

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 86 of Railtalk Magazine. Each month we bring you a round up of the best pictures, news and reports.

Full steam ahead into the 11th month of the year... yes the 11th month of the year, October has been what I think can only be described as one of the busiest months on the preserved scene of this year, certainly as far as photos coming into us. But I’m not complaining, please do keep them coming.

We also cannot forget that we are in the midst of the one of the best seasons in the year. I’ve mentioned it before and I’ll mention it again, there’s nothing better then seeing a pair of Class 20s passing the office window, working a RHTT service. I know everyone doesn’t feel the same, as unfortunately we do have some circuits covered by MPV units, it’s just the luck of the draw where you live and work.

Finally, a small mention with regards the passing away of a fellow railway photographer, Scott Paterson. Scott had a great personality and over the years captured some amazing photos. When you get a minute, just spend 5 minutes on his website, it will be well worth it **anotherYorkcrank.smugmug.com**. As always our thoughts are with his close friends and family. Finally onto a more cheery note (perhaps), will we see some snow photos before the next editorial??.... Only time will tell.

Andy Patten

This issue wouldn’t be possible without: Richard Hargreaves, Paul Godding, Carl Grocott, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Mike Byrne, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Amy Bucki, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Jonathan McGurk, Chris Smetham, Gerald Nicholl, Richard Moxon, Matthew Bird, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates, Andrew Parkinson, Nick Clemson, Keir Faulkner, Peter Alderson, Les Savine, Eddie Emmott, Ken Mumford, Matthew Evans, Neil Pugh, Dave Felton, Papercliponawire, Steve Stepney, Stuart Warr, Tim Ward, John Alborough, James Wise, Jon Wheeler, Brian Hewertson, Ken Abram and the guys at RailUK.

Front Cover: Network Rail’s Class 57 301 top’n’tails the 07:25 Broxbourne Down Tamper Sidings circular RHTT with 57 305 as it is seen approaching Harringay Green Lanes station on October 26th. [James Wise](#)

This Page: Single Fairlie 0-4-4T No. 9 ‘Taliesin’ climbs the Dduallt Spiral with the ‘Bug Box’ train of vintage stock bound for Blaenau Ffestiniog. [Ken Abram](#)

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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UK Railtours - East Lancs Railway (125 Special)

The return leg of UK Railtours HST excursion from London St. Pancras to the ELR using EMT's HST power cars Nos. 43049 and 43083 is seen departing Rawtenstall on October 12th. This was the first ever visit of an HST to the railway.

Gerald Nicholl





UK Railtours - East Lancs Railway (125 Special)

Above: With East Midlands Trains HST power car No. 43049 leading and 43083 on the rear, the 1243 St. Pancras to Rawtenstall (on the East Lancashire Railway) charter service, is seen departing Stockport on October 12th. [Class47](#)

Below: The tour is seen nearing its destination on the ELR of Rawtenstall as it passes through Irwell Vale station on October 12th. [Alan Naylor](#)



UK Railtours - East Lancs Railway (125 Special)

Above: The signalman from Ashton Moss North Jct. box checks the train as it passes through his section. [Brian Hewertson](#)

Below: The tour approaches Bury after the decent of Broadfield bank on the East Lancashire Railway with power car No. 43049 leading the train. [Dave Felton](#)





UK Railtours - East Lancs Railway (125 Special)

Above: The UK Railtours trip from London St. Pancras to the East Lancs Railway using power cars Nos. 43083 and 43049 passes Townsend Fold en route for Rawtenstall on October 12th. [Gerald Nicholl](#)

Below: The HST set is seen here between Rawtenstall level crossing and Townsend Fold on its ECS run to Bury for servicing before setting off for the return journey. [Michael Lynam](#)



Vintage Trains - The Cotswold Explorer

Above: On October 19th, GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' heads Vintage Train's 'The Cotswold Explorer' from Tyseley to Oxford, seen running on the dot at Hightworth Junction, Swindon. [Wayne Radford](#)

Below: GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' storms towards Swindon, with the circular tour on October 19th. [Ken Mumford](#)



Chiltern Railways - The Chinnor Cheerio

On October 19th, Chiltern Railways' Class 122 No. W55034 is seen heading through Princes Risborough working a special through service from Aylesbury to Chinnor. [Class47](#)



Vintage Trains - The Cotswold Explorer

GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' passes Purton with the 'Cotswold Explorer' circular tour running from Tyseley via Swindon and Oxford on October 19th. [Gerald Nicholl](#)





Railway Touring Company - The Cumbrian Mountain Express

Above: Class 86 259 'Les Ross' storms through Euxton hauling the outbound leg of 1286 Railway Touring Company's 'Cumbrian Mountain Express' from London Euston to Carlisle on October 16th. [Dave Felton](#)

Below: With steam to spare and dwarfed by Pen-y-ghent in the background, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' cruises down the gradient towards Selside with the mid-week 'Cumbrian Mountain Express' on October 23rd. [Gerald Nicholl](#)



Northern Belle

Above: The Northern Belle on a very dark October 26th, is seen passing Preston Farm with a Liverpool - Bath working, with Class 47 805 seen on the front. [Phil Martin](#)

Below: Class 47 810 is seen on the rear of the Northern Belle tour to Bath as it passes Preston Farm. [Phil Martin](#)





West Coast Railway Company - The Welsh Borders Steam Special

Above: West Coast's Class 37 706 passes Berry Brow crossing, Ashton with the diesel part of the railtour from Cleethorpes to Crewe on October 5th. [Colin Irwin](#)

Below: LMS Jubilee Class No. 45699 'Galatea' charges through Prees with the return working from Shrewsbury to Cleethorpes on October 5th, which it would work as far as Crewe. [Colin Irwin](#)



West Coast Railway Company - The Welsh Borders Steam Special
LMS Jubilee Class No. 45699 'Galatea' attacks Gresford Bank, Wrexham with the Welsh Borders tour from Cleethorpes to Shrewsbury on October 5th. [Colin Irwin](#)

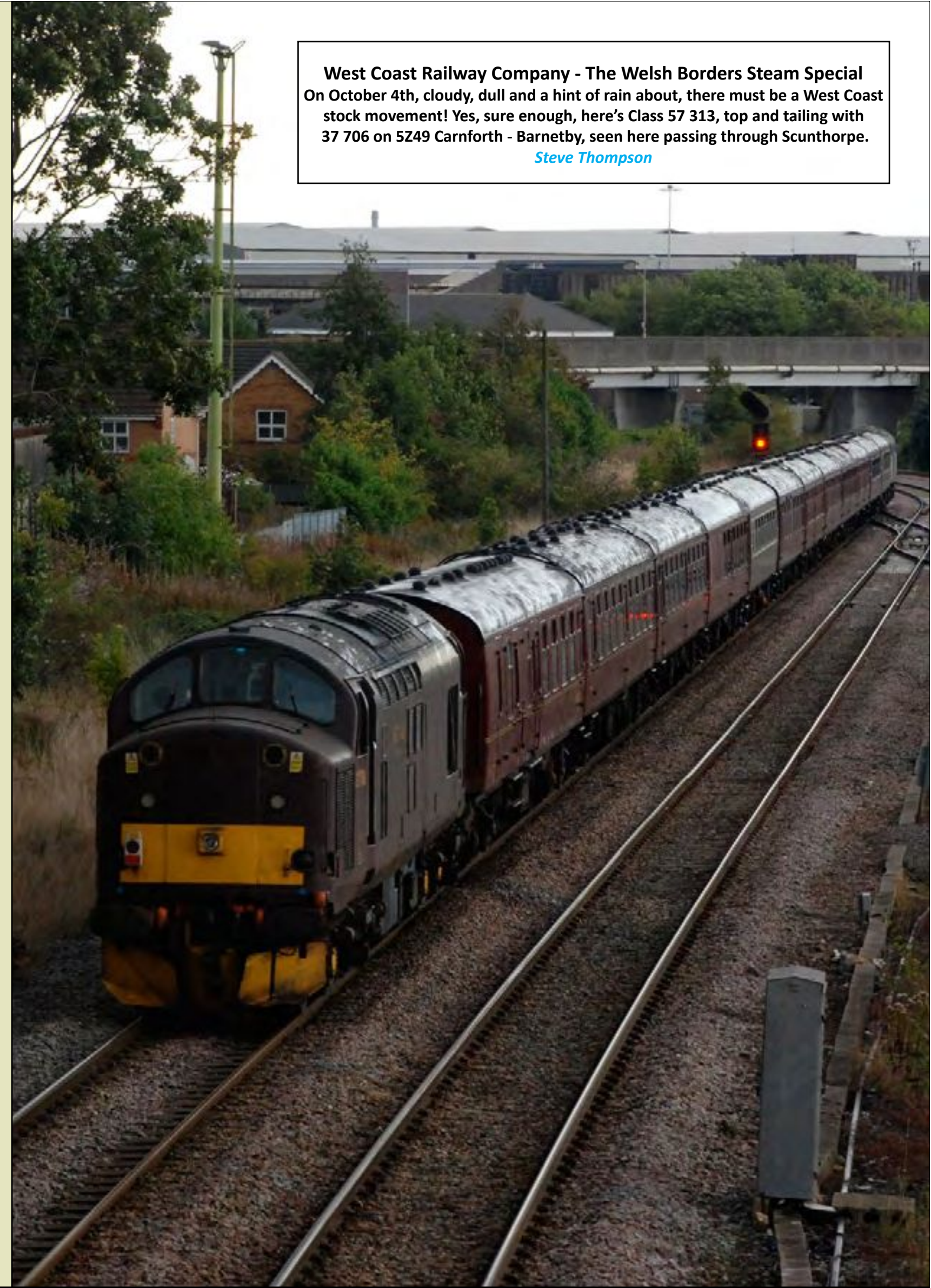




West Coast Railway Company - The Welsh Borders Steam Special

Above: LMS Jubilee Class No. 45699 'Galatea' is seen with the ECS from the tour at Coton Hill sidings, Shrewsbury. [John Alsop](#)

Below: After servicing, the loco and its support coach are seen heading through Shrewsbury station, heading back to Coton Hill to collect the stock. [Steve Thompson](#)



West Coast Railway Company - The Welsh Borders Steam Special
On October 4th, cloudy, dull and a hint of rain about, there must be a West Coast stock movement! Yes, sure enough, here's Class 57 313, top and tailing with 37 706 on 5249 Carnforth - Barnetby, seen here passing through Scunthorpe.

[Steve Thompson](#)



BLS Tours - The Links and Loops Tracker

Above: BLS tours are usually interesting, and the tour on October 26th was no exception. Starting, conveniently for WCRC, from Carnforth, the train toured various bits of North Lincolnshire. Adding to the interest was Class 47 746 which, was making it's first run for years and certainly looked smart, despite the uninspiring livery. At the other end of the eight coaches was Class 57 314, another recent repaint but looking a bit shabby in comparison. The tour ran quite punctually, apart from the final stages, when it should have visited the Foreign Ore Terminal at Santon. Unfortunately, the iron ore was running and I suspect someone somewhere had slipped up during the planning stage. After holding the train at North Lincoln for the best part of an hour, it must have become apparent that they weren't going to gain access and so the train proceeded to Brocklesby to crossover (another late change due to there being no one available to clamp the points at Barnetby East) and away about 20mins late. All in all, a big improvement on the usual experience of charters to this area, which have been affected by points failures, SPADs, even derailments in the past! Anyway this is the recently returned to service Class 47 746 as it passes through leafy Brigg. [Steve Thompson](#)

Below: Class 57 314 is seen on the rear as the tour passes through Brigg. [Steve Thompson](#)



BLS Tours - The Links and Loops Tracker

Above: Class 57 314 is seen heading towards Immingham East, where after surrendering the single line token to the signalman, note the new "signalbox" just visible on the right, an architectural gem, if ever there was one!. The tour then continued to Immingham Reception, Humber Road and the Bulk Terminal. [Steve Thompson](#)

Below: After Barnetby the tour went off to Roxby, where Class 47 746 is seen here negotiating the sinuous Pig Sty Curves along the way. [Steve Thompson](#)



BLS Tours - The Links and Loops Tracker
At Barrow Haven Class 47 746 is seen in the station
and in some rare Lincolnshire sunshine. [Steve Thompson](#)



Steam Dreams - The Cathedrals Express

On October 3rd, following extended repairs to collision damage and to the firebox, BR Standard Pacific No. 70000 'Britannia' heads Steam Dream's 'Cathedrals Express' from Alton to Canterbury West through Paddock Wood in the rain. [Wayne Radford](#)



PMR Tours - The Thames Clyde Express

There is a strong crosswind at Helwith Bridge as LMS Stanier Pacific No. 46233 'Duchess Of Sutherland' struggles for grip with the northbound 'Thames Clyde Express' on October 12th, heading for Carlisle. [Gerald Nicholl](#)





Steam Dreams - The Cathedrals Express

On October 22nd, BR standard Class 7 No. 70013 'Oliver Cromwell' heads through Doncaster with the return working of a London Kings Cross to York charter. The tour had been brought up to York by LNER A4 No. 60009 'Union of South Africa' that morning. [Steve Thompson](#)

Railway Touring Company - The Dartmouth Express
BR Standard Pacific No. 70000 'Britannia' accelerates away from Westbury with
the Kingswear bound RYTC 'Dartmouth Express' on October 19th.
Gerald Nicholl



ECS and light engine moves

Above: West Coast's Class 57 313 hauling the 5Z31 07:12 ECS from Carnforth Steamtown to Lincoln approaches Pleasington on October 11th. *Dave Felton*

Below: West Coast's Class 47 854 is seen attached to the rear of the 5Z31 as it passes through Pleasington station on October 11th. *Dave Felton*



ECS and light engine moves
West Coast Railway Class 47 760 is seen hauling the 5Z56 07:12 ECS
from Carnforth Steamtown to Ely through Houghton conveying the
Statesmen rake of stock with Class 57 314 attached to the rear,
October 10th. [Dave Felton](#)





ECS and light engine moves

Above: On October 7th, Class 55 002 'KOYL' is photographed towing Class 37 No. D6700, Class 55 No. D9009 'Alycidon' and 37 109 as 0255 from Kidderminster S.V.R to York N.R.M after the locos took part in the Severn Valley Railway's Diesel Gala Event. [Richard Moxon](#)

Below: LMS No. 46233 'Duchess Of Sutherland' working the 5Z30 Butterley MRC to Hellifield passes through Burton on Trent, October 11th. [Stuart Hillis](#)



ECS and light engine moves

Above: On October 20th, the Cleethorpes to Carnforth return ECS is seen passing Appleby with Class 47 760 leading and the much more colourful 47 580 on the rear. [Steve Thompson](#)

Below: In the beautiful autumnal dusk, LMS Jubilee Class No. 45699 'Galatea' is seen on the fast line at Winwick, returning home to Carnforth after hauling the return 'Welsh Borders' railtour as far as Crewe, October 5th. [Colin Irwin](#)





Class 20 142 and 20 132 with barrier wagons and London Underground sets, pass through Burton on Trent with a diverted 7X09 on October 21st. Class 20 901 and 20 107 were just out of sight on the rear. [Stuart Hillis](#)



Network Rail wanderings

Above: The New Measurement Train passes through Burton on Trent on October 30th with power cars Nos. 43014 and 43062 working from Crewe CS to Derby RTC via Kilmarnock. [Stuart Hillis](#)

Top Right: On October 10th, Class 37 608 and 37 606 arrive into Crewe with an inspection train from Derby. [Michael Lynam](#)

Bottom Right: Class 31 106 propels an inspection train from Derby to Inverness away from Crewe on October 10th. [Michael Lynam](#)

Below: DRS Class 37 607 and 37 603 top'n'tail the 1Q62 Didcot - Derby RTC test train through Burton on Trent, October 9th. [Stuart Hillis](#)





It's all change for the 2013 RHTT season as Network Rail's Class 57 310 and 57 305, worked by GBRf crew, passes through East Tilbury on October 29th, en-route for the Ockenden branch via Upminster. [Charlie Robbins](#)

Network Rail's Class 57 305 leads 343N the 07:25 Broxbourne Down Tamper Sidings circular RHTT. Class 57 301 was at the rear of the train as it is seen crossing over Harringay Park Junction on October 26th. [James Wise](#)



Class 67s out and about

Top Right: On October 5th, EWS liveried Class 67 017 'Arrow' is seen on the rear of a Chiltern Mainline service from Kidderminster to London Marylebone, as it departs Kidderminster. [Class47](#)

Bottom Right: Recently returned to service, Class 67 018 is seen departing Bicester on October 26th, with a Birmingham - London Marylebone service. [Richard Hargreaves](#)

Below: On October 11th, Class 67 005 'Queen's Messenger' stands at platform 4 of Newcastle station awaiting to drag a failed Class 91 129 south. [Alex Thorkildsen](#)



The DB Company train approaches Harrowden Junction with Class 67 018 'Keith Heller' providing the power on the rear, running as 5Z05 Toton to Cricklewood U.G. Loop on September 17th. [Derek Elston](#)



Freightliner's GE locos

On September 19th, Class 70 007 powers towards Castlethorpe in some lovely evening sun working 4M93 Felixstowe - Lawley Street. [Matthew Bird](#)





Above: Class 70 015 is seen at the head of the 6C64 Mountsorrel - Carlisle loaded ballast as it passes through Burton on Trent, October 9th. [Stuart Hillis](#)



Top Right: On a wet October 4th, Class 70 006 is seen working the 6U77 Moutsorrel - Crewe BH loaded autoballasters through Burton on Trent. [Stuart Hillis](#)

Bottom Right: Class 70 007 leads 66 593, 70 018 and 66 606 on an 0Z66 Crewe - Brush Works, Loughborough through Burton on Trent, October 24th. [Stuart Hillis](#)

Below: On a sunny October 30th, Class 70 016 works the 6U77 Mountsorrel - Crewe through Burton on Trent conveying loaded ballast boxes. [Stuart Hillis](#)



Recent Class 60 workings

Class 60 062 'Stainless Pioneer' is seen at the head of the 6M00 Humber - Kingsbury loaded oil train as it passes through Burton on Trent, October 24th. [Stuart Hillis](#)



Class 60 091 is seen being held in Freckleton Street goods loop at Blackburn whilst hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 10th. [Dave Felton](#)





Above: On October 2nd, Class 60 010 is pictured at the head of the 6E41 Westerley - Lindsey oil tanks as it powers through a misty Burton on Trent. [Stuart Hillis](#)

Top Left: Class 60 024 passes the site of the former Lostock Hall motive power depot hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 16th. [Dave Felton](#)



Bottom Left: Class 60 039 hauls a very late running 6E32 through Blackburn on October 30th. This service will very shortly alter to run through Todmorden and Manchester Victoria before heading up to Preston when repairs to Holme Tunnel at Hebden Bridge commence in early November until late March 2014, [David Hollowood](#)

Below: Class 60 039 passes Lostock Hall station hauling 6E32 Preston Docks to Lindsey on October 30th. [Dave Felton](#)





Above: Class 60 017 with the 6E54 Kingsbury - Humber empty oils passes Stenson on October 31st. [Stuart Hillis](#)

Top Left: Heading through Scunthorpe on October 30th, Class 60 039 is seen working the 6E32 Preston - Lindsey Oil Refinery tanks. [Steve Thompson](#)

Bottom Left: DB Schenker Class 60 059 hauls the 6F74 Liverpool Bulk Terminal to Fiddlers Ferry loaded coal on October 17th. [Dave Harris](#)

Below: Class 60 049 and 66 068 are seen with a late running 6D44 Bescot - Toton engineers train passing through Burton on Trent, October 11th. [Stuart Hillis](#)



Class 60 074 'Teenage Spirit' opens up at it passes through Newport running 28mins
early working the 11:55 from Margam to Llanwern Exchange sidings
on October 19th. [Derek Elston](#)





Class 60 001 doesn't seem to have ventured far from Doncaster since it's re- emergence, but on October 29th it is seen making it's second trip to Scunthorpe. After arriving on the morning rail train, it was then put to work on the heavy steel bloom service to Dollands Moor, which it worked as far as Doncaster Belmont. [Steve Thompson](#)

Direct Rail Services

Class 37 682 top'n'tails 37 402 working the 1Q27 Derby - Didcot through
Catholme on September 29th. [Carl Grocott](#)





Above: On October 18th, Class 37 688 and 37 419 open up as they pass through MetroCentre with the Carlisle bound RHTT circuit. [Alex Thorkildsen](#)

Top Left: Class 20 304 and 20 312 top'n'tail one of the York based RHTT workings as they pass through Ulleskelf on October 20th. [Andy](#)

Bottom Left: On October 9th, Class 20 305 and 20 302 are seen working the 3S14 Grimsby Town - Malton through Scunthorpe, just before the rain came. [Steve Thompson](#)

Below: On a dull autumn day, Class 37 688 and 37 409 approach MetroCentre top'n'tailing the Carlisle Kingmoor - North East RHTT working, October 11th. [Alex Thorkildsen](#)



Class 20 302 is seen top'n'tailed with 20 312 working the 3S14 Grimsby Town - Malton RHTT through Althorpe on October 30th. [Steve Thompson](#)



Class 37 609 and 37 682 pass some football fans on October 15th with the 6M63 Bridgwater - Crewe, as Cheltenham Town storm from 3-0 down to beat Bristol Rovers 4-3 in a reserve fixture! [Lewis Mitchell](#)



On October 30th, Class 20 312 and 20 302 head through Althorpe working the 3S13 Wrenthorpe - Grimsby Town RHTT. [Steve Thompson](#)





Colas Rail

Above: Class 47 749 'Demelza' is seen working as 0Z85 Barrow Hill - Washwood Heath through Burton on Trent, after returning locos from the Nene Valley Gala back to Barrow Hill, October 9th. [Stuart Hillis](#)

Top Right: Class 47 749 'Demelza' with 6E07 covered steel carriers passes through Burton on Trent, October 1st. [Stuart Hillis](#)

Bottom Right: On its second trip after reinstatement by Colas, Class 56 113 (along with 47 739 for insurance) takes another loaded test run working the 6E07 Washwood Heath - Boston Docks with covered steel carriers through Burton on Trent, October 7th. [Stuart Hillis](#)

Below: Class 47 749 'Demelza' tows 86 213 'Lancashire Witch' from Washwood Heath to Barrow Hill for long term storage, seen passing through Burton On Trent, October 9th. [Stuart Hillis](#)



DB Schenker's fleet

Top Left: A slight glow from the sun behind a thin piece of cloud greets DB liveried Class 66 185, recently named 'DP World London Gateway' as it slows for a temporary speed restriction at Bradwell working the 6M34 Acton to Peak Forest empty stone hoppers on October 19th. [Matthew Bird](#)

Bottom Left: Freshly painted and named, Class 66 185 'DP World-London Gateway' is seen working 6E54 Kingsbury - Humber oil tanks through Burton on Trent, October 8th. [Stuart Hillis](#)

Below: Class 66 132 is seen at Acton Main Line working the 12:01 Park Royal Marcon - Angerstein Wharf on October 18th. [Derek Elston](#)





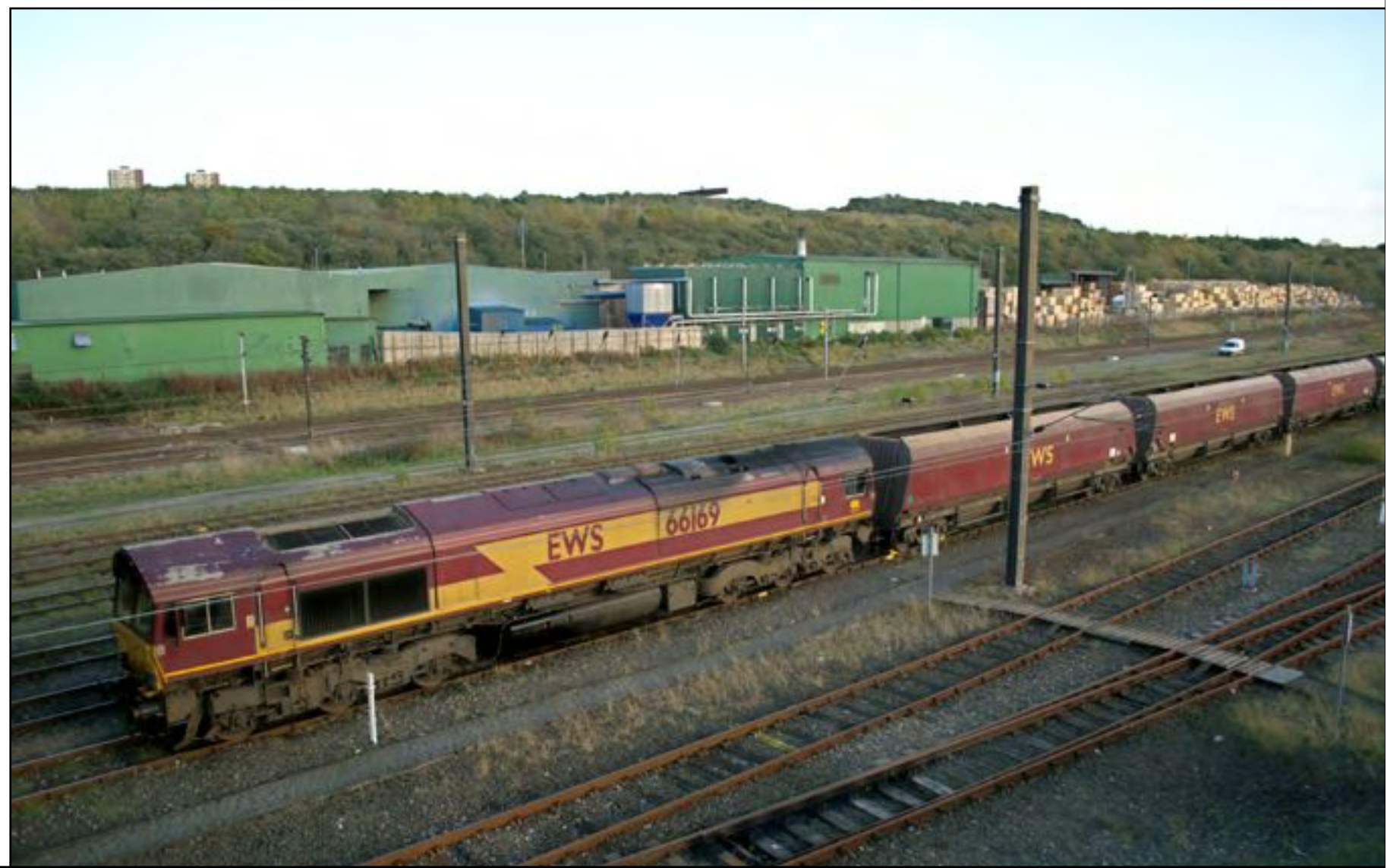
Above: Class 66 140 is seen passing through Lostock Hall station hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 9th. [Dave Felton](#)



Top Right: Class 66 113 working the 6Z65 Earles - Walsall loaded cement tanks, passes through Burton on Trent, October 8th. [Stuart Hillis](#)

Bottom Right: Class 66 169 is seen arriving into Tyne Yard hauling the 4N17 06:23 Cottam Power Station to North Blyth coal empties on October 31st. [Dave Felton](#)

Below: Class 66 046 and 67 016 are seen at the head of the 6X44 Bescot - Toton engineers train conveying point carriers passing through Burton on Trent, October 8th. [Stuart Hillis](#)





Above: On a very wet and gloomy morning Class 66 095 is seen working the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Bamber Bridge, October 14th. [Alan Naylor](#)



Top Right: On October 3rd, Class 66 044 approaches Manchester Piccadilly with a Trafford Park - Southampton intermodal working. [Michael Lynam](#)

Bottom Right: On October 15th, Class 66 034 top'n'tails with 66 232 south through Castlethorpe near Milton Keynes working the 3J01 Bescot - Bescot RHTT. [Matthew Bird](#)

Below: Class 66 092 hauling the 6Z94 05:00 Avonmouth Bennets Siding to Clitheroe Castle Cement with empty cement tanks passes through the Cherry Tree area of Blackburn on October 8th. [Dave Felton](#)



Class 66 070 working the 6V97 Beeston - Cardiff scrap metal train,
passes through Burton on Trent, October 3rd. [Stuart Hillis](#)





Above: Class 66 106 working the 6X01 Scunthorpe - Eastleigh continuous welded rail train passes Stenson Junction on October 31st. [Stuart Hillis](#)



Top Right: Class 66 152 'Derek Holmes Railway Operator' leads the 4M07 Felixtowe to Birch Coppice through Kingsthorpe on October 10th. This service was running a mere 189 mins late. [Derek Elston](#)

Bottom Right: Class 66 177 passes Newport with the 09:38 Olnwyn Washery to Llanwern Exchange Sidings loaded coal service on October 19th. [Derek Elston](#)

Below: Class 66 160 at the head of 6V97 Beeston - Cardiff Tidal with shredded scrap metal passes through Burton on Trent, October 9th. [Stuart Hillis](#)





Above: Class 66 095 approaches Cherry Tree (Blackburn) station hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 14th. [Dave Felton](#)



Top Right: Class 66 050 'EWS Energy' passes through Newport with the 10:50 from Aberthaw P.S. to East Usk Junction Yard conveying coal empties on October 19th. [Derek Elston](#)

Bottom Right: Class 66 054 and 66 110 head through Baystan Hill, Shrewsbury on October 26th with a Crewe - Severn Tunnel Jct. loaded ballast working. [Phil Martin](#)

Below: Class 66 058 is pictured working 6X44 comprising of a RHTT set and point carriers as it passes through Stenson on October 31st. [Stuart Hillis](#)





Above: Class 66 250 is seen approaching Pleasington station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 3rd. [Dave Felton](#)



Top Right: On September 24th, having delivered another Class 377/6 from Derby up to Stewarts Lane earlier in the day, Class 66 201 heads through Castlethorpe near Milton Keynes returning the barrier wagons north, running as 6M06 from Stewarts Lane to Bescot. [Matthew Bird](#)

Bottom Right: Class 66 009 winds its way through the outskirts of Blackburn hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on October 11th. [Dave Felton](#)

Below: On October 18th, Class 66 001 is seen stabled at Acton whilst the local RHTT set is serviced October 10th. [Derek Elston](#)



East Coast

Top Left: Several Class 91s are seen ready to head north at London Kings Cross on October 3rd. [Michael Lynam](#)

Bottom Left: East Coast's Class 91 121 stands in platform 2 of Newcastle Central with a service from London King's Cross to Edinburgh Waverley on October 29th. [Alex Thorkildsen](#)

Below: East Coast's HST power car No. 43290 is seen approaching Northallerton station on the front of the 1E11 07:52 service from Aberdeen to London Kings Cross on October 31st. [Dave Felton](#)





GBRf workings

Above: In torrential rain, Class 66 703 is seen towing 'new' 66 750 as 0250 Longport - Derby for tyre turning through a very, very wet Stenson on October 22nd. [Stuart Hillis](#)

Top Left: On October 30th, Class 66 711 working the 6C09 HIT - Eggborough loaded coal heads over the King George V Bridge at Althorpe. [Steve Thompson](#)

Bottom Left: Class 66 729 'Derby County' heads south through Acton Bridge with the 6G71 Ellesmere Port - Ironbridge Biomass working on October 8th. [Dave Harris](#)

Below: Class 66 738 working the 6K50 Toton - Crewe engineers, passes through Burton on Trent, October 23rd, and in the sunshine for a change. [Stuart Hillis](#)





Above: Class 66 728 passes through Burton on Trent with the 6K50 Toton - Crewe engineers working on October 4th. [Stuart Hillis](#)



Top Right: Class 66 706 'Nene Valley' with the Saturday's only 4K80 Peterborough - Rugeley Power Station gypsum train passes through Burton on Trent, October 5th. [Stuart Hillis](#)

Bottom Right: Class 66 745 'Modern Railways, the first 50 years' hauls the 6C97 10:34 Tyne Coal Terminal to Eggborough Power Station over Ainderby Road level crossing at Northallerton on October 31st. [Dave Felton](#)

Below: Class 66 748 passes Manors working an empty coal working from North Blyth to Tyne Dock, October 31st. [Alex Thorkildsen](#)



Class 20 132 and 20 142 are seen on the rear of the 7X09 Old Dalby -
West Ruislip 'S' stock move through Swains Park on October 17th.
Class 20 901 and 20 107 were leading the train. [Stuart Hillis](#)





Above: Class 66 735 hauling the 4N99 Ferrybridge Power Station to Tyne Coal Terminal empty coal hoppers passes through Northallerton station on October 31st. [Dave Felton](#)

Top Right: Class 20 096 leads 20 118 'Saltburn by the sea', barrier wagons, 'S' class LUL stock and with 20 314 and 20 311 on rear, working 7X09 Old Dalby to West Ruislip passing Moira West signalbox on October 7th. This was one of the first mainline outings for Class 20 118 since withdrawal in December 1995. [Stuart Hillis](#)

Bottom Right: On October 28th, having been turned during a visit to Barrow Hill, Class 20 118 now leads 20 096, with London Underground 'S' stock Nos. 24377 and 24378 with once again 20 311 and 20 314 on the opposite end as the ensemble pass Moira. [Stuart Hillis](#)



Below: Class 66 728 'Institution Of Railway Operators' is seen at the head of a short 6K50 Toton - Crewe engineers train through Burton on Trent, October 2nd. [Stuart Hillis](#)



GB Railfreight's Class 73 205 'Jeanette' and 73 208, both in old BR liveries, give a blast from the past working the 11:09 Northfleet to Willesden Euroterminal on October 29th through Earls Court. [James Wise](#)





Freightliner workings

Above: Class 66 621 is seen at Acton Main Line on October 18th, with the 12:01 Thorney Mill to Bardon Hill. [Derek Elston](#)

Top Left: Class 86 613 and 86 607 pass through Acton Bridge with the 4L92 Ditton - Felixstowe working on October 8th. [Dave Harris](#)

Bottom Left: Class 90 041 approaches Castlethorpe near Milton Keynes working 4M87 from Felixstowe to Trafford Park, October 4th. [Matthew Bird](#)

Below: Class 66 588 working 4055 Leeds - Southampton passes Burton on Trent, October 2nd. [Stuart Hillis](#)





Top Left: Class 66 522 powers the 07:35 Earles Sidings to Theale Lafarge as it approaches Harrowden Junction on September 17th. [Derek Elston](#)

Bottom Left: Class 66 543 working the 4055 Leeds - Southampton modal passes through Burton on Trent, October 23rd. [Stuart Hillis](#)

Below: Seen heading west through the station at Crowle on October 30th is Class 66 515 with the 6M07 Roxby - Pendleton bin train. [Steve Thompson](#)





Just before the rain came, Class 66 556 working the 4055 Leeds - Southampton modal passes through Burton on Trent, October 15th. [Stuart Hillis](#)



Above: Class 66 616 at the head of the 4E42 Rugeley PS - Barrow Hill empty coal hoppers, passes through Stenson on October 31st. [Stuart Hillis](#)



Top Right: Class 66 562 passes Burgs Lane, Baystan Hill on October 26th, working the 4V64 Crewe - Wentloog Freightliner Terminal. [Phil Martin](#)

Bottom Right: Class 66 530 crosses the King George V bridge working the 6M05 Roxby - Northenden bin train. [Steve Thompson](#)

Below: Class 66 957 working the 6M49 Hull - Rugeley PS loaded coal passes Stenson Junction on October 31st. [Stuart Hillis](#)





Freightliner's Class 86 622 and 86 614 drag Class 90 048 whilst working the 4M54 Tilbury to Crewe intermodal, seen approaching Highbury & Islington on October 29th. [James Wise](#)



Above: Class 66 526 and 66 531 are seen departing Crewe on October 10th, heading light engine for Bescot. [Michael Lynam](#)

Top Left: On October 9th, Class 66 413 passes through Scunthorpe working the 6E32 Bredbury - Roxby bin train. [Steve Thompson](#)

Bottom Left: Class 66 593 '3MG Mersey Multimodal Gateway' heads the 4055 Leeds - Southampton modal through Burton on Trent, October 4th. [Stuart Hillis](#)



Below: Heavy Haul Class 66 599 hauling the 4N70 11:05 Drax Aes to Redcar High Level, passes over Boroughbridge Road level crossing at Northallerton on October 31st. [Dave Felton](#)



DCR workings

Class 56 312 in the new corporate DCR grey livery with Jeremiah Dixon nameplates is seen working the 6Z56 Derby Chaddesden Sidings to Bow, with 15 empty JNA wagons passing Burton on Trent, October 8th. [Stuart Hillis](#)



HSTs

Top Left: First Great Western HST power cars Nos 43003, 43086 and 43068 wait their next turn of duty at London Paddington on October 3rd. [Michael Lynam](#)

Bottom Left: First Great Western HST power car No. 43010 is seen on the rear of a Bristol bound service leaving London Paddington on October 3rd and overtaking a Circle Line underground train. [Michael Lynam](#)

Below: With the Buddleia encroaching the adjacent siding the 14:00 London Paddington to Bristol Temple Meads is seen approaching Swindon station, October 18th. [Derek Elston](#)



East Midlands Trains' HST power car No. 43066 is seen on the rear of the 1D17 London St. Pancras International to Nottingham service as it passes Harrowden Junction on September 17th. [Derek Elston](#)





Top Left: East Coast's HST power car No. 43296 keeps company with Grand Central's No. 43467 at London Kings Cross on October 3rd. [Michael Lynam](#)

Bottom Left: CrossCountry's HST power cars Nos. 43321 and 43378 are seen working the 1V54 Dundee - Plymouth service through Burton on Trent, October 11th. [Stuart Hillis](#)

Below: First Great Western's HST power car No. 43034 leads the 5L48 London Paddington to Old Oak Common TRSD ECS through Acton Main Line on October 18th. [Derek Elston](#)



Class 92s workings

DB Schenker's Class 92 029 exits Hampstead Heath Tunnel working the 4E26 Dollands Moor to Scunthorpe steel empties on October 29th. [James Wise](#)



Units, Units, Units

Top Right: Chiltern Railways Sandite unit No. 960 014 (W977873) is seen at Aylesbury on October 26th. [Paul Godding](#)

Bottom Right: East Midlands Trains' Class 153 357 and 153 310 working the 1K11 Derby - Crewe service are seen passing Stenson Jct. on October 31st. [Stuart Hillis](#)

Below: Northern Rail's Class 142 045 is seen approaching Blackburn with the 2S19 09:50 service from Colne to Blackpool South on October 11th. [Dave Felton](#)





Top Left: Chiltern's Class 168 214 is seen departing Princes Risborough on the rear of a London Marylebone service on October 26th. [Paul Godding](#)

Bottom Left: Arriva Trains Wales' Class 150 242 stands at Newport whilst working the 10:45 Cheltenham Spa to Maesteg service on October 19th. [Derek Elston](#)

Below: Northern Rail's Class 150 115 approaches Cherry Tree (Blackburn) station with a late running 2N12 07:42 service from Blackpool South to Colne on October 17th. [Dave Felton](#)





Above: Chiltern's 'Bubble' cars Nos. W55020 and W55034 are seen stabled on Aylesbury depot, October 26th. [Richard Hargreaves](#)

Top Left: Arriva Trains Wales' Class 158 830 arrives into Newport with the 11:45 from Cheltenham Spa to Cardiff Central on October 19th. [Derek Elston](#)

Bottom Left: C2C Electrostar unit Class 357 227 enters the platform at Pitsea working a Shoeburyness - London Fenchurch Street service on October 24th, still sporting its Union Jack emblem from the Jubilee celebrations. [Charlie Robbins](#)



Below: Northern Rail's Class 142 013 negotiates Lostock Hall Junction with the 2517 08:40 service from Colne to Blackpool South on October 30th. [Dave Felton](#)





Above: Northern Rail's Class 150 276 is seen departing from Darwen station with the 2J50 12:40 service from Clitheroe to Manchester Victoria on October 8th. [Dave Felton](#)

Top Left: With more than two hours journey time left, Arriva Trains Wales' Class 175 109 departs Newport with the 08:30 from Manchester Piccadilly to Milford Haven, October 19th. [Derek Elston](#)

Bottom Left: Northern's Class 155 343 puts in a rare appearance operating the 1B21 08:29 service from Blackpool North to York as the train passes through Pleasington station October 11th. [Dave Felton](#)

Below: Northern Rail's Class 142 061 is pictured after departing from Cherry Tree (Blackburn) station with the 2S17 08:40 service from Colne to Blackpool South on October 17th. [Dave Felton](#)





Above: Northern Rail's Class 158 901 is about to pass through Lostock Hall station with the 1B21 08:29 service from Blackpool North to York on October 16th. [Dave Felton](#)

Top Left: London Midland's Class 350 111 working the 1L77 Liverpool Lime St. to Birmingham New Street passes at speed through Acton Bridge on October 8th. [Dave Harris](#)

Bottom Left: Northern Rail's Class 150 275 put in a very unusual appearance working the 1B21 08:29 service from Blackpool North to York as the train is seen passing through Hoghton on October 10th. [Dave Felton](#)

Below: Northern Rail's Class 158 752 arrives into Lostock Hall station with the 1B20 07:06 service from York to Blackpool North on October 30th. [Dave Felton](#)





Above: London Midland's Class 350 259 passes Wilsons Farm crossing with a Birmingham New Street to London Euston service on October 8th. [Derek Elston](#)

Top Left: Northern Rail's Class 158 753 passes through Hoghton with the 1B20 07:06 service from York to Blackpool North on October 10th. [Dave Felton](#)

Bottom Left: East Midlands Trains' Class 153 326 working the 1K13 Derby - Crewe service passes Stenson Junction on October 31st. [Stuart Hillis](#)



Below: Chiltern Railway's Class 172 103 departs Bicester North on October 26th, with a service to Stratford upon Avon. [Paul Godding](#)





Above: Northern Rail's Class 142 015 is seen shortly after departing from Lostock Hall station with the 2N14 08:44 service from Blackpool South to Colne on October 30th. [Dave Felton](#)

Top Left: On October 31st, Class 168 217 stands at Birmingham Moor Street sporting the 'new' Chiltern Railways livery. [Richard Hargreaves](#)



Bottom Left: At Crowle on October 30th, TransPennine Express Class 185 109 passes alongside the Stainforth & Keadby Canal on a Manchester Airport - Cleethorpes working. [Steve Thompson](#)

Below: Northern Rail's Class 156 483 heads towards Preston after departing from Lostock Hall station with the 2S15 07:47 service from Colne to Blackpool South on October 16th. [Dave Felton](#)





Above: Dusk on the West Coast main line as First TransPennine Express' Class 185 140 passes through Brock working an Edinburgh to Manchester Airport service, October 2nd. [Chris Stanley](#)

Top Left: Chiltern's Class 165 008 is seen at Bicester Town station on October 26th, with a service for Oxford. [Richard Hargreaves](#)

Bottom Left: With the autumn sunlight shining through the station roof of Preston station, London Midland's Class 350 231 is seen standing in platform 7 undertaking assessment tests for Network Rail and driver training duties for Transpennine Express on October 30th. [Dave Felton](#)

Below: On October 9th, Northern's Class 142 031 departs Altrincham with a Chester - Manchester Piccadilly service via Stockport, passing Metrolink No. 3028 working a Piccadilly - Altrincham service. [Michael Lynam](#)





Above: Northern Rail's Class 142 040 passes the East Lancashire Sailing Club reservoir at Rishton working the 2S19 09:50 service from Colne to Blackpool South on October 9th. [Dave Felton](#)

Top Left: Grand Central's Class 180 105 is seen departing Heaton Depot on October 20th, running ECS to Sunderland to work a Sunderland - London Kings Cross Service. [Alex Thorkildsen](#)

Bottom Left: A very wet Chiltern Railways' Class 168 005 is seen at Birmingham Moor St. on October 19th. [Brian Battersby](#)

Below: Northern Rail's Class 158 905 is pictured departing from Preston station with the 1B27 11:29 service from Blackpool North to York, whilst in the distance is Virgin Trains' Class 221 113 with the 1S54 10:20 service from Birmingham New Street to Edinburgh, October 30th. [Dave Felton](#)





Top Left: On October 2nd, Royal Mail's Class 325 005 is seen storming through Brock on the WCML heading towards Glasgow. [Chris Stanley](#)

Bottom Left: Sporting a smashed windscreen, Chiltern's Class 168 215 passes through Aylesbury on October 26th, heading for the depot. [Richard Hargreaves](#)

Below: In the beautiful autumnal dusk, Virgin Train's Pendolino Class 390 135 powers through Winwick bound for Preston, October 5th. [Colin Irwin](#)





Northern Rail's Class 158 855 is seen shortly after passing through Lostock Hall station with the 1B21 08:29 service from Blackpool North to York on October 30th. [Dave Felton](#)

Scot-Rail - life north of the border

On September 26th, Class 158 711 and 158 789 are seen in-between duties Edinburgh. [Paul Godding](#)



Scot-Rail - life north of the border continued...

Top Right: CrossCountry's Class 221 121 passes Ladybank on September 29th with a Dundee service. [Richard Jones](#)

Bottom Right: A clean Class 66 023 leaves Perth with a RHTT working on September 30th. [Richard Jones](#)

Below: Scotrail's Class 170 396 speeds through Kirkaldy on September 22nd. [Paul Godding](#)



Scot-Rail - life north of the border continued...

Top Right: A diverted Highland Chieftain service passes Ladybank on September 29th with East Coast's HST power cars Nos. 43272 on the front and 43251 on rear. [Richard Jones](#)

Bottom Right: Scotrail's 'Saltire' liveried Class 156 439 is seen arriving into Edinburgh on September 28th. [Paul Godding](#)

Below: A tatty looking Scotrail's Class 170 405 is seen in Perth on September 22nd. [Paul Godding](#)



Going Underground

Top Right: Bakerloo line 1972 stock Nos. 3238, 3252 and 3239 are seen at Stonebridge Park on August 31st. [Brian Battersby](#)

Bottom Right: Hammersmith and City line 'S' stock No. 21309 is seen arriving into Baker St. on August 31st. [Brian Battersby](#)

Below: Jubilee line stock No. 96098 arrives into Queensbury on September 14th with a service to Stanmore. [Paul Godding](#)



Going Underground continued...

Top Right: Circle line 'C' stock No. 5521 is seen at Edgware Road on August 31st. [Brian Battersby](#)

Bottom Right: 'C69' stock No. 5501 is seen at Moorgate on August 10th. [John Coleman](#)

Below: On September 14th, Metropolitan line 'S' stock No. 21049 passes a rake of Jubilee line stock at Wembley Park.
[Paul Godding](#)





Tyne and Wear Metro

Above: Metrocars Nos. 4014 and 4070 approach Bridge No. 1089 heading back empty to Gosforth Depot due to a broken pantograph on car No. 4070, October 15th. [Alex Thorkildsen](#)

Top Right: Plenty of leaves on the line here as Metrocars Nos. 4004 and 4051 arrive into Hadrian Road with train No. 123, October 11th. [Alex Thorkildsen](#)

Bottom Right: Metrocars Nos. 4037 and 4083 pass Boldon East Junction working train No. 101 on October 26th. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4065 and 4084 arrive into Wallsend with on train No. 128, October 26th. [Alex Thorkildsen](#)



Tyne and Wear Metro continued...

Top Right: And who left that bike there? Metrocar No. 4011 stands on an Allely's low loader at Hylton Street while being delivered from refurbishment at Wabtec in Doncaster on October 18th. [Alex Thorkildsen](#)

Bottom Right: Metrocar No. 4044 is seen being loaded onto an Allely's low loader at Hylton Street Yard awaiting to head down to Wabtec in Doncaster for refurbishment, October 18th. [Alex Thorkildsen](#)

Below: Working train No. 172, Metrocar No. 4032 departs Kingston Park on a speed test from Airport to Kingston Park East Junction, October 23rd. [Alex Thorkildsen](#)





Manchester Metrolink

Above: Metrolink tram No. 3075 is seen arriving into Manchester on November 2nd. [David Hollowood](#)

Top Right: Metrolink tram No. 1001 is looking a little dejected awaiting a decision on its future, seen stored at Old Trafford depot on October 1st. [Michael Lynam](#)

Bottom Right: Metrolink M5000 tram No. 3046 is seen at the Ashton terminus on the opening day, October 9th. [Michael Lynam](#)

Below: Trams Nos. 1022 and 1007 are seen working an Altrincham - Bury service entering the single track section at Navigation Road on October 9th. [Michael Lynam](#)





Manchester Metrolink continued...

Above: Purpose built engineers car built by RFE Industries, Nos. 1027 & trailer 1028 is seen at Queens Road depot on October 9th. [Michael Lynam](#)

Top Right: On October 26th, several T68 1000 series trams are seen stored and awaiting disposal at Old Trafford. [Derek Elston](#)

Below: M5000 trams Nos. 3027 and 3019 stand at a wet Ashton Under Lyme prior to departing with a Bury service on October 26th. [Derek Elston](#)

Below: M5000 tram No. 3016 heads for Eccles while No. 2001 climbs the bank at Cornbrook with an Altrincham - Piccadilly service. [Michael Lynam](#)



Fares Advice with RailUK

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

Do FGW ever collect Weekend 1ST on commuter services?

Q: This year I have taken FGW services from Paddington to Maidenhead at the weekend quite a few times. I know from experience that the STD compartment can get full but 1ST is much quieter so I travel in 1ST.

The most economical option for 1ST is to buy a GBP 10.90 STD Off-Peak Day Return and pay GBP 5.00 each way for Weekend First. Total cost = GBP 20.90. A 1ST Off-Peak Day Return is GBP 5.60 more expensive at GBP 26.50.

The thing is though that on all the journeys I have taken there has not once been any ticket inspection so I have effectively enjoyed upgrades to 1ST for free. Are FGW just not interested in collecting the Weekend 1ST revenue on this route? Or have I just been lucky?

A: FGW website (and zonal map) certainly implies you can have w/e first on any service (the Henley, Marlow branches ect are shown), however it also states that you can only buy it onboard (not at a ticket office). So if, as stated, the service is DOO then that makes no sense at all.

Presumably unless you have a (not very likely?) spot check by an RPO you will keep on "being lucky"!

TOCs providing Taxis

Q: As far as I am aware if you miss the last train of the day to your destination due to a late running connection, or cancellation the TOC concerned has to provide alternative transport, usually a taxi. Are there any other situations when a taxi could be provided?

For instance if you are faced with a 2 hour wait for the next train, could you request "alternative transport", or would you be expected to wait? Another point, If the last train of the day is cancelled, what happens to the passengers who have just arrived at the station and has yet to purchase a ticket?

A: I'm afraid there is no definitive answer. The strangest experience was when travelling from Sheffield to Weymouth via Bristol. The XC train was late and was going to miss the Weymouth connection by 3/4 minutes (the next train was a couple of hours later). The XC conductor rang through and then announced that the connection would not be held but taxis would be arranged. I had my doubts, but sure enough when we arrived the 10 or so passengers travelling beyond Westbury were met and escorted to 3 taxis which took us all to Castle Cary.

The circuitous nature of the train routing meant that we pulled into the station car park just before the train arrived, despite encountering a herd of cows crossing the road somewhere in rural Somerset! The guard was also clearly expecting us as he asked whether all the taxis had arrived.

All very impressive, but I thought it strange that it was apparently a better option to pay for 3 taxis than hold the connection for probably 7/8 minutes.

The Chiltern Railways timetable says:

At certain times a shuttle train runs between Princes Risborough and Aylesbury. It will normally wait for late running trains from London and High Wycombe, unless this will cause knock-on delays to other trains on the single line between Princes Risborough and Aylesbury.

If we are unable to hold the shuttle, please go to the ticket office, where we will arrange alternative transport. If the office is closed, passenger help points are on platforms 2 and 3.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

Never pay over the odds again, and ask us if you need help! see you there.



West Midlands tram No. 11 is seen at The Hawthorns on October 19th. [Brian Battersby](#)

Network Rail signs new five-year rail supply deal

Network Rail has signed a deal with three steel manufacturers to supply rail for the next five years as the company continues its work to renew and enhance Britain's 20,000 miles of railway.

The largest part – about 95 per cent – of the framework agreement will see Tata Steel's Scunthorpe plant supply around 140,000 tons of rail per year, depending on consumption. ArcelorMittal and VoestAlpine are also part of the deal, which will see a variety of rail types supplied to keep Network Rail's programme of improvements rolling for the next five years with an option to extend for a further five years.

On signing the contracts, Patrick Butcher, Network Rail's group finance director, said: "We are renewing and enhancing more and more of Britain's railway over the next five years and it's crucial that we have a trusted and secure supply chain to help us achieve that safely and efficiently."

Network Rail's plans for control period 5 (2014-19) include £10bn of core renewals and a further £10bn of enhancements. Henrik Adam, chief commercial officer of Tata Steel, said: "This is fantastic news. I am delighted the rail network in Britain will continue to be made and maintained with our UK rail." The latest Network Rail deal will account for around 5% of the annual steel output from Tata Steel's Scunthorpe site and will include some of the latest, harder-wearing high performance rail.

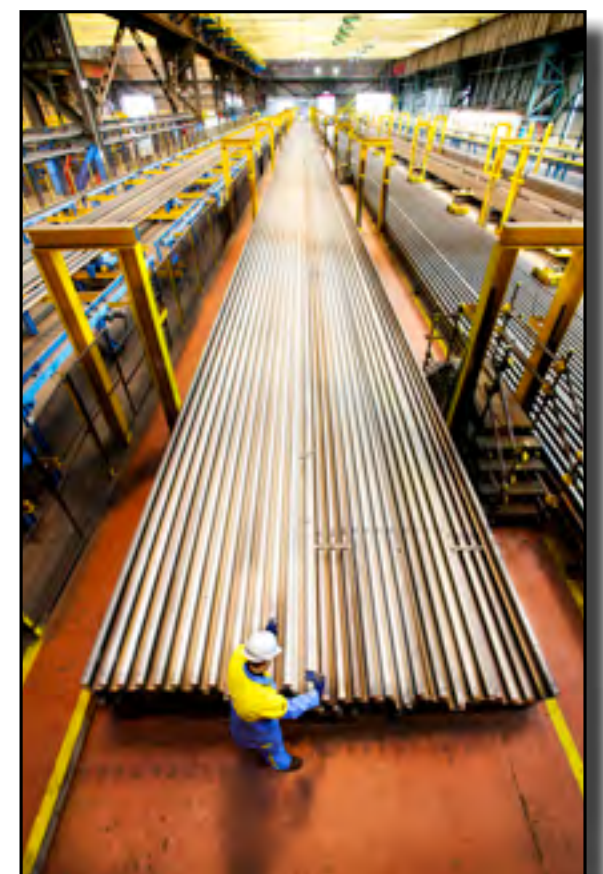


Photo: New rail at Tata Steel's Scunthorpe plant. © TATA Steel



Class 67 021 stands in platform 3 of Newcastle Central station with a MK IV Stock move to Bounds Green Depot on October 15th. [Alex Thorkildsen](#)

Network Rail Consulting wins contract on North West Rail Link in Sydney, Australia

Network Rail Consulting has been appointed by Transport for New South Wales as independent safety assessor for the design and delivery of the NSW Government's high priority rail project, the North West Rail Link in Sydney (NWRL). A subsidiary of Network Rail set up in 2012 to harness the vast range of skills and experience available within Network Rail and demonstrate British expertise overseas, Network Rail Consulting will deliver independent safety assessment and advisory services for this flagship A\$8.3bn (approx. £4.8bn) project.

The appointment will see Network Rail Consulting provide independent safety assessor services during the two major construction contracts, namely the Tunnel & Station Civil Works Contract and the Surface & Viaduct Civil Works Contract, as well as safety advisory services in relation to the Operations, Trains and Systems Contract.

The two construction contracts are anticipated to be completed in early 2017, with the operational delivery contract being completed by the end of 2019.

The 38km NWRL is Australia's largest current public transport project and the biggest public transport project in Sydney since construction of the world-famous Sydney Harbour Bridge almost a century ago. The North West Rail Link will be a fully-automated rapid transit system – an Australian first incorporating state-of-the-art customer safety and security measures.

It includes eight new stations, 15km of tunnels from Epping to Bella Vista, a 4km elevated 'skytrain' viaduct between Bella Vista and Rouse Hill, conversion of the 4km Epping to Chatswood Rail Link to deliver high frequency rapid transit services and upgrading of some 14km of existing railway.

Nigel Ash, managing director of Network Rail Consulting, said: "This commission heralds the start of a long-term working relationship with Transport for New South Wales and coincides with the recent opening of our Sydney office as a focus for our work in this vibrant rail market. We believe we have much to offer other railways around the world and look forward to helping further develop rail in Australia and New Zealand, sharing the best of British engineering and ingenuity."

Network Rail Consulting was set up in 2012 as a subsidiary of Network Rail as part of the company's ongoing reform agenda. The objective for Network Rail Consulting is to harness the vast range of skills and experience available within Network Rail to demonstrate British expertise overseas and be an international ambassador for Britain's rail industry. It will also help channel innovation back into Network Rail's core business, helping deliver a better value railway for Britain.

Network Rail has grown Britain's railways exponentially since 2002, adding over a million more train services a year, increasing passenger numbers by half a billion and doubling the number of passengers arriving on time. A report published by the European Commission earlier this year rated Britain's rail network as the most improved in Europe.



Loco Fleet List 2013

This 82 page 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 2013 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.

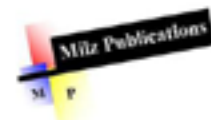
Web: www.milzpublications.co.uk Email: lee@milzpublications.co.uk

Loco Fleet List 2013



2013

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



GWR 4-6-0 No. 7812 'Erlestoke Manor' heads through the countryside between Haworth and Oxenhope. [Michael Lynam](#)



Level crossing improvements at stations on the Harrogate line

Work to reduce the risk of level crossing incidents is being completed at three stations on the Harrogate line. Network Rail is making changes at Poppleton, Cattal and Hammerton stations.

The biggest changes are at Poppleton where a new entrance to one of the platforms is being created, the pedestrian gates are being removed with pedestrians being directed to use the footpaths on the highway crossing. This is because the pedestrian gates do not lock when trains are passing and there have been reports of near misses with people who have come through the gates when trains are approaching.

Phil Verster, Route Managing Director of Network Rail, explained: "Our dedicated team is constantly looking for ways to reduce risks at level crossings. Just this week a train driver reported a near miss with a cyclist using Poppleton pedestrian crossing. By directing all users to the main gates at the adjoining road crossing there is no risk of anyone accidentally straying onto the railway.

"At the same time a new gate and fence will be installed at Cattal station to prevent passengers crossing the line until the train has left the station. At the moment there is no physical barrier preventing them from walking out in front of a train. At Hammerton we are putting up additional signage to remind people not to use the pedestrian crossing when the gates are closed."

Rail teams have been out at Poppleton advising passengers of the new arrangements and to make sure they leave enough time to cross when coming to the station to catch their train.

Richard Allan, Area Director for Northern Rail, added: "Customer safety is a priority for us and that is why we are supporting the changes Network Rail is making. "We hope that removing the pedestrian crossing at Poppleton, increasing signage at Hammerton and installing a new gate and fence at Cattal will make customers more aware of their own safety. One near miss is one too many."

Todmorden curve set to boost Lancashire's growing railway

More travel opportunities are on the way for passengers in Burnley and East Lancashire as engineers start work to construct a 300m section of track known as the Todmorden west curve.

The project, funded by Burnley Borough Council and Network Rail, will support economic growth in the region by allowing improved rail services and journey times between Burnley and Manchester Victoria.

Burnley Council leader Julie Cooper said: "It's great to see progress being made on the new Todmorden Curve. This 300 metre stretch of track will have a massive positive impact on the future of our borough, providing residents with a direct rail link to Manchester and helping to boost our local economy by attracting new people and businesses into our borough.

"Work on the track is going ahead; now we have to continue to work on the issue of making sure trains are available to run on it as soon as possible after it's completed."

Dyan Crowther, route managing director for Network Rail said: "With more passengers and more journeys being made than ever before, demand for rail is booming and we have big plans to improve the railway in the north of England through the Northern Hub and the refurbishment of Manchester Victoria. The Todmorden curve will provide a boost for the Lancashire economy by unlocking the railway into Burnley"

Lee Wasnidge, Area Director for Northern Rail said: "This investment in reinstating the Todmorden Curve is another reason for rail users in the North to celebrate as more travel opportunities open up for them. Once the curve is complete, Manchester Victoria – Rochdale services will be extended to Todmorden with services to Burnley and Blackburn to follow."



Southern Region Merchant Navy class locomotive No. 35006 'P & O Lines' is seen under restoration at Toddington on October 19th. [John Alsop](#)



Rail Freight Alliance Launched

The UK's five major Rail Freight Operating Companies and Network Rail are pleased to announce the formation of The Rail Freight Alliance.

The formation was endorsed by the Rail Delivery Group after a framework and set of strategy objectives were agreed by the Rail Delivery Group's Freight Group; with a view to delivering a sustainable and flourishing rail freight sector in the UK:

- Delivering whole-industry cost savings,
- Developing 'smarter use' of the network, and
- A sustainable charging framework for freight.

Peter Maybury, Chair of the RDG Freight Group said : "The creation of The Rail Freight Alliance is an important step-forward for the rail freight sector.

The Alliance will give the rail freight sector a stronger voice in the rail industry and give an opportunity to resolve some significant issues that remain for the sector."

Paul McMahon, Freight Director, Network Rail said: "I'm delighted that The Rail Freight Alliance has been agreed . Greater collaboration between the operators and Network Rail will enable us all to better address the challenges and the opportunities that the sector faces in the next five years and beyond."

Better facilities for Salford Crescent passengers

Passengers are benefitting from better access and facilities at Salford Crescent station following a £12m upgrade which will allow the station to meet growing passenger demand in the city.

The station, which services 1.5m passengers a year, now has a new ticket office, better customer information and security systems plus a new lift to make the station fully accessible for the first time. In addition, the platforms have more space, new canopies and seating which have been extended to accommodate longer six-car trains. The improvements will enable the station to handle the increasing population in Salford and extra commuter numbers from across Greater Manchester.

Dyan Crowther, Network Rail route director said: "Along with the rest of the rail network, more passengers are using Salford Crescent than ever before, with demand forecast to continue increasing in years to come. The rebuilding of Salford Crescent delivers a better experience for passengers and will allow it to handle the ever increasing numbers of people who want to use the railways.

"In the long term, we have big plans for further improving the rail network across the north through the Northern Hub, which will create space for up for 700 more trains every day and help provide over £4bn worth of wider economic benefits for the region."

Salford City Council and Urban Vision provided support and funding for a new taxi lay-by, improved passenger walkways, and the refurbishment of the footpath down to the platform.

Opening the revamped station, Salford City Mayor Ian Stewart, said: "Salford is one of the fastest growing cities in Britain and we need our local transport to be able to cope with that.

"The changes by Network Rail and Salford City Council mean that Salford Crescent, a crucial part of the local train network, can meet the huge demand it now faces from passengers.

"Salford is growing, jobs are being created and now commuters can get to work more easily."

Lee Wasnidge, Area Director for Northern Rail added: "Salford Crescent is a station on the rise; in line with investment in the north west and with passenger numbers continuing to grow, improvements in access and facilities will deliver better journeys for our customers."



GWR Large Prairie No. 5164 awaits to depart Kidderminster with the first train of the day on October 15th. [John Alsop](#)



Improving overhead line reliability on the West Coast Main Line

Network Rail is delivering a major investment programme to reduce delays caused by overhead line failures on the busiest section of the West Coast Main Line. After literally walking the 80 miles of route between London and Rugby, a specialist Network Rail engineering team identified a series of improvements that could be made to the overhead lines and reduce delays on the southern end of the route.

Dyan Crowther, route managing director, Network Rail said: "We are currently delivering a series of projects to improve the performance of our infrastructure on the southern end of the West Coast main line, which is one of Britain's most vital rail arteries".

"This line has seen tremendous growth in traffic and passengers over the last five years and, just like a busy motorway during rush hour, more trains mean that if something goes wrong, the knock on effects can be significant. The work we are doing to improve the overhead lines is part of a £40m package of investment aimed at improving performance by targeting some of the most common causes of delay."

Much of the overhead line infrastructure on the southern end of the West Coast Mail Line dates from when the line was electrified in the 1960s. In November 2012, following a six-month secondment to Network Rail, Chris Gibb, chief operating officer of Virgin Trains, published his recommendations for how Network Rail could improve performance on the southern end of the West Coast Main Line. The report identified overhead line faults as one of the major causes of delay.

Chris Gibb, Chief Operating Officer for Virgin Trains added: "The cost of carrying out this work will show an immediate and positive return by improving performance for passenger and freight operators who use the southern end of the West Coast Main Line. The pace at which Network Rail and its contractors are getting on with this shows a determination to really get to grips with performance."

The package of improvements to the overhead lines is worth around £7.6m and is being delivered by a specialist team of engineers from Network Rail, SPL Powerlines UK and ABC (Alstom, Babcock, Costain) who are working five night shifts every week until the project completes in March 2014. The work includes removing defects, adjusting equipment, improving the operational performance of neutral sections and high level inspection at major junctions. The team are also removing obsolete components such as old auxiliary wires which present a reliability risk.

Passengers in Kent and south east London advised of London Bridge service changes

Passengers who travel into and through London Bridge station from south east London and Kent are being advised of changes to services from January 2015. Services on the Greenwich line from places including Greenwich, Deptford, Maze Hill and Westcombe Park, as well as services from New Cross and St Johns, will be affected at different times from next year as London Bridge station is rebuilt and track and signalling on the approach to the station is reconfigured as part of the £6.5bn Thameslink Programme.

- For all passengers from January 2015, services to Waterloo East and Charing Cross will not stop at London Bridge for nearly 20 months.
- For passengers using the Greenwich line from January 2015 onwards, Charing Cross services will be diverted to Cannon Street.
- For passengers using New Cross and St Johns from January 2015 onwards, Waterloo East and Charing Cross services will not stop at New Cross and St Johns stations.
- For all passengers from August 2016, no Cannon Street services will stop at London Bridge for nearly 16 months.

Fiona Taylor, Network Rail's route managing director for Kent, said: "Thameslink will transform the railway in London and the south east of England, providing greater capacity and better journey options for millions of passengers. To rebuild London Bridge station and carry out the complicated track work on the approach to the station, it is unavoidable that there will be a certain level of disruption. "We are working closely with all train companies which operate through London Bridge to keep this disruption to a minimum and are committed to providing passengers with as much information as early as possible. The end result of this investment will be a vastly improved service which will better meet the demands of passengers."



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Excavation of new Crossrail dive-under begins at Acton

The excavation of 34,000 tonnes of earth for a new rail underpass just outside Acton Main Line station has begun as part of works to prepare the route for the full arrival of Crossrail services in 2019.

The dive-under is needed so that trains leaving the Acton freight yard do not delay passenger trains heading towards Acton Main Line and on to central London.

Currently freight trains enter and leave the freight yard by crossing the mainline passenger tracks. The new dive-under will allow the trains to access the yard without affecting passenger services, increasing capacity and reliability.

The start of excavation follows nearly two years of work to re-configure the freight yard. The work on the dive-under is being managed by Network Rail and is expected to last until 2016.

Matthew White, Crossrail's surface director said: "The dive-under at Acton is a vital part of the Crossrail works in west London, helping to ensure a fast, frequent and reliable service for passengers when full services start in 2019."

Rob McIntosh, Crossrail programme director, Network Rail, said: "The Acton dive-under is one of the most complex infrastructure structures we are delivering for Crossrail. The new dive-under will ensure the activities of this important freight yard, which services the London network, are secured when the Crossrail services begin. The team has worked closely with principal contractors BAM Nuttall to achieve this milestone and over the coming months we will really be able to see the dive-under structure emerge."

Crossrail will transform public transport, making it quicker and easier for people to get to a range of destinations across London and the South East. Residents in west London and Berkshire will benefit from new trains, frequent services and better stations as part of the project. Network Rail is responsible for the design, development and delivery of the parts of Crossrail that are on the existing network. The work includes upgrading 43 miles of track as well as improving 27 stations from Maidenhead in the west to Abbey Wood and Shenfield in the east.



SB Rail's No. DR73916 arrives into Acton Yard on October 18th. [Derek Elston](#)



Pact to Drive Bristol Temple Meads Redevelopment Signed

Network Rail, Bristol City Council, West of England Local Enterprise Partnership (LEP), Homes and Communities Agency (HCA) and English Heritage have come together to sign a 25-year memorandum of understanding to drive the redevelopment of Bristol Temple Meads station. This move marks the commitment between all the key partners to significantly transform the station as the city's transport hub and an iconic gateway befitting a progressive city and a growing railway. The shared vision is integral to Bristol's Enterprise Zone's regeneration and Network Rail's transformation strategy for the Western route.

Patrick Hallgate, route managing director, Network Rail Western, said: "Our plans for Bristol will see the railway significantly transformed by the end of the decade, with more seats, better connections and more frequent services. This is a golden opportunity for the station to be part of this exciting plan so that it can continue to serve the growing numbers of people who want to travel by rail. The progressive city of Bristol deserves an iconic transport gateway that meets the needs of the Enterprise Zone. The common purpose demonstrated by all the key partners will be vital to help drive the vision for Bristol Temple Meads forward."

Bristol mayor, George Ferguson, said: "A redeveloped Temple Meads is crucial to the success of Bristol's Enterprise Zone and to the city and region as a whole. At the moment, the station suffers with congestion, overcrowding and does not give the best possible welcome to the city. It's vital we all work together to ensure we are able to get a flagship station that is fit for purpose and able to meet all of our needs." West of England LEP chair, Colin Skellett, said: "We need Temple Meads to become a 21st century transport interchange that can connect people with their onward journey, whether it's getting on a bus, into a taxi, car, bicycle or simply on foot. The LEP is working closely with the rail industry to help turn this historic and well-loved station into a world-class gateway." HCA head of area, David Warburton, said: "Formalising our partnership working with this 25-year agreement is a public commitment to the redevelopment of the station. We have a shared goal of an enhanced railway station and modern interchange facility and, by working together, we can deal head-on with any problems that we encounter along the way and ensure delivery of the programme."

A steering group consisting of members from the LEP, Bristol City Council, Network Rail, HCA and English Heritage has been set up to develop the station transformation strategy. A key priority for the group is agreeing a masterplan vision for the station and to identify potential funding streams to deliver the work.



Balfour Beatty liveried No. DR73927 is seen running as the 6J21 13.39 Eastleigh Yard to Weymouth Jersey Sidings in preparation for a few days of overnight work between Weymouth and Dorchester. [Derek Hopkins](#)

Watch out...the DRS Leaf Busters are about!

Following a successful tender submission earlier in the year, DRS is significantly increasing its support to Network Rail to keep Britain’s rail network running smoothly. As the nights are closing in, the leaves are falling and DRS are working hard to make sure that the lines are cleaned of the leaves that can cause a serious loss of traction if not dealt with.

Remarkably, the 21st century has even brought with it a daily “leaf fall forecast” showing the areas of the country set to be at greatest risk. So while the idea of a leaf fall forecast that details the expected volume and the type of leaves expected to fall, is mildly amusing, the information is vital for planning effective line cleaning operations so we can all avoid the embarrassing headlines “the wrong type of leaves”.

Over the last eight years DRS and The National Delivery Service (NDS), Network Rail have collaborated to work together on a number of autumn projects which has resulted in a close working relationship and success for both respective companies.

A dedicated team and separate autumn Ops Control desk combine to provide superb 24/7 performance.

The plan formulated to achieve the required results is built around a team of highly experienced and skilled DRS employees that understand the implications of railhead contamination on the network.

In line with our successful delivery of the autumn seasons to the NDS over the last few years, DRS are operating the following Railhead Treatment Train (RHTT) circuits. These include:

LNW511 West Coast Mainline North (Windermere, Barrow, S&C)

LNE07 The GSW and West Line

LNE01 South Yorkshire, Scarborough & Lincolnshire

LNE52 York Circle, Bradford, Halifax & Ilkley

EA01A, EA01C, EO03, EO05 EO55 Anglia

With DRS on the job, no leaf is safe!

Final milestone of Peterborough station improvement work to be completed over Christmas period

Network Rail is set to complete the final major milestone of the £43m improvement scheme at Peterborough station over the Christmas period, increasing capacity on the railway and creating a transport gateway fit for growing railway demand. Work will start as soon as the last train has passed through on Christmas Eve and will take around 80 hours to complete. This means the station will be closed on 27 December and alternative transport put in place by train operators.

From 28 December, passengers at Peterborough station will experience the benefits of the upgrade work for the first time, following the installation of the new signalling system over the Christmas period. The new system, which monitors and controls the movement of trains through the busy station area, will mean a more reliable service for passengers. The work marks completion of the final key stage of the project which will ultimately create a bigger, brighter, better station to cater for the growing number of people who want to travel by rail. To date, existing platforms have been extended, new platforms added, along with a new footbridge and lifts, preparing the station for more services and longer trains in the future. The project is set to be completed by March 2014 with some remaining station work to be finalised ahead of this time.

The station currently also boasts a smart new-look concourse following the £3.3m joint investment by Network Rail and East Coast. This includes a bold new entrance canopy and better lighting, as well as new customer information boards and more comfortable seating. Phil Verster, route managing director, Network Rail, said: “We look forward to passengers experiencing the benefits of the improved station following the Christmas break. We recognise there is never a good time to carry out work which disrupts passengers and we thank everyone in advance for their patience and understanding on the day.

“With more than 4m people using Peterborough station each year, we are creating a transport gateway to accommodate extra capacity and extra demand – a railway fit for the future. The work being carried out over Christmas this year is the last key piece of the puzzle.” East Coast commercial and customer service director, Peter Williams said, “The essential work planned by Network Rail for Peterborough will enable us to offer more services and a more reliable railway in 2014 and beyond.

“The work has been timed for two days when trains aren’t running, plus a third day when experience shows fewer people travel compared with a normal weekday. We appreciate any short-term disruption to travel plans isn’t welcome, but the work on Friday 27 December will help to build a bigger and better railway.

“We’re advising passengers intending to travel south of Grantham on Friday 27 December that if they can, it would be best to travel on another day. We’ll run regular services throughout the day on 27 December between Grantham and Yorkshire, the North East and Scotland, and so those only using services north of Grantham won’t be affected.” First Capital Connect customer service director, Keith Jipps said, “Buses will replace our trains all day between Peterborough and Huntingdon and our services are expected to be much busier than normal with passengers displaced from East Coast services. Please bear with us and allow longer than normal for your journey.”

The station will already be closed for the Christmas break from 25-26 December, when the final stage of the project will commence and will mean the station will remained closed for rail access on 27 December, re-opening on 28 December once the new signalling system is commissioned. Passengers are advised to check with train operating companies or National Rail Enquiries before they travel as there will be changes to services and replacement buses in operation.

Virgin Trains in seventh heaven

It was all glamour and applause recently as readers of Business Traveller magazine voted Virgin Trains Best UK Domestic Rail Operator for the seventh year running.

The award was collected by Virgin Trains' National Sales Manager Anna Doran, at a ceremony held on Tuesday 15 October 2013 at The Royal Garden Hotel in London. Virgin Trains beat a strong field of rail companies.

Anna said: "At Virgin Trains we understand the vital role the business traveller plays in our ongoing success. We work hard to provide a service which meets their needs and exceeds their expectations. We are therefore delighted to be voted best rail operator by the readers of Business Traveller magazine."

Virgin Trains passenger satisfaction soared to 92% and remains the highest of any long distance franchise operator.

Ruston shunter No. 468043 (formerly MOD No. 433 from Donnington) is seen at Aylesbury depot on October 26th. [Richard Hargreaves](#)



First Capital Connect launches Modern Day Guide to Train Etiquette

Rail company First Capital Connect has launched a campaign encouraging passengers to be more careful on the railway and to be more considerate of one another.

A humorous series of train and station adverts entitled 'The Modern Day Guide to Train Etiquette' features important safety messages about walking on stairs (not running and falling) and arriving in good time to catch the train ("Do your sprinting somewhere else," says one of the posters, showing a cartoon character limbering up on a running track, stopwatch in hand).

The stylised artwork, which has also been turned into a booklet featuring character Ed Tickett, additionally targets anti-social behaviour such as leaving newspapers behind on seats, listening to loud music, and eating smelly food.



"DO treat fellow passengers as you would like to be treated. DON'T assume they share your taste for kebabs and dubstep," says another of the adverts.

Customer Service Director Keith Jipps said: "We care about our passengers' safety and comfort which is why we are leading a campaign to encourage safer and more considerate behaviour. We know from research that we need to use humour to grab people's attention.

"Some of these messages – such as don't leave your rubbish behind for the 'train fairies' – also support the £350,000 investment announced earlier this week to give our passengers cleaner trains."

The £350,000 initiative involves new equipment used in hospitals being used to deep clean the entire fleet of FCC trains. Extra staff are also being employed to clean trains while in service.

Separately, FCC will soon be launching a new 'green zone' in which sections of luggage racks next to train doors will be marked up for newspaper recycling.

The Nosh Report

Welcome to another “Nosh Report”, remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This months report comes from Railtalk regular Colin Irwin, who has in recent months provided several invaluable reports on excellent places to visit (or not as the case may be).

This months is no exception and it is:

The White Hart in Heywood
Heywood Old Road,
Heywood,
OL10 2QL

Tel: 0161 6549815

<http://www.sizzlingpubs.co.uk/thewhitehartheywood/>

Located one mile from Heywood station on the East Lancs Railway, The White Hart is an excellent location for a quick bite to eat or a family on a budget.

Offering great deals, like steak and strawberries for £4.99, you’d have difficulty finding anywhere else that could

match them, it is also a real ale establishment with a minimum of 2 ales at any one time.

As part of the sizzling pubs chain you can also use your loyalty card to get other deals and discounts.

A large pub with many areas of seating, you will be able to find a nice table and with ample parking outside, you can see that it’s a popular spot for the locals.

Also this month I have to mention this month of the One 4 Six coffee shop at High Wycombe station for providing some of the Railtalk team with the best bacon sandwiches and coffee sampled anywhere on the Chiltern network. And at a very reasonable price also, well done to them.

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

nosh.report@railtalkmagazine.co.uk



Work starts on new signalling and training centre in Basingstoke

Work has started on a new state-of-the-art signalling and training centre which will control large areas of railway in London and the south west. The centre is one of 12 being built by Network Rail across the country as part of a new way to signal trains. They will eventually replace more than 800 signal boxes and other operational locations currently in use around the network. It will use advanced technology to control trains that will help to reduce delays, improve performance, boost capacity and provide better information to passengers travelling between London Waterloo and the south coast on one of the busiest routes in the country.

The Basingstoke ROC will also be an important part of the Network Rail and South West Trains Alliance, providing training and office space for staff working across the route. Combining operational services with training and office space will deliver a number of efficiencies in construction, maintenance and operation and provides a central location within the route for staff.

Maria Miller, MP for Basingstoke, said: “I very much welcome the significant investment in Basingstoke by Network Rail. It is great to see the start of building of this state-of-the-art signalling and training centre. This development will bring huge benefits for Basingstoke with new jobs for local people, new parking facilities and a footbridge. It will improve train services and help to create extra capacity on the railway. It is also a really important investment in the safety and efficiency of the rail network in the region.”

Sam McCarthy, commercial director for the Network Rail and South West Trains Alliance, said: “This centre will be a vital part of operating the railway in the south and south west of England and will firmly establish Basingstoke as an important part of the national rail network.

“It will help to provide a better, safer and more reliable railway and deliver significant efficiencies to contribute to making the railway more cost effective.

“It is also a further example of the partnership approach to operating the railway being demonstrated by the Network Rail and South West Train Alliance. The training centre, offices and control centre will be home to many staff from both organisations, all working together to provide a better service to passengers.”

Deputy leader of Basingstoke and Deane Borough Council, Councillor Ranil Jayawardena, added: “It is great to see work starting on this important regional facility that demonstrates Basingstoke’s key location on the rail network. This marks an important chapter in the regeneration of our town centre business district, Basing View, showing the growing interest from major companies in locating here.”

When the 12 new centres are fully operational within the next 30 years they are expected to help Network Rail more than £2.5bn over the following 60 years. They are a key part of Network Rail’s commitment to deliver a safe, punctual and cost efficient railway.

The Basingstoke centre will provide over 13,000 square metres of building and around 5,000 square metres of training space for Network Rail and South West Trains Alliance staff. Training facilities will include indoor and outdoor track layouts, a train simulator and educational space to provide learning environments for engineers, signallers, maintenance staff and drivers.

The centre is being built by BAM Construction and is due to be completed by the end of 2014. The first signallers covering the railway along the Dorset coast are due to be working from the building by the end of 2015.

A Different View

Top Right: This home semaphore signal waits to rise to allow passage of the Welsh Borders railtour at Prees on October 5th. [Colin Irwin](#)

Bottom Right: The derelict Baschurch signal box is pictured empty on October 7th. Is this the next one in the area to be demolished? [John Alsop](#)

Below: A view from the rear on the Ffestiniog Railway as George England 'Small England' Class 0-4-0STTs No. 4 'Palmerston' and No. 2 'Prince' wait in the sidings at Dduallt with a train of slate wagons destined for Porthmadog on October 11th. [Ken Abram](#)



With Network Rail's Class 57 301 sporting a layer of grime from RHTT duties, the opportunity to 'adorn' the loco has arisen.
As well as sporting 'Temple Mills on tour' it looks like they support West Ham too! [James Wise](#)



Top Right: With Darwen's Jubilee Tower visible in the distance and well into the leaf fallen season, Multiple Purpose Vehicles Nos. DR98932 and DR98982 head towards Blackburn in charge of 3S08 with a rail head treatment train from Wigan L.I.P. to Wigan L.I.P. on October 15th. [Dave Felton](#)

Bottom Right: With the start of the leaf fallen season upon once again Multiple Purpose Vehicles Nos. DR98912 and DR98962 pass through Darwen station in charge of 3S08 with a rail head treatment train from Wigan L.I.P. to Wigan L.I.P. on October 8th. [Dave Felton](#)

Below: Multiple Purpose Vehicles Nos. DR98982 and DR98932 head towards Blackburn as they wind their way through Darwen in charge of 3S08 with a rail head treatment train from Wigan L.I.P. to Wigan L.I.P. on October 15th. [Dave Felton](#)



Ribble Steam Railway

The NRM's prototype 'Deltic' makes an appearance in the yard at the line during the diesel gala held on October 5th. [Andrew Wilson](#)

Preserved Railways





Ribble Steam Railway continued...

Above: North British 0-4-0 No. 27653 'BICC' built in 1957. is seen on display at Preston, October 5th. [Andrew Wilson](#)

Top Left: Ex Netherlands Railways Class 08 No. 663 is seen heading alongside the River Ribble at the RSR's diesel gala on October 5th. [Brian Battersby](#)

Bottom Left: Hunslet 0-6-0 No. D2595 built in 1959, crosses the swing bridge to the marina hauling a train down to the Strand Road terminus. [Brian Battersby](#)

Below: Class 14 No. D9539 is seen crossing the swing bridge at Preston Marina on October 5th. [Michael Lynam](#)



Ribble Steam Railway continued...

Ribble Rail, handles the freight traffic that uses the dock lines. Ribble Rail takes over from the DB Schenker locomotive, and carries the load – Bitumen – down to the Total plant near the Preston Riverside station.

A DB Schenker-operated train arrives at the riverside sidings near Strand Road Crossing with loaded oil tanks. The locomotive uncouples, runs round and takes the empty wagons.

From here Ribble Rail shunts these wagons to the siding serving the nearby Total bitumen plant. After unloading, Ribble Rail returns the wagons to the riverside sidings for pick-up.

Three Sentinel shunters are on site for moving the wagons around the site.

Top Left: Sentinel 0-4-0DH No. 10165 'Energy' built in 1965 is seen with Sentinel 0-4-0DH No. 10282 'Enterprise' built in 1968 at the Strand Road crossing. [Andrew Wilson](#)

Bottom Left: Sentinel 0-4-0DH No. 10283 'Progress' built in 1968 is seen inside the running shed. [Brian Battersby](#)

Below: Waggon & Massienenbau Railbus No. E79960 is seen working the 10:40 to Strand Road on October 6th. [Michael Lynam](#)



Keighley and Worth Valley

Top Left: Great Western Pannier tank Class 1500 carrying BR black livery, No. 1501 storms away from Haworth with a train for Oxenhope on October 11th. [Alan Naylor](#)

Bottom Left: BR Class 5MT No. 45305 climbs the bank from Oakworth to Haworth on October 11th. [Alan Naylor](#)

Below: On October 11th, War Department Class 8F No. 90711 (Alias No. 90733) approaches Oxenhope with a freight working. [Michael Lynam](#)



Keighley & Worth Valley *continued...*

Great Western Railway 7800 Class No. 7812 'Erlestoke Manor' and GWR Large Prairie No. 4160
pass "Top Field" on the way to Oxenhope, October 11th. [Alan Naylor](#)



Keighley & Worth Valley continued...

BR Black 5 No. 45305 heads out of Haworth with a train towards Oxenhope during the line's Autumn gala on October 11th. [Ben Bucki](#)



Keighley & Worth Valley continued...

Making a rare full-line run, Hudswell Clark & Co, Leeds built 0-6-0 industrial tank engine No. 1704 'Nunlow' leaves Mytholmes tunnel and heads towards Haworth on October 11th. [Ben Bucki](#)



BY RAIL, SEA and ROAD

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



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

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

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

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

Keighley and Worth Valley

continued...

Top Right: Visiting 0-6-0PT No. 1501 rolls into Oakworth during the KWVR Autumn steam gala on October 11th. Although a GWR design, it was actually built by the Western Region of British Railways at Swindon in 1949. [Gerald Nicholl](#)

Bottom Right: Attracting plenty of attention, GWR 4-6-0 No. 7812 'Erlestoke Manor' pilots GWR Large Prairie 2-6-2T No. 4160 into Oxenhope on October 11th. [Gerald Nicholl](#)

Below: Another visitor for the gala, Stanier Class 5 4-6-0 No. 45305 eases into Oxenhope on October 11th. [Gerald Nicholl](#)





Birkenhead Trams

Above: 'Hong Kong' tram No. 69 is seen at Woodside, heading for the ferry terminal on October 12th. [Paul Godding](#)

Below: Liverpool Corporation Tramways 'English Electric' fully enclosed 8-wheel bogie car No. 762 is seen inside the Great Wirral Transport Museum on October 12th. [Richard Hargreaves](#)



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

There are various ways to help the C58LG:

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



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

Birkenhead Trams continued...

Ex Blackpool tram Brush Railcar No. 626 is seen in the Pacific Road shed on October 12th. [Brian Battersby](#)





Chinnor and Princes Risborough Railway

Above: Class 37 116 'Sister Dora' is seen in the yard at Chinnor undergoing restoration. [Class47](#)

Top Left: Class 08 No. D3018 (08 011) 'Haversham' stands in Chinnor station on October 19th during Haversham's birthday gala, celebrating the loco's 60th birthday. [Richard Hargreaves](#)

Bottom Left: Wolverton Works shunter Class 08 649 'Wolverton' is seen arriving into Chinnor station on October 19th. [Andy](#)

Below: Class 31 No. D5581 (31 163) requires a bogie lift to enable its air tanks to be recertified. As there are currently no facilities to carry this out at the line, it looks like a move away will have to be undertaken before it can work again. [Class47](#)





Chinnor and Princes Risborough Railway continued...

Above: Chiltern Railways Class 121 020 is seen upon arrival at Chinnor on October 12th with a working from Princes Risborough station. [Andrew Wilson](#)

Top Left: Class 17 'Clayton' No. D8568 is seen ready to depart Chinnor on October 19th with a short trip through the yard. [Richard Hargreaves](#)

Bottom Left: WD No. 420 'Iris' (459515), an ex MOD Donnington shunter, is seen passing through the yard at Chinnor on October 19th. [Richard Hargreaves](#)

Below: Class 121 'Bubble Car' No. W55023 is seen awaiting departure from Chinnor on October 19th for a run up the line. [Richard Hargreaves](#)



Chinnor and Princes Risborough Railway *continued...*

On October 12th, London Underground liveried Class 20 227 is seen at Chinnor. [Andrew Wilson](#)





East Lancashire Railway

Above: Class 37 324 'Clydebridge' passes through Irwell Vale on September 28th with a Summerseat to Heywood service. [Carl Grocott](#)

Top Left: Class 55 No. D9009 'Alycidon' departs Irwell Vale heading for Rawtenstall on October 12th. [Alan Naylor](#)

Bottom Left: Class 55 No. D9016 'Gordon Highlander' is seen departing Summerseat with a service to Rawtenstall on September 28th. [Carl Grocott](#)

Below: LNWR G2 No. 49395 is seen at Irwell Vale en route to Rawtenstall with LMS Pacific 4-6-2 No. 46233 'Duchess of Sutherland' on the rear, October 20th. [Michael Lynam](#)



East Lancs Railway continued...

Top Left: BR Class 4MT No. 80080 arrives into Irwell Vale with a train from Ramsbottom to Rawtenstall on October 12th. [Alan Naylor](#)

Bottom Left: Triple header, Hunslet Austerity 0-6-0ST No. WD132 'Sapper' leads LMS 0-6-0T 3F Jinty No. 47324 and Great Western Railway 1500 Class 0-6-0 Pannier Tank No. 1501 through Summerseat heading for Ramsbottom on October 20th. [Michael Lynam](#)

Below: On October 20th, BR Standard Class 4 2-6-4T No. 80080 approaches Summerseat with the non stop shuttle service from Bury to Ramsbottom. [Michael Lynam](#)



East Lancs Railway *continued...*

Top Left: LMS Coronation Pacific Class No. 46233 'Duchess of Sutherland' is seen arriving into Irwell Vale station with 1J61 10:50 service from Heywood to Rawtenstall on October 19th. [Dave Felton](#)

Bottom Left: GWR 1500 Class Pannier Tank No. 1501 pilots No. WD132 'Sapper' Saddle Tank approaching Irwell Vale station hauling 1J60 11:15 service from Rawtenstall to Heywood on October 19th. [Dave Felton](#)

Below: A typical view of BR Standard Class 4 Tank No. 80080 running bunker first, arriving into Irwell Vale station hauling the 1J56 10:25 service from Rawtenstall to Heywood during the East Lancashire Railway Autumn Steam Gala on October 19th. [Dave Felton](#)





Great Central North

Above: Class 20 154 passes through Stanford with a Ruddington - Rushcliffe working on September 29th. [Carl Grocott](#)

Below: Class 31 No. 5580 passes through the same location at Stanford on September 29th. [Carl Grocott](#)



VOLUNTEER-LED SWANAGE RAILWAY CELEBRATES RECEIVING AN AWARD FOR BOOSTING TOURISM & INCREASING VISITORS

Dedicated staff and members of the Swanage Railway in Dorset are celebrating after their rebuilt heritage line through the Isle of Purbeck received an award – for its important contribution in boosting local tourism and increasing the number of visitors. The five and a half mile steam-operated railway from Norden Park & Ride to Corfe Castle, Harman’s Cross, Herston Halt and Swanage carries around 200,000 passengers a year and contributes some £10 million a year to the local economy. Praising and recognising the Swanage Railway’s investment and effort which ‘significantly increases’ the number of visitors to Poole and the surrounding area, the supporting tourism accolade came at the 2013 Poole Tourism Awards sponsored by property agents and surveyors Sibbett Gregory.

Earlier in the year, the Swanage Railway won a Bronze Award from the Green Tourism Business Scheme organised by the not-for-profit Green Business organisation based in the Scottish town of Perth. Managed and developed by the volunteer-run Swanage Railway Trust, a registered charity – with the steam and diesel trains run by the Swanage Railway Company – all profits from the operations are ploughed back into the Swanage Railway in order to develop, improve and extend the heritage line.

The Swanage Railway Trust has some 4,000 members and some 400 regular volunteers who help to run the train services – and maintain the infrastructure – supported by a team of paid staff, both full-time and seasonal. Swanage Railway general manager Richard Jones said: “We pride ourselves on giving our visitors an enjoyable, friendly and memorable day out and this award is recognition of the Swanage Railway’s important contribution in increasing the number of visitors to the area.

“As well as offering a return steam train trip over five and a half miles of line through the beautiful Isle of Purbeck – from a castle to the coast – there is the ball clay mine museum next to Norden station as well as the goods shed museum, exhibition coach and cinema coach at Corfe Castle station.

“By leaving your vehicle next to our park and ride station at Norden, the Swanage Railway is also a very enjoyable and hassle free way of exploring the history of Corfe Castle and Swanage as well as all that Purbeck countryside in between.

“Our dedicated staff – both volunteer and paid – work very hard, day in and day out, to run the Swanage Railway’s train services and it’s a major commitment for our people because we run daily from the end of March to the end of October and then during weekends for the rest of the year.

“So the first passenger train of the day can run at 10am, a driver, fireman and cleaner will have been up since 6am raising steam in the locomotive and preparing the day’s train service. While we have local volunteers, others travel from further afield such as London, the west country and the midlands.

“The only break our staff have from running trains is during our annual six week engineering shutdown – in January and the first half of February – when our staff work on renewal projects and maintenance work before the Swanage Railway reopens for business,” explained Mr Jones. Controversially closed by British Rail and demolished in 1972, the Swanage Railway has been rebuilt from nothing since 1976 – the line taking just seven weeks to lift for scrap and more than 30 long years to relay.

The Swanage Railway always welcomes new volunteers with full training being given. For an informal chat – and to find out more – contact volunteer co-ordinator Mike Whitwam on 01929 475212 or email volunteer@swanagerailwaytrust.org.uk. Swanage Railway train times – and special event details – are available by going online and visiting www.swanagerailway.co.uk or by calling the Swanage Railway on 01929 425800.

West Somerset Railway

GWR 78xx Class 4-6-0 No. 7812 'Erlestoke Manor' is a resident on the Severn Valley Railway, but was brought in by the West Somerset Railway for their Cambrian Railways gala in early October. On October 5th, it is seen at Leigh Wood Crossing at the head of the 'Cambrian Coast Express' otherwise known (on this date at least) as the 14:05 Bishops Lydeard to Minehead. [Stuart Warr](#)



West Somerset Railway continued...

Top Left: Brought in from the Dartmouth Steam Railway for the West Somerset Railway's autumn steam gala was GWR Manor Class No. 7827 'Lydham Manor' and on October 5th it is seen passing Washford Playing Fields whilst working the 09:45 from Bishops Lydeard to Minehead. This year's theme was the 150th anniversary of the two independent railways that eventually became the Cambrian Railways and as ever, the WSR went the 'extra mile' recreating some famous workings on the Cambrian coast and renaming stations, Minehead became 'Pwllheli' for example. [Stuart Warr](#)

Bottom Right: The gala commemorated the 150th anniversary of the formation of the two independent mid-Wales railways that became the Cambrian Railways, and some of the workings on the Cambrian coast were recreated featuring GWR Manor Class locomotives. One of the engines utilised was from the home fleet, No. 7828 'Odney Manor' and she is seen on October 5th at Leigh Wood Crossing whilst working the 12:45 Minehead to Bishops Lydeard, though wearing a headboard declaring that the train was a 'Ffestiniog Railway Special'. [Stuart Warr](#)

Below: From the Llangollen Railway, No. 7822 'Foxcote Manor' was brought to the West Somerset Railway for their Cambrian Railways gala and on October 5th, it is seen at Leigh Cottage Bridge whilst working the 11:45 Minehead to Bishops Lydeard running with the headboard 'Talylyn Railway Special Train'. [Stuart Warr](#)



Barrow Hill

Top Right: Undergoing work for a return to traffic, Class 37 703 is seen at Barrow Hill in the 'Deltic' shed on September 30th. [Andrew Wilson](#)

Bottom Right: Class 37 521 'English China Clays' and 37 503 are seen in the sunshine on September 30th. A coat of blue paint for these two shortly? [Andrew Wilson](#)

Below: LNER No. 61994 (running as No. 61002 'Impala') is seen in steam on September 30th. [Andrew Wilson](#)





Barrow Hill continued...

Above: East Midlands Trains's Class 156 405 is seen in the platform after arriving with a shuttle service from Chesterfield during a recent gala. [Andrew Wilson](#)

Top Left: With repairs complete, Class 40 No. 345 awaits collection from Barrow Hill and a return to the East Lancs Railway and perhaps some mainline operations. [Andrew Wilson](#)

Below: The restoration of Class 45 105 continues, albeit at a slow pace. [Andrew Wilson](#)

SOUTHERN COUNTIES RAILWAY SOCIETY

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Llangollen Railway

Great Western Railway County Class 4-4-0 steam No. 3802 arrives into Berwyn station on the Llangollen Railway with 'The Wedding Belle' special on October 5th. [Colin Irwin](#)



Gloucestershire Warwickshire Railway

GWR Modified Hall Class 4-6-0 No. 7903 'Foremarke Hall' departs from Toddington with the 14:30 service to Cheltenham, October 20th. [Gerald Nicholl](#)



Ffestiniog Railway

Top Right: On October 13th, during the Ffestiniog Railway's '1863 and all that' gala, the historic fleet lines up at Porthmadog Harbour Station. From right to left back to front are 'Prince', 'Palmerston', 'Welsh Pony', 'Merddin Emrys', 'Princess' and 'Taliesin'. [Ben Bucki](#)

Bottom Right: One of the more unusual vehicles in the heritage fleet is the gravity/sail powered inspection vehicle known as Spooner's Boat. Its seen here rolling through the woods at Tanybwllch, heading towards Porthmadog on October 12th. [Ben Bucki](#)

Below: Double Fairlie locomotive 'Merddin Emrys' blasts through the woods at Tanybwllch with a train from Porthmadog, October 12th. [Ben Bucki](#)





Ffestiniog Railway continued...

Above: George England built 'Small England' Class 0-4-0STT No. 2 'Prince' starts the climb up Aberglaslyn Pass with a train from Bedgellert to Porthmadog. [Ken Abram](#)

Top Right: George England's 'Small England' Class 0-4-0STT No. 2 'Prince' passes Minffordd Station with a train of loaded slate wagons, October 11th. [Ken Abram](#)

Bottom Right: Single Fairlie 0-4-4T No. 9 'Taliesin' is seen climbing the Ddualt Spiral with the 'Bug Box' train of vintage stock bound for Blaenau Ffestiniog on October 11th. [Ken Abram](#)

Below: Single Fairlie 0-4-4T No 9 'Taliesin' is seen at Minffordd Station in late afternoon light with the train of vintage 'Bug Box' stock bound for Blaenau Ffestiniog, October 11th. [Ken Abram](#)



Bluebell Railway

Top Right: Visiting GWR Collett Goods loco No. 3205 stands at Sheffield Park with it's set of BR (S) green MK1's - a possible recreation from bygone days of Redhill - Reading trains. [Nathan Gibson](#)

Bottom Right: Bluebell pioneers, LBSCR A1X 'Terrier' No. 55 'Stepney' and SE&CR P Class No. 323 'Bluebell' pass Horsted House Farm with three Maunsell coaches in tow, September 15th. [Nathan Gibson](#)

Below: SE&CR C Class No. 592 powers up the 1 in 75 grade from Horsted Keynes to Sharpthorne Tunnel passing Horsted House Farm on August 10th. [Nathan Gibson](#)



Great Central Railway

On October 5th, BR Standard 2MT No. 78019 and Gresley N2 No. 1744 stand at Loughborough at the end of the day during the GCR's Autumn steam gala. [Mark Pichowicz](#)





Great Central Railway continued...

Above: Caprotti valve gear fitted BR Standard 5MT No. 73129 accelerates past Woodthorpe with a demonstration TPO working on October 5th. [Mark Pichowicz](#)

Below: Southern No. 777 'Sir Lamiel' sits on Loughborough shed at the end of a busy days work, October 5th. [Mark Pichowicz](#)



QUARTER OF A MILLION REASONS TO CELEBRATE

The Great Central Railway's 'Bridge to the Future' appeal has broken through the quarter of a million pounds barrier, just four and a half months after being launched.

The railway has set a target of raising one million pounds by mid 2015 to pay for a brand new railway bridge over the Midland Main Line at Loughborough. In turn this unlocks a long held ambition to reconnect two separate halves of the Great Central, creating one eighteen mile long heritage railway between Leicester and the south of Nottingham.

Network Rail will run the project to build the new bridge. The substantial structure will carry GCR steam trains above the four tracks of the Midland Main Line and the modern express trains running at more than 100mph. Bill Ford, Managing Director of the Great Central Railway plc said, "On behalf of everyone from the Great Central Railway - and the Great Central Railway Nottingham, thank you to all the generous people who have donated. To reach such a significant milestone so quickly is well ahead of our expectations. Not only is it a boost for us, it gives confidence to our Network Rail partners. There is a long way to go to reach our million pound target by 2015 but as soon as we have more news we will pass it on - to encourage further donations! It is very humbling to have so many people from right across the country getting behind the campaign."

The project managers and engineers are due to visit the site in Loughborough shortly. They will be looking at where the new bridge will be built but also inspecting the other works required to reunify the two railways. The new bridge is the first stage of the GCR reunification project. The million pounds will pay for it to be installed. It must be built by 2015 before the Midland route to London is electrified. It would be prohibitively expensive to build the bridge after electrification. The other elements of the reunification project include constructing a new 300 metre embankment and repairing two existing bridges.

They are expected to be completed by 2019 with a total project cost of six to seven million pounds. The fundraising total has been significantly boosted in recent weeks by an appeal leaflet being inserted into copies of two national magazines, 'Railway Magazine' and 'Heritage Railway'. Fundraisers have also taken the idea to events across the Midlands. The railway has also produced a fundraising DVD of this year's Swithland Gala which has sold hundreds of copies.

DONATION INFORMATION

Head to www.gcrailway.co.uk/unify and click 'DONATE' and use a credit or debit card to give securely and quickly.

or

Alternatively, download an appeal form (from the same page), fill it in and send it with a cheque made payable to the David Clarke Railway Trust to "Bridge Appeal, Lovatt House, 3 Wharncliffe Road, Loughborough, Leics, LE11 1SL. If you qualify, please make the gift aid declaration, where the government will top up your donation by 25% at no cost to you. The David Clarke Railway Trust is a registered charity, number 1104839



Class 502 Electric Multiple Unit No. 29895 is seen at Ormskirk station on September 22nd 1978 after arriving with a service from Liverpool. [Dave Felton](#)

From the Archives

continued...

Right: Class 33 027 'Earl Mountbatten of Burma' leaves Bath on a Portsmouth - Cardiff train, October 16th 1986.

Chris Morrison

Bottom Left: Hunslet Barclay liveried Class 20 906 is seen stabled on Crewe Diesel Depot, September 28th 1989. The loco was one of six Class 20s allocated for weedkilling duties.

Brian Battersby

Bottom Right: Class 31 168 is seen on the scrap line at Bescot, April 20th 1996.

Paul Godding



From the Archives continued...

Left: Class 40 001 and 40 117 are seen employed on permanent way duties at Hindlow on April 23rd 1979.

Dave Felton

Bottom Left: Class 504 Bury unit No. M77174 is seen arriving into Manchester Victoria on June 22nd 1991. *Michael Lynam*

Bottom Right: Class 37 891 heads a rake of oil tanks through Tamworth on August 7th 1994.

Paul Godding



From the Archives

continued...

Top Right: Class 20 113 and 20 106 are seen approaching Winwick Junction with empty coal wagons from Fiddlers Ferry to Bickershaw Colliery on June 26th 1991. [Michael Lynam](#)

Bottom Right: Network SouthEast liveried 4-CIG No. 421705 approaches Gatwick with a service from London Victoria on June 20th 1999. Behind it is another 4-CIG, in the Connex South Eastern livery. [Paul Godding](#)

Below: BR Class 47 447 is seen passing through Dore with an Intercity passenger train on August 9th 1982. [Dave Felton](#)



From the Archives continued...

Left: A train of Central line 1962 stock for Epping arrives into East Acton in April 1990. The attractive rustic waiting shed and narrow platforms are still there today. [Chris Morrison](#)

Bottom Left: Virgin Trains liveried Class 86 226 'Charles Rennie Mackintosh' is seen at Stafford on July 7th 1999 with an Manchester - Brighton service. The Class 86 would give way to a Class 47 for the journey south of Birmingham. [Paul Godding](#)

Bottom Right: BR Class 81 017 is pictured after arriving at Oxenholme station with a passenger train from London Euston on August 18th 1980. [Dave Felton](#)



From the Archives continued...

Deltic Class 55 002 'The Kings Own Yorkshire Light Infantry' arrives into Grantham with a Kings Cross - York service in August 1979. [Chris Morrison](#)



Eurostar Class 373 209 (3209) winds its way into St. Pancras International working train No. 9035 the 14:13 Paris Nord to London service on September 21st. This view is from the roof of the St. Pancras Waterpoint which was open to the public as part of the London open house weekend.

James Wise

