are quieter, cleaner and faster and will offer more seats and better journeys for everyone. I would like to thank all those who were engaged in getting the first wire up.”

A Different View

On October 10th, inbound and outbound South Eastern Cannon Street trains pass at Borough Market Junction. [Derek Elston](#)



Farewell to the semaphores at Barnetby as the resignalling project continues and will mean that this familiar sight becomes history by January. [Class47](#)



Class 31 465 sits in a lay-by on the A50 near Lockington. The loco has recently been purchased by HNRC and is on its way from Derby to Long Marston.
Mark Pichowicz



Preserved and Industrial Railways: Severn Valley Railway

GWR 2-6-2 Small Prairie No. 4566, carrying BR livery, eases out of Bridgnorth on November 14th with a working to Kidderminster. [Richard Hargreaves](#)



GWR 7800 Class No. 7812 'Erlestoke Manor' backs onto its train at Bridgnorth on November 14th. [Richard Hargreaves](#)



GWR 7800 Class No. 7820 'Dinmore Manor' emerges from Bridgnorth shed and prepares to work a train to Kidderminster. [Richard Hargreaves](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO HEADS WEST WITH 'THE DEVON BELLE'

London to Exeter and return on Saturday 2nd April 2016

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce the recreation of 'The Devon Belle'. This main line steam railtour will run from London to Exeter and back by two different routes, picking up passengers at Basingstoke. The original 'Devon Belle' ran from London Waterloo station to Ilfracombe and Plymouth from 1947 to 1954. This tour will feature new build Peppercorn class A1 No. 60163 Tornado, completed in 2008, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey.

On Saturday 2nd April 2016, Tornado will set out from London Waterloo station and head for Devon and the historic city of Exeter. With the assistance of South West Trains we will be making a fast turn from London Waterloo to Woking via Surbiton and on through Surrey and Hampshire to pick up more passengers at Basingstoke. We then head via Andover to Salisbury where the locomotive will take water. Our route is then via the former LSWR route via Yeovil including the steep climb to Honiton Tunnel, a real test even for Tornado.

After a break of around three hours in Exeter our return route starts with the climb to Whiteball tunnel which marks the border between Devon and Somerset. Heading back towards London we take the former GWR route via Castle Cary, Westbury and Newbury, a beautiful scenic route as well as one that will challenge Tornado with its fast running and long climbs. At Reading passengers who joined us at Basingstoke leave for a short trip by service train back to Basingstoke. Tornado then steams on taking 'The Devon Belle' back to the capital's London Victoria station via Ascot and Twickenham. We expect there to be much fast running at the permitted maximum of 75mph and with this being a spring tour we anticipate wonderful views of the West Country and stunning scenery as we ascend Honiton Bank.

Terms and conditions are available on request. Tickets for 'The Devon Belle' are priced at Standard Class (£95.00), First Class Non-Dining (£149.00), First Class Dining (£225.00). Guaranteed 'tables for two' in First Class Dining and First Class Non-Dining are available for a supplement of £25.00 per person. All profits from this tour go towards keeping Tornado on the main line in future years.

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050, www.ukrailtours.com or through www.a1steam.com.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "What better way to spend a spring Saturday than being pampered in an historic railway carriage with traditional silver service and fine wines as you pass through the English countryside hauled by Britain's newest main line steam locomotive. This main line steam railtour offers magnificent sights and sounds that will accompany a fast, express passenger steam locomotive working hard... an experience not to be missed!"

East Lancashire Railway

LMS Crab No. 13065 and BR Standard Class 4 No. 80080 stand awaiting their next turn of duty at ELR's Bury Bolton Street station on October 18th. [Neil Scarlett](#)



Barrow Hill

DB Schenker liveried Class 37 670 stands in the yard at Barrow Hill with Class 20 301 on November 28th. [Derek Elston](#)



Thomas Hill 4wDH Industrial 0-4-0 No. 01520 stands with Class 20 096 in the yard.
Derek Elston



SWANAGE RAILWAY

Norden's new level crossing



Above: The new crossing at Norden showing the new Road/Rail facility



Class 03 066 and Class 40 No. D213 are seen inside the roundhouse.
Derek Elston

Middle: On November 28th, West Coast's Class 47 832 works the ECS for a Poole to Bristol tour, passing the new level-crossing barriers at Norden (Swanage Railway). The barriers haven't yet been commissioned.



Bottom: Handover of the Norden Gates level crossing from Swiss contractors Schweizer to Mark Woolley, the Swanage Railway Company director responsible for Project Wareham. All photos: © Andrew PM Wright.



Looking quite respectable with all its panels refitted, Class 58 016 awaits a move to Leicester from Barrow Hill. [Derek Elston](#)



It's stint at Daventry over, DRS's Class 37 714 is seen in the platform at Barrow Hill on November 28th. [Derek Elston](#)



2007 PRINCE OF WALES

Building Britain's Most Powerful Steam Locomotive

BUY THE POWER OF STEAM THIS CHRISTMAS

This Christmas will be the first time that members of the public will be able to sponsor a component for Britain's newest and most powerful express passenger steam locomotive. For a limited time only parts for giant new Gresley class P2 No. 2007 Prince of Wales will be available for sponsorship to people who are not members of The Founders Club which funded the project's dramatic racing start or its 'P2 for the price of a pint' monthly covenants. Components sponsored through the Dedicated Donation scheme range in price from one of over 1,000 driven bolts & nuts for £25 to the complete exhaust steam injector for £15,000 – an ideal Christmas present for the railway enthusiast in your family. People who subscribe to the Dedicated Donation scheme will have their names (or that of the gift's recipient) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components for sponsorship will become available as construction progresses. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and almost 700 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch a year ago. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (almost 100 people have pledged £2,000 each - target of 300 people), Dedicated Donations (£160,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of £2m (including Gift Aid) of the £5m needed in just two years since the launch of the project. The project's use of the latest Computer Aided Design (CAD) technology means that the weight of all of the components now in existence can easily be calculated. The weight of the parts now in existence stands at over a third the whole locomotive by weight.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "This Christmas will be the first one when you can buy a part of giant new steam locomotive No. 2007 Prince of Wales for the railway enthusiast in your family before it is completed and what could be a more appropriate present than helping to recreate the lost days of the steam age. One of the key ways in which we are raising funds for the new locomotive is by supporters sponsoring particular components either on their own behalf or as a gift for others." The lucky recipient of this gift will receive a drawing of the component sponsored and certificate recognising the sponsorship with the dedication worded however the giver wishes. The recipient will have the satisfaction of pointing to the part of the locomotive they sponsored when the locomotive enters service on Britain's main line railway in 2021. We have many parts on offer, which have in the past ranged from individual nuts and bolts to the wheels and chimney, ranging in price from £25 to £15,000."

Great Central Railway

On November 21st, BR Class 9F No. 92214 heads a short freight along the Great Central mainline near Woodthorpe during the end of season gala weekend.

Mark Pichowicz



GREAT CENTRAL RAILWAY BRIDGE STATEMENT

The recent delay and revised timescale of the electrification of the Midland Mainline has had an inevitable impact on the Bridging the Gap project in that the efficiency savings, which were originally anticipated as a result of contractors combining work on both projects, are now lost.

Following meetings with Network Rail in both Derby and London, GCR plc has decided, with the full cooperation of Network Rail, to take over the management of the total project to reunify the two sections of the GCR north and south of the Midland Mainline 'gap' at Loughborough. This includes replacing the missing bridge over the Midland Mainline.

GCR's project managers, FJD, have now taken over the management of the entire project on our behalf and will continue to liaise with Network Rail to secure the required consents and collaboration. The 'pause' has also given GCR the opportunity to review the MML bridge design and look at combining it with a new bridge over Railway Terrace together with the section crossing Preci Spark car park. The two Reading bridge decks will be incorporated into this structure to save costs.

It is now anticipated that work on other sections of the Gap project will start in the spring with the restoration of the Canal bridge and preparation work on rebuilding the embankments.

Bredgar & Wormshill Light Railway

0-4-0 Port Class saddle tank built by Hunslet Engine Co. No. 3 'Lady Joan' is prepared on depot at start of the Bredgar & Wormshill steam gala. [Mark Pichowicz](#)



Avon Valley Railway

On October 28th, Class 31 101 stands in the sunset. [Sam Bilner](#)



On October 31st, London Transport Pannier No. L92 stands under the stars at Avon Riverside station. Sam Bilner



Swindon and Cricklade Railway

Ruston and Hornsby Class 97/6 shunter No. PWM651 is seen at the depot in the company of 'Garfield' the railways cat in the foreground! [Lee Huggins](#)



From the Archives

Class 40 194 arrives at Peak Forest with the 11:00 Northwich - Great Rocks empty hoppers on June 19th 1983. [Nick Clemson](#)



Right: Class 33 025 'Sultan' heads a London Waterloo bound service, calling here at Exeter Central on March 22nd 1989. [Brian Hewertson](#)

Main: BR Class 25 044 approaches Preston station on March 18th 1979 with an unknown passenger train working. [Dave Felton](#)

Below: Class 37 071 is seen stabled at Warrington on July 1st 1995. [Paul Godding](#)



Right: A common scene at the time from Knottingley depot shed on June 19th 1991, with Class 56 111, 08 782, 56 089, 56 123 and 56 086 visible. [Michael Lynam](#)

Main: Class 25 100 is photographed on shunting duties at Buxton on July 10th 1981. [Dave Felton](#)

Below: Railfreight Distribution's Class 47 228 arrives into Wolverhampton on November 15th 1998 with a Virgin CrossCountry service. [Paul Godding](#)



Right: Class 47 564 'Colossus' stands at Exeter on March 28th 1989 working a Birmingham bound service. [Brian Hewertson](#)

Main: Class 37 375 passes Haston, near Hadnall, working a Shrewsbury New Yard - Warrington rake of coal empties on May 2nd 1997. [Keith Davies](#)



Class 50 040 stands at Exeter St. Davids whilst working the 09:00 Penzance - Manchester service on May 14th 1983.
Nick Clemson



Three photos of Class 45 014 being cut up by Vic Berry at the wagon repair shop Gorton Lane Manchester on August 28th 1986. The loco had been involved in a collision at Chinley. [Steve Stepney](#)



Right: Intercity liveried Class 47 811 approaches Bolton with a Manchester Piccadilly - Edinburgh service on September 1st 1991. [Michael Lynam](#)

Main: Class 37 670 leads another 37 through Dawlish Warren on March 29th 1989, with a mixed freight heading for Exeter. [Brian Hewertson](#)

Below: Class 47 467, in rather faded large logo livery, heads an engineers train through Crewe on October 10th 1998. [Paul Godding](#)



The Back Page

On October 19th, Class 97 304 tops the North Wales RHTT at Harwarden with 97 302 at the rear. [Nick Clemson](#)

