

# Railtalk | Magazine

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## Submissions

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

[entries@railtalk.net](mailto:entries@railtalk.net)

Please include a detailed description and credits.

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Welcome to Issue 98 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

It's the time of year when we have to say goodbye to the preserved railways and their galas as most of them wind down before the Santa services start. There have been some cracking send-offs this month for us enthusiasts, with the SVR Diesel Gala and the KWVR Steam Gala of note with both events well attended and thoroughly enjoyed by all. But let us not forget all the work that goes into these events by volunteers who are giving up their time for you to enjoy your day. So this winter, while you are in your loft or the spare room with the Model Railway, have a think what it would be like to get involved with a preserved railway. Now I don't want this to sound like an advert, but more of a rally round, let's all get stuck into something we all enjoy. From the Helston Railway to the Keith and Dufftown Railway, let us all in 2015 help out our local line in some way, so that it's going to be there for future generations to come.

Moving onto the Railtalk calendar, I know a number of readers have already asked about them. They are with the printers, and we will be advertising them from the next issue. I'd like to personally thank Railforums who have generously sponsored the calendar this year. As we are a free magazine with no financial backing, it's great to have a little help. So should you wish to get involved with all manner of railway discussions, from ticketing to the interior of a Class 142, drop in and have a look. Just search for Railforums online.

Once again, thank you to everyone for their submissions and support.

## Andy

This issue wouldn't be possible without: Ken Abram, John Alborough, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Amy Bucki, Ben Bucki, Pete Cheshire, Julian Churchill, Liam Coates, John Coleman, Lorenzo D'aniello, Keith Davies, Neil Davies, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Fuller, Jonathan Gill, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Darrel Hendrie, Brian Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Michael Lynam, Steve Madden, Phil Martin, Jonathan McGurk, David Mead, Lewis Mitchell, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, James Passant, Dave Peel, Ian Platt, Neil Pugh, Wayne Radford, Charlie Robbins, Gary Smith, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Chris Stanley, Steve Stepney, Craig Stretten, Simon Sugden, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Tim Ward, Stuart Warr, James Wise, Shep Woolley and the guys at RailUK.

Front Cover: In wonderful weather conditions, LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' powers through Kinloid on the climb to Arisaig during the 'Scottish Bash' railtour on October 12th. [Shep Woolley](#)

This Page: Farewell to the Virgin Mk3 set as Class 57 302 passes The Cobb working the 1Z58 Holyhead - North Llanwrst on October 25th. This was the final working for the 'Pretendolino' set. [Carl Grocott](#)



# Charter Scene

## Railway Touring Company - The Cumbrian Mountain Express

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' heads south near Langwathby with the 'Cumbrian Mountain Express' on October 4th. [Gerald Nicholl](#)



## Railway Touring Company - The Cumbrian Mountain Express

LMS 5XP Class 4-6-0 No. 45699 'Galatea' puts on a fine display as it races through Greenholme on the climb to Shap with the 'Cumbrian Mountain Express' raitour on October 4th. [Shep Woolley](#)



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

It looks as if the sanders are on in the rainy conditions as LMS Stanier 4-6-0 No. 46115 'Scots Guardsman' attacks the gradient at Farington Curve with the 'Lune Rivers Trust Special' on October 4th, running about an hour late at this point. [Gerald Nicholl](#)



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

Right: Stanier 4-6-0 No. 46115 'Scots Guardsman' pulls hard at the head of the 'Lune Rivers Trust Special' towards Horton-in-Ribblesdale on October 4th. [Gerald Nicholl](#)

Main: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' races through Howe & Co. sidings with returning 'Lune River Trusts Special' railtour on October 4th. [Shep Woolley](#)



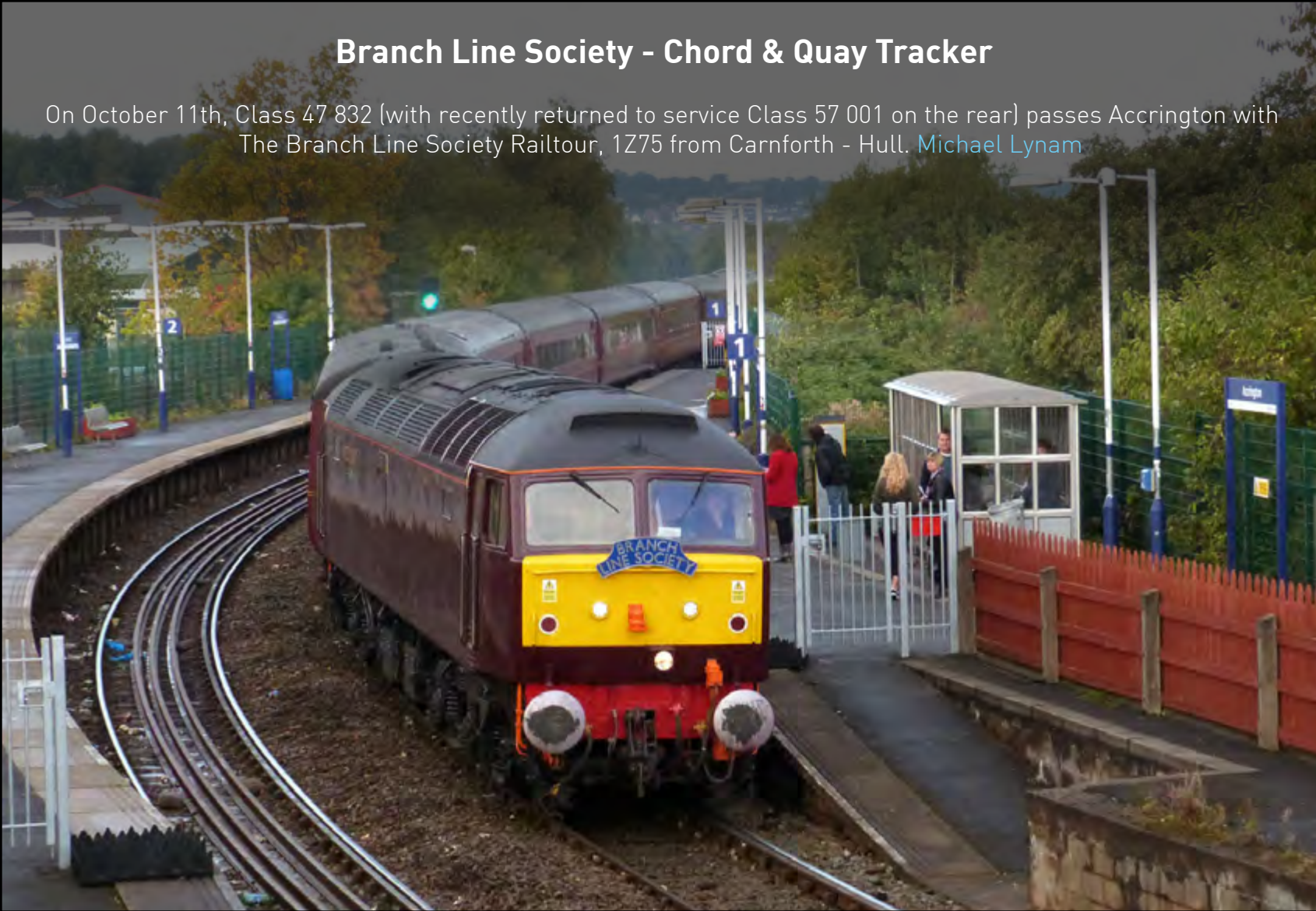
## West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

LMS 'Royal Scot' Class 4-6-0 No. 46115 "Scots Guardsman" on the annual Lune Rivers Trust day tour. It was already 45 minutes down, when it suffered a further delay as it came to a signal check under the train shed roof at Preston Station, October 4th. [Ken Abram](#)



## Branch Line Society - Chord & Quay Tracker

On October 11th, Class 47 832 (with recently returned to service Class 57 001 on the rear) passes Accrington with The Branch Line Society Railtour, 1Z75 from Carnforth - Hull. [Michael Lynam](#)



The tour ran from Carnforth to Hull, King George Dock, and then to Santon Foreign Ore Terminal. The latter part, running as an unlikely sounding 1Z77 Cadeby Up Gds Loop - Preston, seen in the rapidly disappearing light passing Appleby, en route to Barnetby, having just visited the Foreign Ore Terminal with Class 47 832 leading.

[Steve Thompson](#)



Class 57 001 is pictured leaving Accrington on the rear of the tour, October 11th. [Michael Lynam](#)



A very smoky Class 57 001 is seen on the rear of the tour as it passes Appleby, heading for Barnetby, October 11th.

[Steve Thompson](#)





## West Coast Railways - Windsor & Eton Riverside 2

In the early morning mist, Class 47 854 (with 57 314 on the rear) calls at Cleethorpes working the 1Z55 to Windsor and Eton Riverside, October 11th. [Steve Thompson](#)



## West Coast Railway Company - Scottish Bash

With the islands of Eigg and Rum as a backdrop, LNER K1 Class 2-6-0 No. 62005 works through Kinloids towards Mallaig during the 'Scottish Bash' on October 12th. [Shep Woolley](#)



## West Coast Railway Company - Scottish Bash

LMS 5MT Class 4-6-0 No. 45407 'The Lancashire Fusilier' works across Gaur Viaduct during the 'Scottish Bash', October 11th. [Shep Woolley](#)



## West Coast Railway Company - Scottish Bash

LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' works across Rannoch Viaduct with LMS 5MT Class 4-6-0 No. 45407 'The Lancashire Fusilier' banking on the rear during the 'Scottish Bash' on October 11th. [Shep Woolley](#)



## West Coast Railway Company - Scottish Bash

LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' crosses the causeway on the side of Loch Eilt during the 'Scottish Bash', October 12th. [Shep Woolley](#)



## Pathfinder Tours - The Blue Belle

Class 47 815 'Great Western' pauses at Milton Keynes whilst working the return Pathfinder Tours 'The Blue Belle', 1Z73 East Grinstead to Crewe on October 9th. [Matthew Bird](#)



## Railway Touring Company - The Hadrian

Right: Class 47 245 is seen on the rear of the tour as it arrives into Hellifield, October 11th.  
[Michael Lynam](#)

Main: Jubilee Class 4-6-0 No. 45699 'Galatea' blasts through Horton-in-Ribblesdale with the northbound 'Hadrian' on October 11th. [Gerald Nicholl](#)



## Northern Belle

Class 47 828 and 47 790 top'n'tail the Northern Belle at Hardwicke in the autumn sun, working 1Z12 12:46 Coventry - Coventry on October 12th. [Carl Grocott](#)





## Northern Belle

Class 57 302 is seen on the rear of the ECS from Bedminster to Bath Spa as it departs Bristol Temple Meads. Class 47 790 was leading the train. [James Passant](#)



On September 28th, Class 47 818 is seen on the rear of the 5Z42 empty stock from Cleethorpes to Crewe, as it passes through Scunthorpe, with 47 828 on the front. [Steve Thompson](#)

Newly repainted into Northern Belle livery, Class 57 305 heads through Clapham Junction on October 18th with a return charter from London Victoria to Bristol. [Brian Battersby](#)



On October 17th, Class 47 790 'Galloway Princess' arrives from Crewe CS with an ECS move from Crewe CS to Chester, with Class 57 305 on the rear. [Michael Lynam](#)

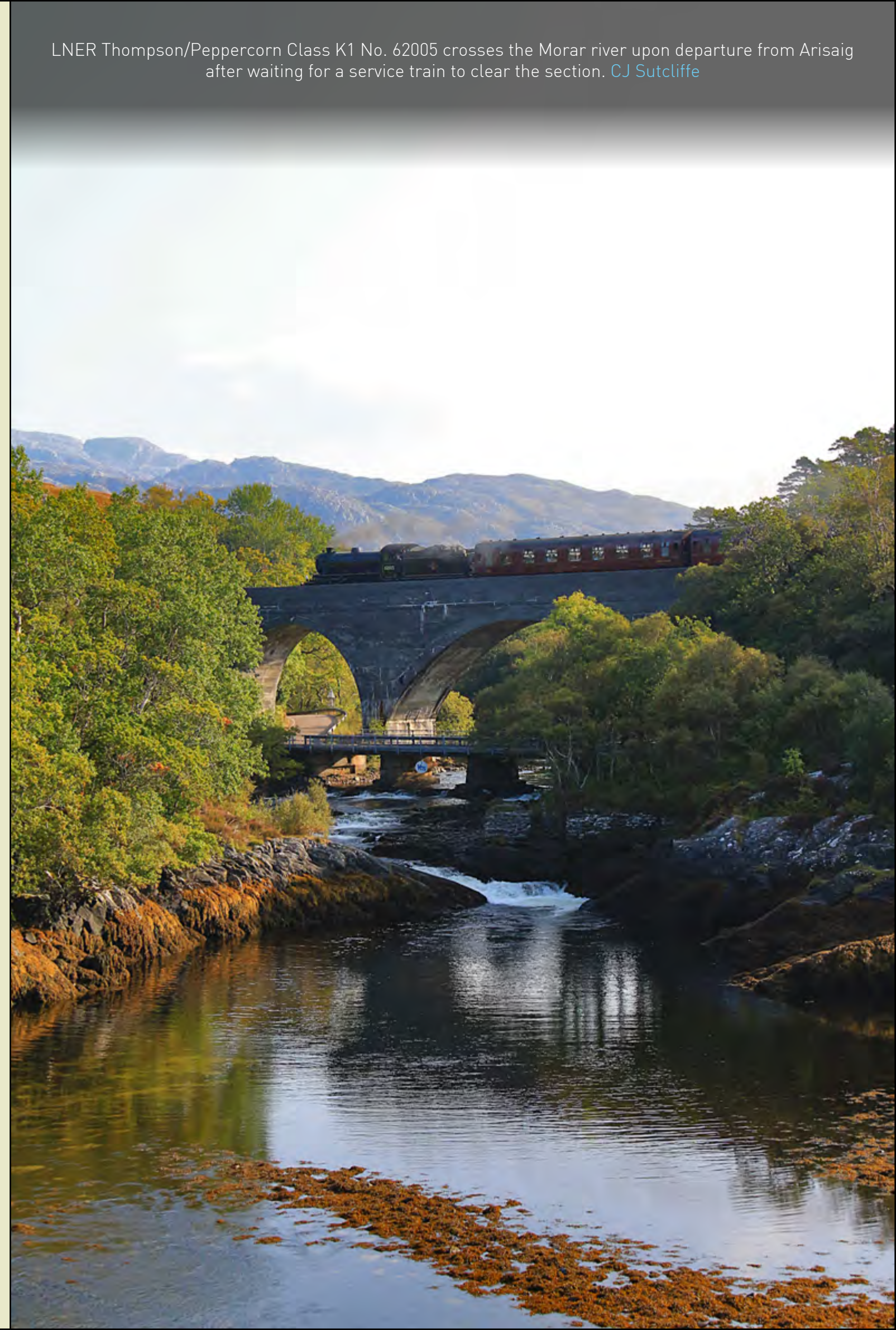


## Railway Touring Company - The West Highlander

LMS Stanier Class 5 4-6-0 No. 44871 is seen passing the shoreline of Loch Awe, heading along the line to Oban. [CJ Sutcliffe](#)



LNER Thompson/Peppercorn Class K1 No. 62005 crosses the Morar river upon departure from Arisaig after waiting for a service train to clear the section. [CJ Sutcliffe](#)

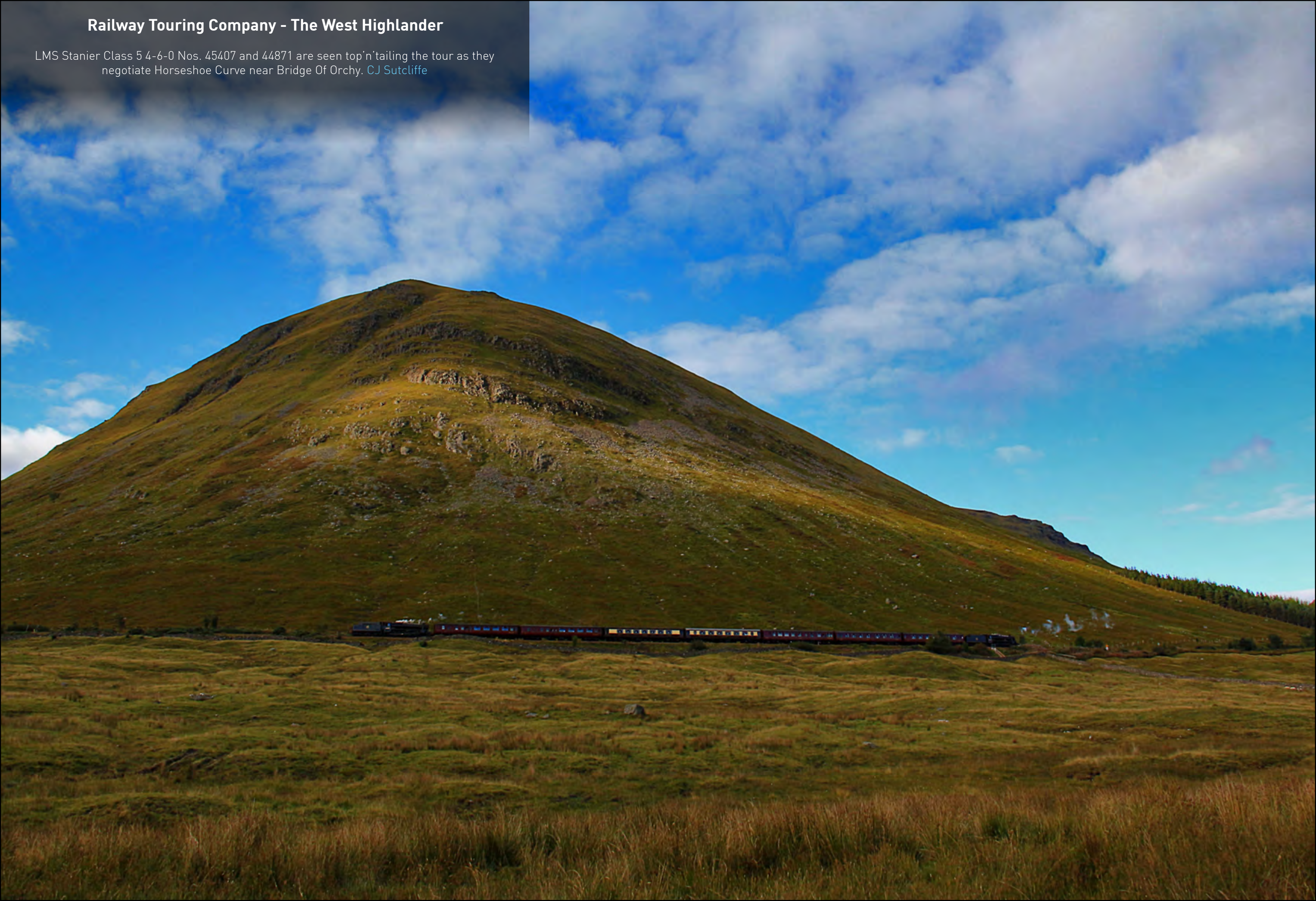


LMS Stanier Class 5 4-6-0 No. 45407 passes over Loch Awe on the return from Oban to Crianlarich. [CJ Sutcliffe](#)



## Railway Touring Company - The West Highlander

LMS Stanier Class 5 4-6-0 Nos. 45407 and 44871 are seen top'n'tailing the tour as they negotiate Horseshoe Curve near Bridge Of Orchy. [CJ Sutcliffe](#)



## West Coast Railways - The Jacobite

LMS Stanier Class 5 4-6-0 No. 44871 is seen getting away from Glenfinnan with the outward leg to Mallaig. [CJ Sutcliffe](#)



## PMR Tours - THE THAMES CLYDE EXPRESS

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works away from Aisgill Viaduct towards the summit with the returning 'Thames Clyde Express', October 18th. [Shep Woolley](#)





### Vintage Trains - The Western Streak

Above: LNER A4 No. 4464 'Bittern' is seen passing the former Stratton Park Halt, heading for Bristol. Ken Mumford



Right: LNER A4 No. 4464 'Bittern' was allegedly the first of it's class to visit Birmingham New Street on Vintage Trains return 'Western Streak' from Bristol Temple Meads on October 18th. Chris Morrison

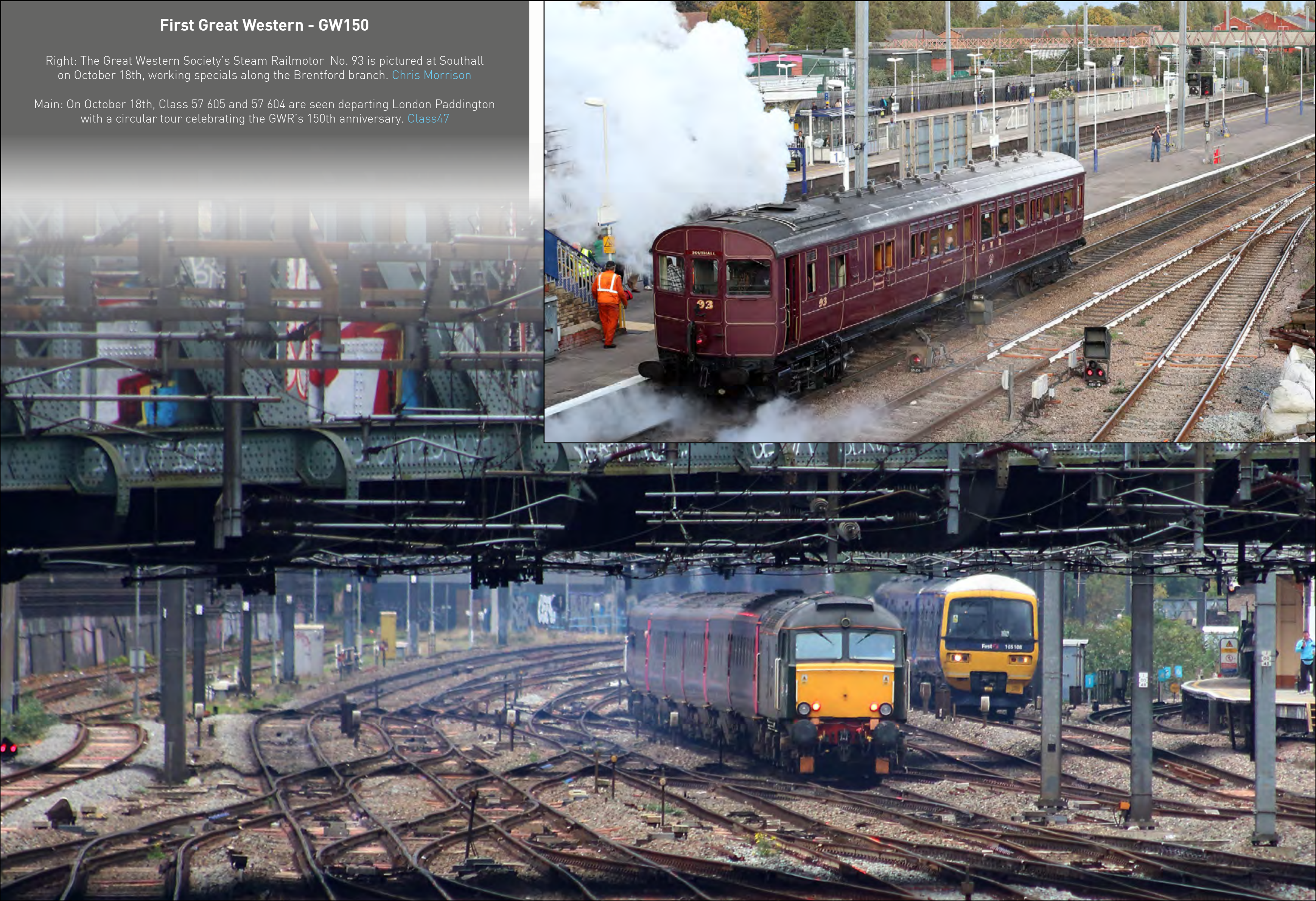
Main: LNER A4 No. 4464 stands at Worcester Shrub Hill with the 1Z56 Bristol Temple Meads - Tyseley return charter on October 18th. Carl Grocott



## First Great Western - GW150

Right: The Great Western Society's Steam Railmotor No. 93 is pictured at Southall on October 18th, working specials along the Brentford branch. [Chris Morrison](#)

Main: On October 18th, Class 57 605 and 57 604 are seen departing London Paddington with a circular tour celebrating the GWR's 150th anniversary. [Class47](#)



## First Great Western - GW150

First Great Western had a GW Heritage Weekend on October 18th and 19th and on both days the restored steam Railmotor No. 93 ran shuttles on the remains of the branch from Southall to Brentford Town. On its way from Southall to Brentford on the 19th, the vehicle passes over the Trumper's Way footcrossing at Hanwell. The railmotor had been built as a self-propelled vehicle in 1908 but was converted to an autotrailer in 1934. The Great Western Society restored the vehicle with a new power bogie in 2011. [Gary S. Smith](#)





## First Great Western - GW150

Restored GWR steam Railmotor No.93 is pictured on its way from Brentford to Southall on October 19th. as the vehicle approaches the Trumper's Way footcrossing at Hanwell.

Gary S. Smith



## First Great Western - GW150

Left: Class 57 604 is seen at London Paddington on October 19th having arrived on the rear of the GW150 circular tour. [Richard Hargreaves](#)

Main: First Great Western's Class 57 605 stands 'on the blocks' at London Paddington, having arrived top'n'tailed with 57 604 operating the circular tours from Paddington to celebrate the 150th anniversary of Great Western. The train utilised the Night Riviera sleeper stock. [Brian Battersby](#)





## First Great Western - GW150

Left: On its way to Greenford, Class 57 604 'Pendennis Castle' passes the underground's Acton North station with the 2Z58 11:19 Paddington - Paddington via the Greenford loop enthusiasts special made up of the Night Riviera stock. [Gary S. Smith](#)

Main: First Great Western's Class 57 605 'Totnes Castle' comes off the Greenford branch at West Ealing with the 17:05 enthusiasts circular trip from Paddington on October 18th. [Chris Morrison](#)



## Virgin Trains WB64 farewell - The Welsh Warrior

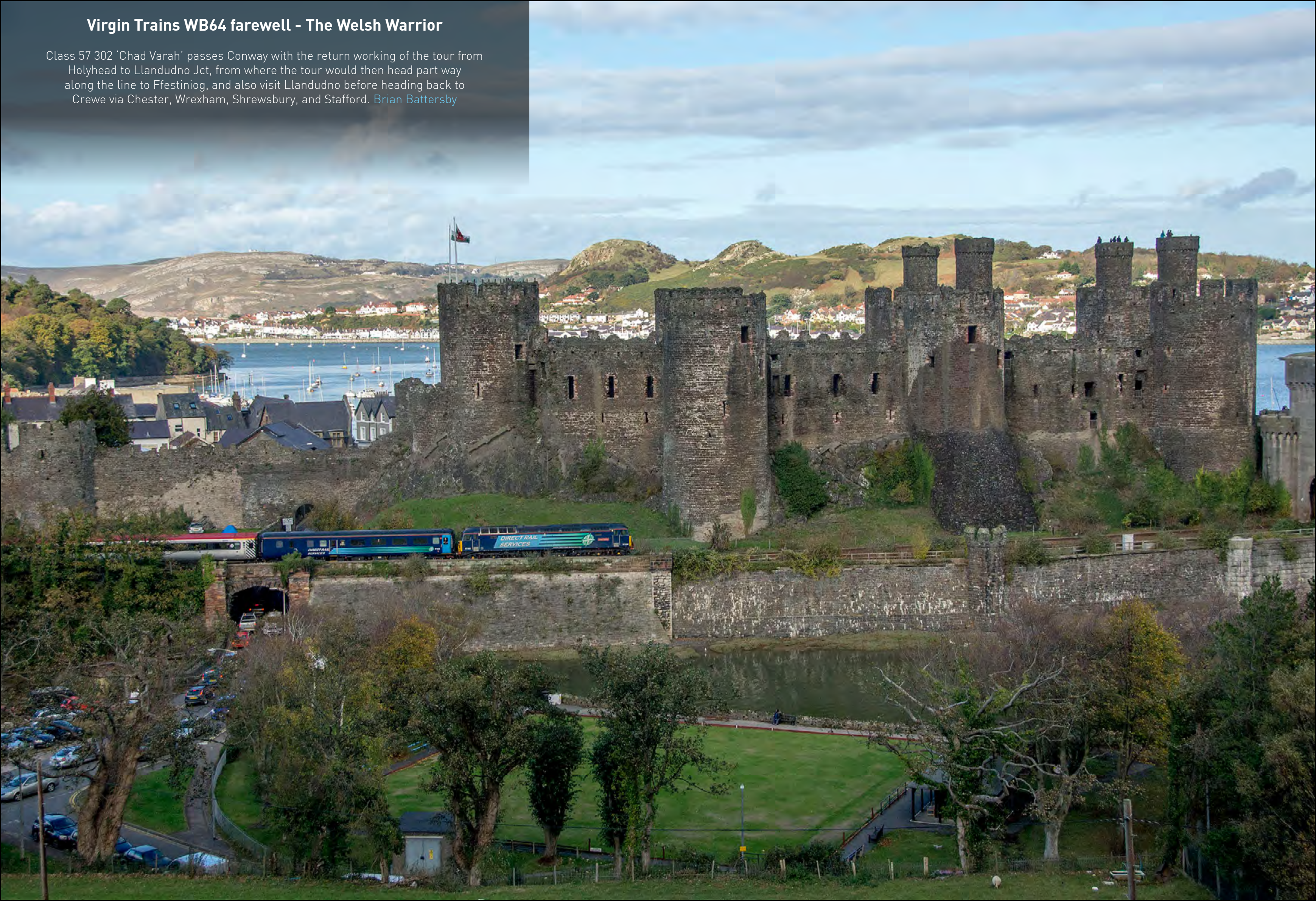
Class 37 682 and 37 419 pass Penmaenmawr on October 25th with this farewell tour round North Wales for the final outing of the Pretendolino stock. Class 57 302 was on the rear.

[Carl Grocott](#)



## Virgin Trains WB64 farewell - The Welsh Warrior

Class 57 302 'Chad Varah' passes Conway with the return working of the tour from Holyhead to Llandudno Jct, from where the tour would then head part way along the line to Ffestiniog, and also visit Llandudno before heading back to Crewe via Chester, Wrexham, Shrewsbury, and Stafford. [Brian Battersby](#)



## Virgin Trains WB64 farewell - The Welsh Warrior

During a layover at Llandudno, Class 57 302 and 37 682 were positioned in the station for photographs. [Richard Hargreaves](#)





## Virgin Trains WB64 farewell - The Welsh Warrior

Left: DRS liveried Class 90 034 and DVT No. 82126 were left at Crewe whilst the tour headed off to North Wales, and were re-united for the ECS returning back to London. [Class47](#)

Main: Class 57 302 is seen with the tour at Holyhead from where it would lead the journey as far as North Llanwrst. [Carl Grocott](#)



## Railway Touring Company - The Dartmouth Express

On a grey morning, Britannia Pacific No. 70013 'Oliver Cromwell' speeds along the straight near Yatton with the southbound 'Dartmouth Express' on October 18th. [Gerald Nicholl](#)





## PMR Tours - The Appleby Explorer

The sun shines at last as LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works through Keld on the approach to Appleby, October 25th. [Shep Woolley](#)



## PMR Tours - The Appleby Explorer

Stanier Pacific No. 46233 'Duchess Of Sutherland' speeds past Scorton with the postponed 'Appleby Explorer' on October 25th. [Gerald Nicholl](#)



## PMR Tours - The Appleby Explorer

Left: On October 25th, LMS 8P No. 46233 'Duchess of Sutherland' makes a rousing departure from Crewe with the 'Appleby Explorer' railtour. [Mark Pichowicz](#)

Main: Changeable weather again as LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works away from Aisgill summit with the returning 'Appleby Explorer' railtour. [Shep Woolley](#)



## Pathfinder Tours - The Heart of Wales Explorer

Class 20 303 and 20 304 pass Llangewydd with the 1Z28 Derby - Llandrindod  
Pathfinder Tour on October 11th. [Lewis Mitchell](#)



## Steam Dreams - The Cathedrals Express

A final outing before overhaul as BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen approaching Ashford on September 28th with a Alresford - Kingscote working.

[John Wheeler](#)



## GBRf Staff Outing

On September 6th, Class 52 No. D1015 'Western Champion' was the chosen traction for this GB Rail Freight staff charter from Crewe to Minehead. The train was due to start from Chester but actually started from Crewe and ended up departing 69 minutes late. Here the outward 1Z48 to the seaside is seen passing the Bristol outskirts at Parson Street.

[Wayne Radford](#)



## Pathfinder Tours - The Trent Almighty

On September 6th, DRS Class 20 309 and 20 312 are seen in charge of Pathfinder Tours 'The Trent Almighty' as it passes through Barnetby. Class 20 308 was at the rear. [Robert Bates](#)



## ECS and Light Engine Moves

LNER A4 Pacific No. 60007 'Sir Nigel Gresley' heads back home from the East Lancashire Railway to the North Yorkshire Moors Railway at Mills Hill on October 28th. [Gerald Nicholl](#)





## ECS and Light Engine Moves

LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' stands in Crewe on October 25th, heading light engine (with support coach) to MRC Butterley. [Class47](#)



## ECS and Light Engine Moves

Left: West Coast's Class 47 760, having just been collected from Nemesis Rail at Burton, hauls 47 786 (and 47 832 on the rear) working 5Z26 Derby - Carnforth ECS through Stenson Jct. on October 26th. [Stuart Hillis](#)

Main: On October 2nd, Class 57 314 top'n'tails 57 316 working the Carnforth - Derby Statesman Rail ECS through Stenson Jct. [Stuart Hillis](#)





## ECS and Light Engine Moves

Left: LMS Class 6P No. 45690 'Leander' is pictured working through Bamber Bridge with a 5Z43 Carnforth to Carnforth test run, October 21st. [Alan Naylor](#)

Main: An immaculate LMS 5XP Class 4-6-0 No. 45690 'Leander' works passed Starricks Farm on October 16th, during its test run to Hellifield after a major overhaul at Carnforth. [Shep Woolley](#)



## ECS and Light Engine Moves

Right: A gleaming Class 47 832 is seen at Crewe on October 25th, waiting to take over the return working of 'The Appleby Explorer' back to Derby. [Class47](#)

Main: West Coast Railway's Class 57 314 passes through the Pleasington area hauling the 5Z54 12:10 ECS from Carnforth Steamtown to Barnetby with Class 47 854 attached the rear of the train on October 10th. [Dave Felton](#)



## ECS and Light Engine Moves

West Coast's Class 47 804 with the 5Z70 Derby - Carnforth ECS passes through Winwick Jct. on October 12th. [Dave Harris](#)





On October 18th, Class 67 013 is seen at London Marylebone having arrived with a service from Birmingham Moor St.  
Richard Hargreaves



Above: Class 67 014 'Thomas Telford' is seen at Birmingham Moor Street on October 17th having just arrived on a service from London Marylebone. [Michael Lynam](#)



Right: On October 3rd, Class 67 008 stands at Birmingham Moor Street on the rear of a London Marylebone service. [Gary Smith](#)

Main: Chiltern liveried Class 68 011 works the 6U77 Mountsorrel - Crewe stone through Burton on October 27th. [Stuart Hillis](#)



# CrossCountry



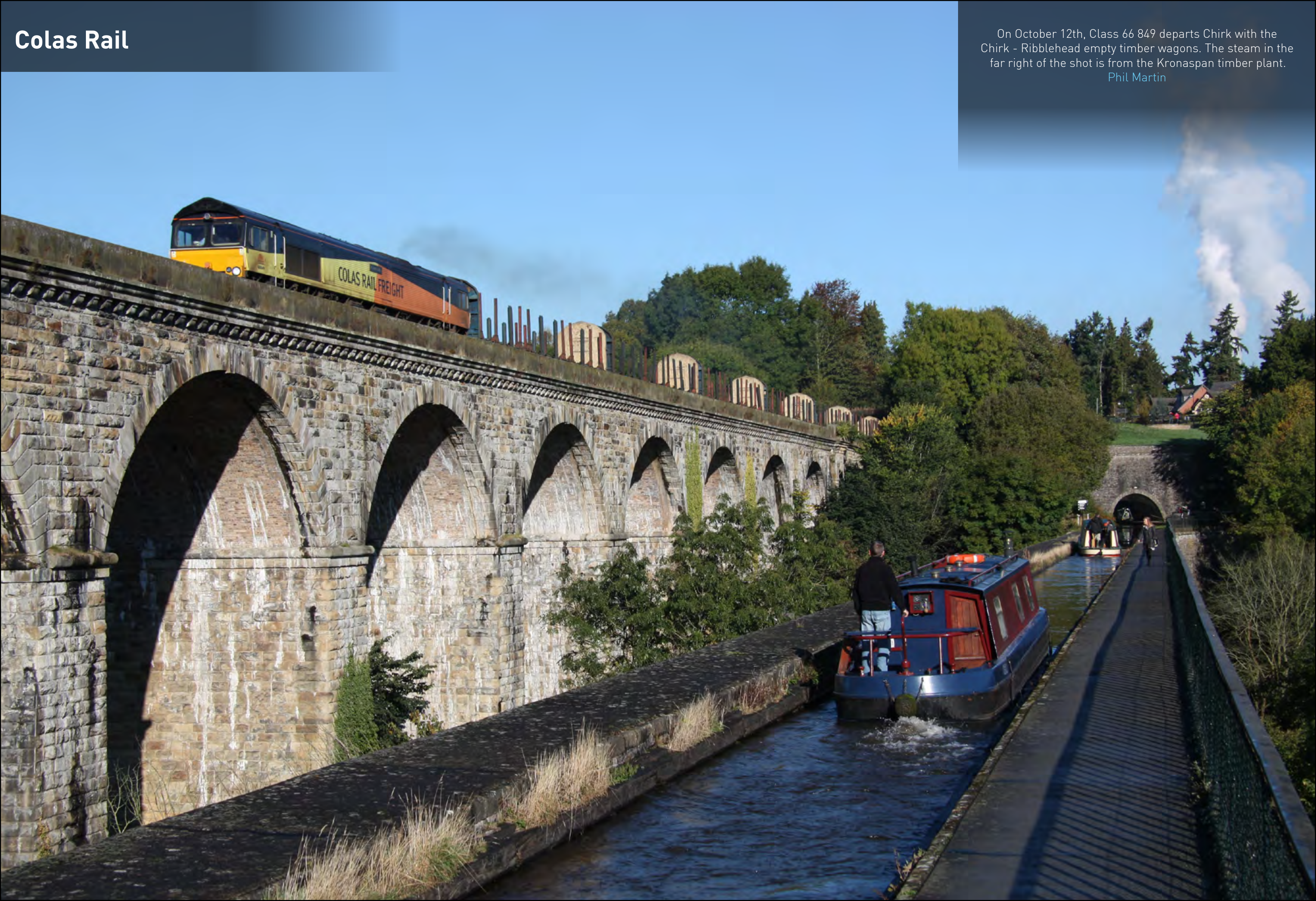
Left: The 06:06 Edinburgh to Plymouth is pictured worked by power cars Nos. 43357 and 43366, running 53 mins late as it passes Stenson Junction on October 28th. [Derek Elston](#)



Main: Power cars Nos. 43357 and 43306 pass through Burton on October 10th working the 1V54 Dundee - Plymouth service. [Stuart Hillis](#)







On October 10th, Class 66 847 approaches Hallen Marsh Junction as it nears its destination with the regular 4V30 Ratcliffe power station - Avonmouth coal silo empty hopper train. [Gary S. Smith](#)



Class 66 849 manages to catch a glint of the low autumn sunshine after passing through Cherry Tree (Blackburn) station hauling the 6J37 12:58 Carlisle Yard to Chirk Kronospan log train on October 6th. [Dave Felton](#)



Class 70 806, 70 810 and 47 727 pass through Burton on October 10th working the 0Z48 Bescot - Doncaster. [Stuart Hillis](#)



Class 70 803 passes Burton Salmon on September 25th  
with an engineers train from Tyne Yard to Cardiff.

Robert Bates



Class 60 087 working the 6V62 11:20 Tilbury - Llanwern  
passes Shrevenham on October 25th. [Class25](#)





# DB Schenker's fleet

Above: On October 31st, Class 66 106 and 66 135 pass through Bristol Temple Meads with the Bristol Barton Hill to Bristol Barton Hill RHTT working. [James Passant](#)

Right: Class 60 039 is seen passing Stenson Junction working the 6M57 Lindsay Oil Refinery to Kingsbury on October 28th. [Derek Elston](#)

Main: Class 66 023 passes through Wombridge on October 25th with a diverted 6V75 09:30 Dee Marsh - Margam steel working. [Jon Jebb](#)



Class 66 168 and 66 117 top'n'tail the St. Blazey to Par via Newton Abbot RHTT, seen departing Par on October 12th.  
Julian Churchill





Above: Class 90 019 stands on the blocks at London Euston having arrived with an overnight Scotrail sleeper service on October 4th. [Derek Elston](#)

Left: Class 66 001 top'n'tailed with 66 019 are seen in London Marylebone on October 18th on RHTT duties. [Richard Hargreaves](#)

Main: Class 60 065 'Spirit of Jaguar' leads the 6Z65 09:18 Earles Sidings to Walsall cement tanks through Stenson Junction on October 28th. [Dave Felton](#)





Class 66 154 working the 6M00 Humber - Kingsbury loaded oils passes through Burton on October 1st. Stuart Hillis



Class 66 155 takes a rake of ballast wagons through Wombridge on October 19th. Jon Jebb



Class 60 069 passes Barrow on Trent with the 6E54 Kingsbury to Humber empty tanks on October 28th. Derek Elston



Class 60 001 passes Sutton Bridge Junction with the 6V75 09:30 Dee Marsh - Margam steel on October 24th. Keith Davies





Above: Class 66 137 ambles through Leyton Midland Road running 44 mins late with the 07:10 Didcot T.C. to Dagenham Dock, October 4th. [Derek Elston](#)



Right: Class 60 063 is seen at Appleby Frodingham, Scunthorpe with an ore train on October 4th. [Andrew Wilson](#)

Main: Class 60 059 'Swinden Dalesman' passes through Bamber Bridge hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on October 8th. [Dave Felton](#)



Class 66 136 passes Meole Brace with the 6V75 09:30  
Dee Marsh - Margam steel on October 10th. Keith Davies





Class 66 034 passes through Burton on Trent with a Doncaster - Hinkley yard working, comprising of 14 wagonloads of sand on October 17th. [Stuart Hillis](#)



Class 60 019 passes through Burton on Trent working the 6E08 Wolverhampton - Immingham mixed rake of steel carriers on October 20th. [Stuart Hillis](#)



Class 66 204 hauls the 6H50 Bletchley to Peak Forest empties through Chesterfield on October 28th. [Derek Elston](#)



Class 60 010 passes through Bruton on October 10th working the 6M00 Humber - Kingsbury loaded tanks. [Stuart Hillis](#)



Above: Class 66 051 passes through Stafford in charge of the Halewood to Southampton loaded car carriers train, September 18th. [Robert Bates](#)



Right: Class 66 201 is about to pass through Cherry Tree (Blackburn) station in heavy rain hauling 6M90 the 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement empty cement tank train on October 7th. [Dave Felton](#)

Main: Class 60 059 working the 6M30 Margam - Dee Marsh loaded steel, heads up Hencote Bank on October 12th. [Phil Martin](#)





Above: On October 12th, following an overnight possession at Immingham, Class 60 054 returned the 6T60 to Doncaster Up Decoy and is seen here emerging through the fog at Frodingham Jct. with it's load of stone and spoil. It doesn't look as though the sea-cows were utilised at all! [Steve Thompson](#)



Right: Class 67 003 and 67 025 top'n'tail the 3J92 23:44 Toton TMD - West Hampstead North Jct. RHTT at Isham on October 22nd. [Class25](#)

Main: On September 27th, Class 66 031 approaches Wellingborough working the 6D31 13:55 Radlett - Mountsorrel with a nice mixed bag of stone hoppers in tow. [Matthew Bird](#)





Above: Class 66 109 works Biomass empties through Scunthorpe on October 17th, heading to Immingham. [Steve Thompson](#)

Left: Class 66 186 and 67 003 are seen working the 3J92 23:32 Toton TMD - West Hampstead North Jct. on October 27th. [Class25](#)

Main: On September 2nd, Class 60 100 passes through Lincoln working the 6E54 to Humber. [Steve Thompson](#)





Class 60 015 works the 6E54 Kingsbury - Humber empty oils through Burton on Trent, October 10th. [Stuart Hillis](#)



Class 66 152 'Derek Holmes Railway Operator' hauls the 6M96 Margam - Corby strip steel through Burton on October 10th. [Stuart Hillis](#)



Class 60 015 passes Melton with a Lindsey to Neville Hill loaded oil tanks train, October 29th. [Robert Bates](#)



Class 66 112 and 66 164, on a very late running Kingsbury to Lindsey empty oil tanks, pass Knabbs Crossing, Melton Ross on October 29th. [Robert Bates](#)



Class 67 003 leads 66 186 at Rushton with the 3J92 23:32  
Toton TMD - West Hampstead North Jct. RHTT working on  
October 28th. [Class25](#)





Class 31 601 and 31 452 haul Class 47 701 through Burton on October 17th running as 0Z33 Taunton Yard - Nemesis Rail. Stuart Hillis

# Direct Rail Services

Class 68 003 'Asute' climbs away from Midland Junction at Nuneaton towards Hinckley with the 6U76 Basford Hall - Mountsorrel empty ballast boxes - now a regular working for these locos. [Dave Peel](#)

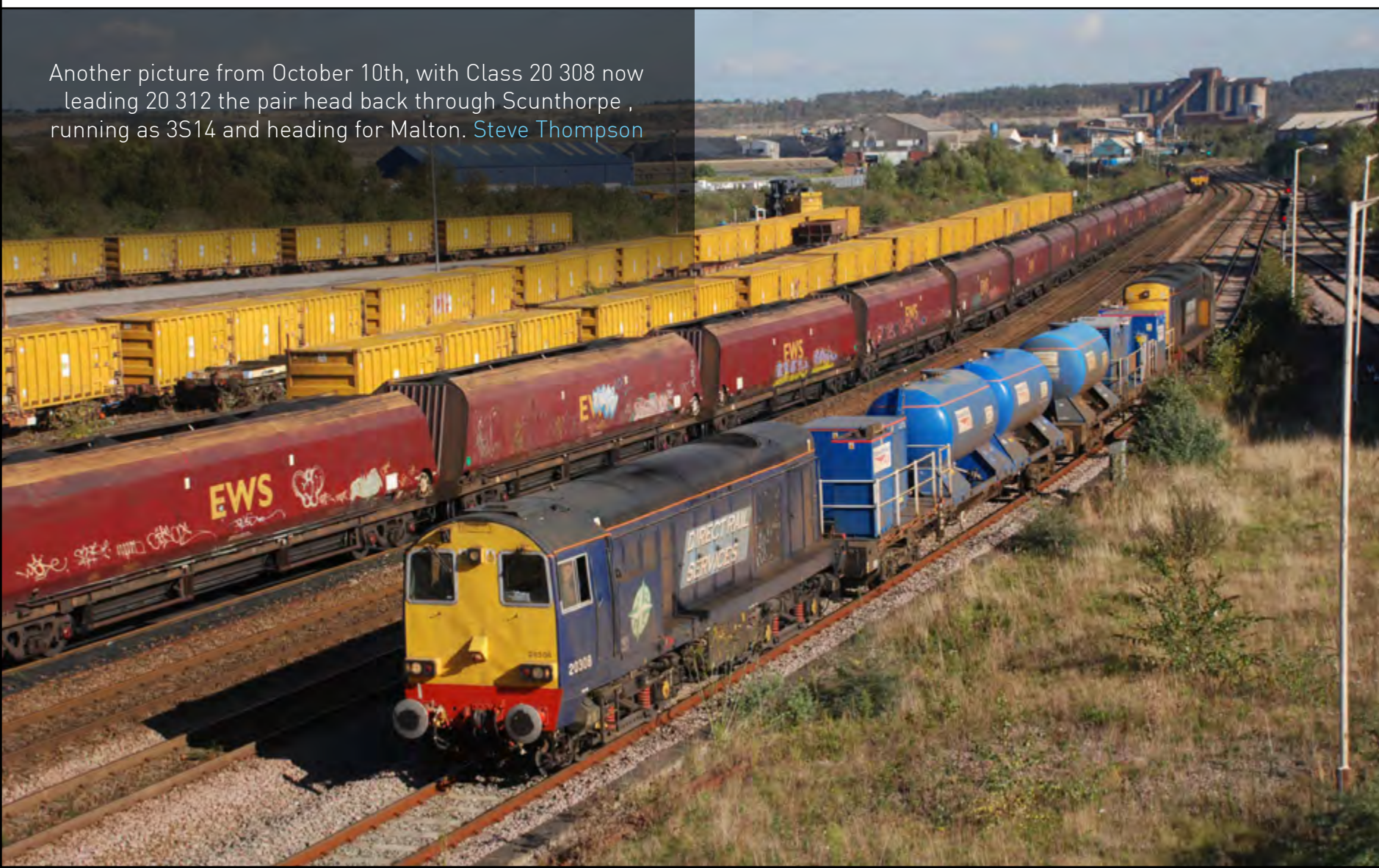




On October 10th, Class 20 312 and 20 308 pass Frodingham Jct. with the 3S13 RHTT to Grimsby. [Steve Thompson](#)



On October 15th, Class 68 003 arrives into Crewe Basford Hall with an engineers from Bescot. [Michael Lynam](#)



Another picture from October 10th, with Class 20 308 now leading 20 312 the pair head back through Scunthorpe, running as 3S14 and heading for Malton. [Steve Thompson](#)



Class 20 305 and 20 304 pass through Beverley working an additional York to Bridlington RHTT on October 26th. [Robert Bates](#)

Class 57 002 and 57 310 pass Brundall with the Stowmarket to Stowmarket via Acle RHTT working on October 17th.  
Julian Churchill





Above: On October 3rd, Class 20 304, 20 308, 20 312, 20 309 and 20 305 pass through Stalybridge working the 0Z21 Crewe to York. [Brian Hewertson](#)

Left: Class 66 425 leads the lightly loaded 12:37 Daventry DRS to Tilbury Deep Water through the centre road at Northampton on October 1st. [Dave Felton](#)

Main: On September 2nd, Class 68 009 passes through Lincoln working a Norwich - Doncaster West Yard light engine movement. [Steve Thompson](#)





Above: Class 37 419 and 37 259 head south at Winwick with one low level waste container, running as 6K73 Sellafeld - Crewe, October 18th. [Dave Harris](#)



Right: Class 92 037 leaves Crewe Basford Hall on October 15th with a Mossend - Daventry (Tesco) intermodal. [Michael Lynam](#)

Main: Class 57 310 top'n'tails 57 002 on a Stowmarket to Stowmarket via Acle RHTT working, seen here passing North Stowmarket on October 17th. [Julian Churchill](#)





Above: Class 66 434 catches the sunlight as it passes through Burton working the 6Z96 Crewe - Bescot - Toton engineers on October 30th. [Stuart Hillis](#)

Right: On October 17th, Class 20 305 leads 20 304 on the 3S13 Wrenthorpe - Grimsby Town, passing through sunny Scunthorpe. [Steve Thompson](#)

Main: Class 20 305 and 20 304 pass Knabbs Crossing, Melton Ross working a Wrenthorpe to Grimsby RHTT on October 29th. [Robert Bates](#)



On October 24th, Class 90 034 pauses at Birmingham International with the last loco hauled Virgin Trains service, 1B94 20:50 Birmingham New Street to London Euston. [Mark Pichowicz](#)







Above: Class 20s again, and in sun again! 20 304 leads 20 305 with the 3S14 Grimsby Town - Malton RHTT working on October 17th. [Steve Thompson](#)



Right: Class 20 312 leads the 3S13 Wrenthorpe to Grimsby Town with 20 308 on the rear. [Steve Thompson](#)

Main: The trips run by DRS for Network Rail from Basford Hall to the Bescot and Toton yards can vary: sometimes the loco will run light to Bescot, sometimes the train will avoid Bescot, taking the curve at Pleck to reach Toton. On October 7th, Class 68 003 only got as far as Bescot. The Spanish-built loco passes Millmeece, Staffordshire on the return from the Bescot up engineer's sidings, running to a very short term plan path to Basford Hall SSM. [Gary S. Smith](#)



Class 68 007 "Valiant" slowly approaches Winwick Junction with the 4S44 Daventry - Coatbridge on October 8th. This was the first use of the class on this working. [Dave Harris](#)



On October 7th, Class 68 009 passes Millmeece, Staffordshire with the regular 6U77 Mountsorrel sidings - Basford Hall SSN. [Gary S. Smith](#)



Class 68 009 'Titan' with the 6U77 Mountsorrel - Crewe loaded ballast passes through Burton on October 1st. [Stuart Hillis](#)



On October 2nd, Class 68 003, on it's first working of 6U77 Mountsorrel - Crewe loaded ballast, passes through Stenson Jct. with 20 IOAs (2000 tonnes) in tow. [Stuart Hillis](#)



On October 20th, Class 68 008 worked the same train as above and left for the first time, seen here passing through Burton with the 6U77. [Stuart Hillis](#)

Class 37 667 and 37 612 top'n'tail the 3S77  
Kingmoor - Kingmoor via Alnmouth and Teesside RHTT as it  
arrives into Middlesbrough on October 15th.  
Michael J. Alderdice



# First Great Western



Above: Plymouth liveried power car No. 43163 stands at London Paddington on October 18th on the rear of a service to Penzance. [Brian Battersby](#)

Left: Class 08 836 is seen shunting Heathrow Express stock at Old Oak Common depot on October 18th. [Brian Battersby](#)

Main: First Great Western's power cars Nos. 43158, 43156 and 43150 are pictured lined up at London Paddington on October 18th. [Richard Hargreaves](#)





Left: Power car No. 43134 tails the 14:00 Penzance - London Paddington 'Royal Duchy', seen departing St. Erth on October 10th. [Chris Morrison](#)

Main: Power cars Nos. 43126 and 43180 are pictured working the 1C17 13:52 London Paddington - Bristol Temple Meads through Shrivensham on October 25th. [Class25](#)





Above: Class 66 528 passes Upper Battlefield working the 4V22 08:00 Fiddlers Ferry power station - Stoke Gifford on October 11th. [Keith Davies](#)



Right: On October 15th, Class 90 048 departs Basford Hall with a Crewe - Felixstowe freightliner service. [Michael Lynam](#)

Main: On October 1st, Class 70 007 heads through Burton on Trent working the 4055 Leeds - Southampton intermodal. [Stuart Hillis](#)



Class 66 571 working the 4054 05:27 Leeds - Southampton passes Didcot East Jct. on October 25th. Steve Madden







Above: Class 66 621 working the 6M46 Aldwarke - Crewe scrap train, passes through Burton on October 20th. [Stuart Hillis](#)

Left: Class 66 557 is pictured in the late autumn sun at Kempsey, Shrewsbury with the 4V58 13:45 Fiddlers Ferry power station - Portbury coal terminal, October 7th. [Keith Davies](#)

Main: Class 66 516 working the 4055 Leeds - Southampton intermodal, passes through Burton on October 30th. [Stuart Hillis](#)





Class 70 015 hauling the 4055 Leeds - Southampton modal, crosses Stenson Jct. on October 2nd. [Stuart Hillis](#)



Class 66 614 is seen at the head of the 6Z87 Earles Sidings to West Thurrock as it approaches Chesterfield on October 28th. [Derek Elston](#)



Class 86 612 and 86 620 depart Crewe working a Ditton - Felixstowe service on October 15th. [Michael Lynam](#)



A rusty looking Class 66 622 works the 4E82 Rugeley power station - Doncaster empty coal hoppers through Burton on October 7th. [Stuart Hillis](#)

Class 66 510 working the 6M49 Immingham - Rugeley power station loaded coal hoppers passes through Burton on October 17th. Stuart Hillis





Above: On October 17th, Class 66 725 passes through Scunthorpe with a late-running coal to Eggborough power station. [Steve Thompson](#)



Right: Class 66 848, believed to be the first grey Class 66 to work the 6K50 Toton - Crewe engineers, passes through Burton on Trent on October 6th. [Stuart Hillis](#)

Main: On September 25th, Class 47 815 and 47 843 'Vulcan' accelerate through Whitley Bridge with a Doncaster to Drax empty gypsum containers working. [Robert Bates](#)





Above: On October 15th, Class 92 039 leaves Crewe with a rake of empty car flats, running from Garston Car Terminal to Dagenham Docks. [Michael Lynam](#)

Left: On October 13th, Class 20 311 and 20 314, having taken over from Class 47 815 at Barrow Hill, continue with Class 59 003's journey to Eastleigh, as the ensemble pass Burton on Trent. [Stuart Hillis](#)

Main: Class 47 843 'Vulcan' hauls a loaded gypsum train from Hull Docks to Doncaster through Ferriby on September 24th. [Robert Bates](#)





Class 47 815 works the 6Z59 Immingham to Doncaster  
Hexthorpe Yard empty KEAs through  
Scunthorpe on October 2nd. [Steve Thompson](#)



Class 92 043 leaves Crewe Basford Hall on October 15th working a Trafford Park - Felixstowe liner. [Michael Lynam](#)



On October 10th Class 47 815 'Great Western' takes 47 848 'Titan Star' from Crewe - Barrow Hill, seen passing through Burton on Trent. [Stuart Hillis](#)



Class 66 725 'Sunderland' passes through Hatfield and Stainforth station on September 3rd with a Selby Potter Group to Felixstowe container train, diverted due to engineering work at Selby Swing Bridge. [Robert Bates](#)



Class 47 815 hauls Class 59 003 through Scunthorpe on October 13th, taking the Class 59 to Eastleigh for some TLC and a coat of paint! [Steve Thompson](#)



Above: Class 66 728 is seen departing Acton Mainline on October 18th with a stone train.  
[Brian Battersby](#)



Right: Class 20 096 and 20 107 are seen passing Stenson Junction with the 7X10 02:20 Amersham to Derby Litchurch Lane 'S' Stock move on October 28th. Class 20 132 and 20 118 were leading. [Derek Elston](#)

Main: On September 3rd, following brake problems with Class 47 815 at Kirk Sandall, the regular Gypsum working to Hull had Class 47 812 [D1916] working solo, seen here passing through Goole. [Steve Thompson](#)





On October 13th, Class 59 003 finally returned to the UK rail network. After many years working in Germany for HHPi it has been purchased by GBRf and is seen here passing through Doncaster, en route to Eastleigh for repairs, hauled by Class 47 815. [Class47](#)





Class 97 304 top'n'tailed with 97 302 pass Penmaenmawr on October 25th working the North Wales RHTT from Holyhead back to Crewe. [Brian Battersby](#)



Above: Power cars Nos. 43014 and 43062 pass through Burton on Trent working the 1Q15 Derby - Oxford - Derby on October 16th. [Stuart Hillis](#)

Left: Class 67 003 top'n'tailed with 67 025 is seen working a RHTT heading north at Isham (approaching the hurdy-gurdy bridge) on the Midland Mainline on October 21st. [Geoff Barton](#)

Main: Class 97 302 and 97 303 run light engine through Alscot on September 28th. [Jon Jebb](#)





Above: On October 23rd, power car No. 43014 leads 43062 into Yeovil Pen Mill with the 1Q23 from Old Oak Common HSTD to Weymouth via the world. [James Passant](#)

Left: DVT's Nos. 82129 and 82145 sandwich Class 67 003 working the 14:20 Northampton to Derby RTC test train, seen here at Northampton on October 1st. [Derek Elston](#)

Main: Class 37 402 approaches Wellingborough leading the 3M05 Dollands Moor to Derby RTC. Classmate 37 423 was tailing the train, September 27th. [Matthew Bird](#)





With the RHTT season in full swing the Anglia region seems to be favoured with Class 57s. Here Class 57 306 leads 57 008 through Wickford en route for Southend Victoria on October 31st. [Charlie Robbins](#)



Class 67 003 passes Church Brampton with the 14:20 Northampton to Derby RTC test train on October 3rd.  
Derek Elston



Class 97 302 and 97 304 are seen at Shrewsbury on October 14th working the 3S71 Crewe - Crewe RHTT. Carl Grocott



Network Rail's MPV Nos. 98908 and 98958 pass Wombridge on October 25th with a RHTT working. Jon Jebb



When they were cleaner, Class 97 304 and 97 302 top'n'tail the first 3S71 RHTT of the 2014 season to Morton on Lugg at Shrewsbury on October 12th. Yes it took just two days to get as dirty as in the photo above. Keith Davies

# Units: DMUs and EMUs



Arriva Trains Wales Class 175 105 heads past Penmaenmawr on October 25th working a Holyhead to Manchester service. [Richard Hargreaves](#)



Above: Northern Rail's Class 150 147 and 156 423 are photographed departing from Leyland station with the 2N97 08:23 service from Manchester Victoria to Blackpool North on October 10th. [Dave Felton](#)

Left: South West Trains' Class 458 017 calls at Clapham Jct. on October 19th with a service to London Waterloo. [Brian Battersby](#)

Main: South Eastern's Class 376 035 is seen departing London Bridge on October 11th. [Paul Godding](#)







Above: East Midlands Trains' Class 156 410 passes Stenson Junction working the 11:42 Derby to Crewe service on October 28th. [Derek Elston](#)

Right: Southern's Class 455 811 speeds through Sydenham with a service to Purley. [Paul Godding](#)

Main: Virgin Trains' Pendolino Class 390 124 speeds through Wigan North Western on October 11th with a Glasgow Central - London Euston service. [Brian Battersby](#)





Above: London Midland's Class 323 243 is pictured ready to depart Lichfield Trent Valley high level as the 2N53 service to Longbridge on October 25th. [Stuart Hillis](#)

Left: South Eastern's Class 465 172 is seen departing London Bridge on October 11th. [Paul Godding](#)

Main: South Eastern's Class 395 008 'Ben Ainslie' approaches Ashford International with the 09:45 Dover Priory to London St. Pancras International service on October 11th. [Derek Elston](#)





Above: Northern Rail's Class 156 441 departs from Leyland station with the 2H08 09:21 service from Preston to Hazel Grove on October 10th. [Dave Felton](#)

Left: Great Northern's Class 365 506 is pictured at London Kings Cross on October 11th working a service to Cambridge. [Paul Godding](#)

Main: London Overground's Class 378 212 arrives into Clapham Junction on October 19th with a terminating service from Stratford. [Brian Battersby](#)



Great Northern's Class 313 059 arrives into Finsbury Park on October 11th, working a service to London Kings Cross.  
Paul Godding



On October 8th, Virgin Trains' Pendolino Class 390 117 calls at Macclesfield working a Manchester Piccadilly - London Euston service. Michael Lynam



Under threatening skies, London Overground's Class 172 001 departs Leyton Midland Road, October 4th.  
Derek Elston



South Eastern's Class 395 003 and 395009 are seen stabled on Ramsgate depot, October 11th. Derek Elston





Above: Northern Rail's Class 156 472 manages to get a glimpse of the low autumn sunlight as it departs from Leyland station with the 2N72 07:57 service from Liverpool Lime Street to Preston on October 8th. [Dave Felton](#)

Right: First TransPennine Express' Class 350 404 arrives into Wigan North Western on October 11th working a Glasgow Central to Manchester Airport service. [Richard Hargreaves](#)

Main: Arriva Trains Wales' Class 153 320 passes Wombridge on October 31st with a Shrewsbury to Wolverhampton service. [Jon Jebb](#)



Great Northern's Class 313 036 departs London Kings Cross on October 18th with a service to Welwyn Garden City.  
Brian Battersby



Southern's Class 377 702 departs Kensington Olympia on October 18th with a Milton Keynes to East Croydon service.  
Brian Battersby



Heathrow Connect's Class 360 201 calls at Southall on October 19th working a Heathrow - London Paddington service. Brian Battersby



On October 1st, London Midland's Class 350 368 is seen stabled in Northampton Riverside sidings. [Derek Elston](#)



Great Northern's Class 321 402 arrives into London Kings Cross on October 18th with a service from Peterborough. [Brian Battersby](#)



On October 17th, London Midland's Class 172 219 and 172 211 depart Birmingham Moor Street with a service for Stratford-upon-Avon. [Michael Lynam](#)



SouthEastern's Class 375 823, working the 09:40 from Ramsgate to London Charing Cross, approaches Ashford International on October 11th. [Derek Elston](#)



Virgin Voyager Class 221 117 passes Preston Boats on October 18th working the 1Q64 13:15 Shrewsbury - Barton under Needwood test run in connection with the commencement of through services to Shrewsbury.  
Keith Davies







Above: CrossCountry's Class 220 031 pauses at Wolverhampton whilst working a Bournemouth - Manchester Piccadilly service, October 15th. [Michael Lynam](#)

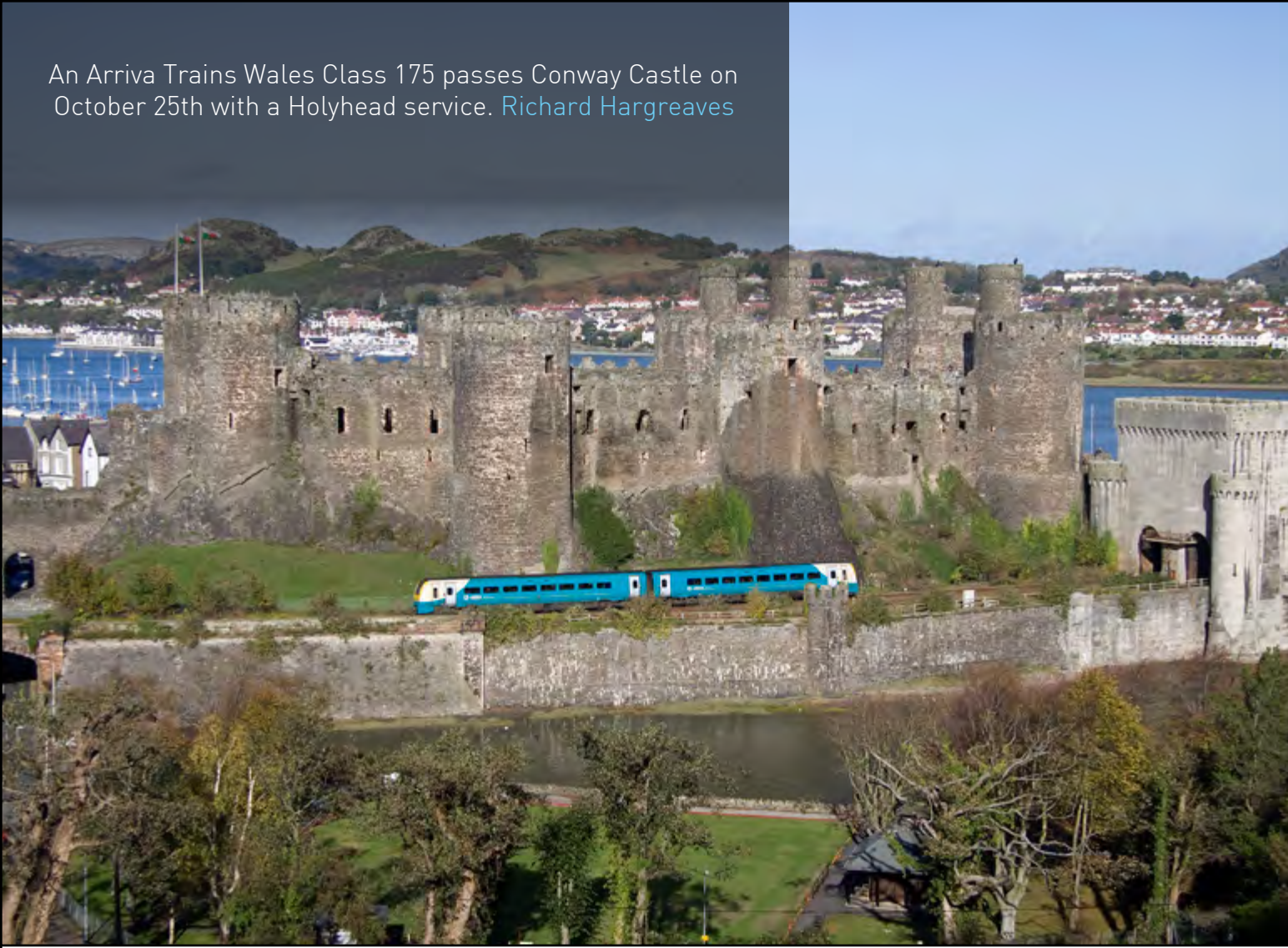


Right: On October 11th, SouthEastern's Class 375 615 departs Sandwich with the 11:50 Ramsgate to London Charing Cross via Dover. [Derek Elston](#)

Main: Northern Rail's Class 156 471 arrives into Wigan North Western on October 11th working a service to Liverpool Lime St. [Brian Battersby](#)



An Arriva Trains Wales Class 175 passes Conway Castle on October 25th with a Holyhead service. [Richard Hargreaves](#)



On October 4th, First Great Western's Class 143 611 leads the 2T17 into Dawlish with an Exmouth to Paignton service. [James Passant](#)



First Great Western's Class 143 603 working the 2E37 Exmouth to Exeter St. David's service arrives into Exeter Central on October 4th. [James Passant](#)



First TransPennine Express' Class 350 402 is seen departing Manchester Piccadilly on October 11th working a service from Edinburgh to Manchester Airport. [Brian Battersby](#)



# News and Features: Scotrail - life north of the border

Scotrail's Class 158 738 heads off the Forth Bridge and into Dalmeny Station, bound for Edinburgh. [Steve Thompson](#)



Scotrail's Class 334 023 is seen departing Haymarket and starting out on its lengthy journey to Milngavie.  
Steve Thompson



# Going Underground

Above: Bakerloo line '1972 stock' No. 3532 departs Baker Street with it's distinctive Sherlock Holmes murals on October 18th. [Chris Morrison](#)

Right: A Piccadilly line '1973 stock' service arrives into Park Royal on October 18th. [Chris Morrison](#)

Main: On October 11th, Piccadilly line '1973 stock' No. 139 arrives into Arnos Grove with a service to Rayners Lane. [Paul Godding](#)





1 Uxbridge 7 mins  
No Smoking  
14:13:51

Way out

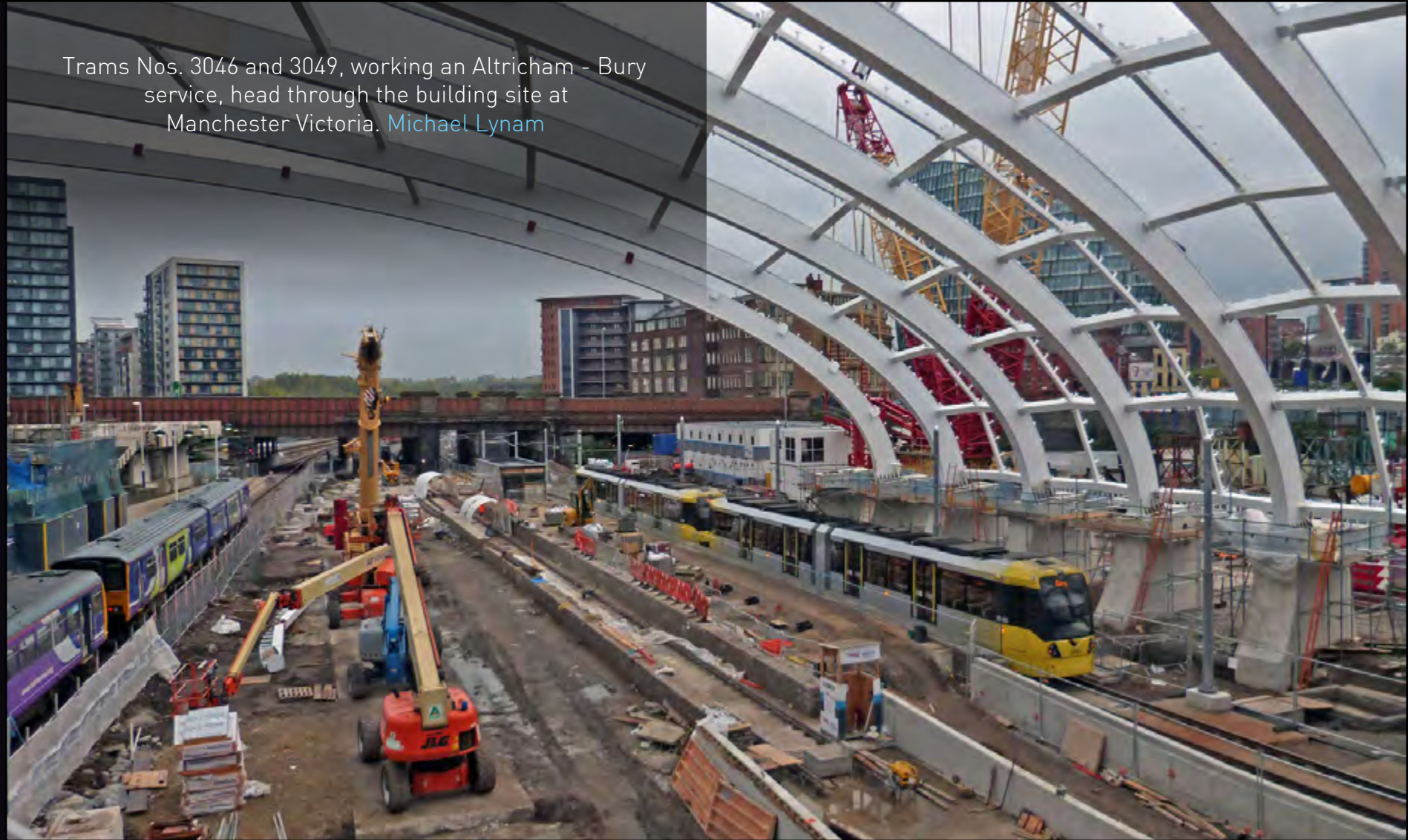
NORTH EALING

A train of Piccadilly line '1973 stock' heading for Cockfosters arrives at North Ealing on October 18th. Chris Morrison

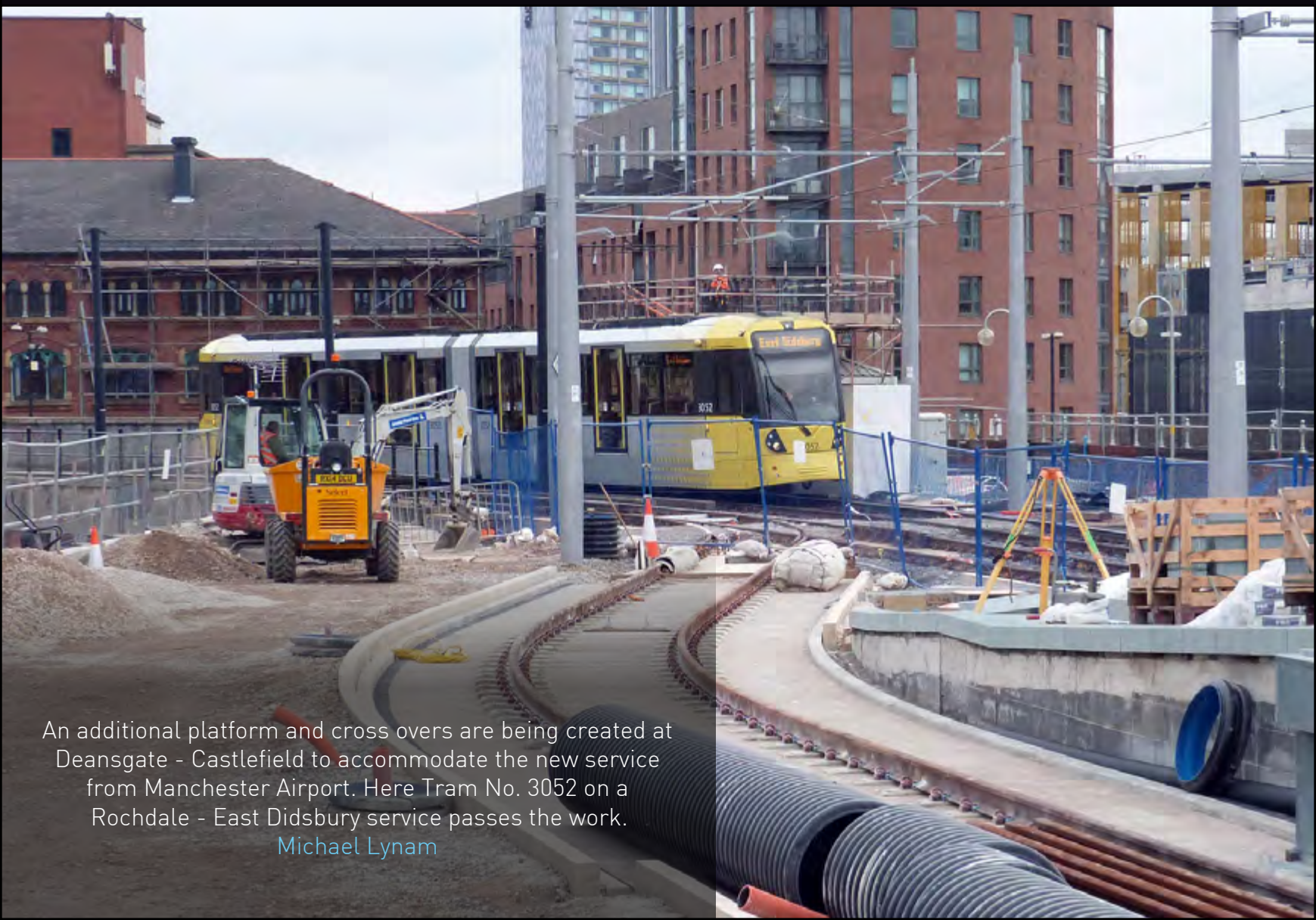
# Manchester Metrolink



Tram No. 3055 is seen departing Shudehill on October 11th working a service to Bury. [Brian Battersby](#)



Trams Nos. 3046 and 3049, working an Altricham - Bury service, head through the building site at Manchester Victoria. [Michael Lynam](#)



An additional platform and cross overs are being created at Deansgate - Castlefield to accommodate the new service from Manchester Airport. Here Tram No. 3052 on a Rochdale - East Didsbury service passes the work. [Michael Lynam](#)



Tram No. 3078 enters Hardy Lane having just crossed the M60 and the River Mersey heading for St. Werburghs Road on the newly open Airport extension. [Michael Lynam](#)

Tram No. 3072 crosses Barlow Moor Road, between Cholton & Southern Cemetery on route to the Airport. Michael Lynam



On the newly opened Airport branch, Tram No. 3072 arrives into Robinswood Road, near Wythenshawe Town Centre, on test and heading for St. Werburghs Road. Michael Lynam



## 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



**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!



# Midlands Metro



T69 Tram No. 12 is seen working to Birmingham Snow Hill at Priestfield. Michael Lynam



New CAF built tram No. 27 on driver training, approaches Wednesbury Parkway. Michael Lynam



T69 Tram No. 05 in the new pink and silver livery, approaches Wednesbury Great Western Street with a service to Birmingham. Michael Lynam



New CAF Tram No. 20 pauses at Wednesbury Great Western Street on a service to Priestfield. Michael Lynam

# Edinburgh Trams

Edinburgh tram No. 263 arrives into the city with a service from the Airport on August 19th. [Richard Jones](#)



# Fares Advice with RailUK

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

## How long is too long?

Q: Turned up at the station last week to find long queues at both the ticket machines and booking window. Fortunately I had enough time as it took ten minutes in the ticket machine queue and I would guess from how fast it was moving, about double that in the ticket window queue. The Penalty Fares system has requirements for off-peak queues of no more than 3 mins with 5 mins peak. The question is, how long is too long to queue without missing the train and what are the options?

I could have left the queue and asked to be let through the barriers onto the platforms but would they let me and if they did would I be allowed to buy on the train or at my destination as if a ticket had not been available at the starting station or am I expected to queue as long as is necessary and miss my train/ appointment if necessary?

A: There is no definitive answer, the legislations says you should not have to wait more than 5 minutes but doesn't say anything else on the matter or whether a queue longer than that gives you any other choice than to wait. However the 3/5 minute guidelines are not binding on anyone and as far as the law is concerned you are required to purchase a ticket before boarding where there are operative facilities to do so and commit a criminal offence if you do not. Train Operating Companies may at their discretion waive or not enforce these conditions.

## Rail ticket 'rip-off': passengers routinely denied cheapest fares

Recently the Daily Telegraph has carried out an investigation, which found that self-service machines — which are used to purchase almost a quarter of all rail tickets — offer wildly different fares.

They Quote: Customers buying from a machine can pay more than £200 when a ticket for the same destination can be found elsewhere at the station for more than £100 cheaper. For example, at machines run by train company Northern Rail in Leeds, passengers buying a First-Class Anytime Return to Birmingham were charged £271.

Only feet away, an East Coast trains machine offered the same journey using a First-Class Off-peak Return for £145.70. This type of ticket is not available for customers using Northern Rail's machines, which means that some passengers might not be aware that they could save £125.30 by travelling off-peak. At King's Cross, East Coast machines offered a ticket from London Euston to Liverpool on a First-Class Anytime Single fare for £229.50. However, a Thameslink & Great Northern machine just feet away offered a London Midland-only First-Class Anytime Single for £94 — a saving of £135.50.

The London Midland option would involve a change at Stafford and the journey would last around three and a quarter hours, more than an hour longer than the more expensive option. But passengers were not given the choice. In some cases customers are not offered cheaper prices for identical routes. At Chiltern Railway's Birmingham Moor Street station, a ticket from the city to London by any permitted route cost £49.50 for an Off Peak Single, while a Virgin machine at the city's New Street station, just five minutes' walk away, offered a Super Off Peak Single for £31, also by any permissible route — a saving of £18.50.

Chiltern Railways explained there had been "a minor technical error" that resulted in a fare not appearing on its machine. Elsewhere, rail operators were found to be promoting more expensive tickets on their own machines' "quick select" screens when fares almost half the price were available, albeit less visible. For example, London Midland's machines at Euston station automatically display more expensive fares, forcing passengers to sift manually through alternatives to secure the best travel deal. A Standard Anytime Return from London to Birmingham was quoted at £164 on a London Midland machine. But a passenger searching through the options to Birmingham would find a Standard Anytime Return travelling with London Midland-only listed on the same machine. The latter ticket was priced at £69 — a saving of £95 if the passenger was given the choice of the slower London Midland train. London Midland said the majority of its machines were in place to sell the most commonly purchased tickets to passengers travelling on the day — so they tried to keep the screens "simple and easy to use". "Tickets for more complex journeys are always better bought online or at a booking office," a spokesman said.

See the forum for a full discussion on this subject.

## 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!



Un-rebuilt Battle of Britain class light pacific No. 34067 'Tangmere' passes Starcross en route to Par. John Alsop



On October 3rd, Illuminated Blackpool Tram No. 736 is seen heading towards Pleasure Beach. Amy Bucki

A Cross Country HST set with power car No. 43321 at the head, sits in the sunshine at Plymouth after arriving with the 06:00 from Leeds on October 4th. Chris Morrison



## New designs unveiled as Queen Street consultation continues

On October 1st, Network Rail launched a second phase of public consultation to hear more views on the proposed £104m transformation of Glasgow Queen Street station. The company has also unveiled updated designs for how the station will look, which reflect changes made to the plans following the first round of consultation with passengers and public.

Scotland's third busiest station with 20m passengers a year, Glasgow Queen Street needs to expand to meet predicted growth to 28m passengers by 2030 and to accommodate the longer trains that will be running on key routes in the future.

As well as overhauling Queen Street's rail infrastructure and operational capabilities, the redevelopment will transform passenger facilities and improve how the station interacts with the surrounding city.

With construction work due to begin in 2015 and complete in 2019, the project to redevelop Queen Street will:

- Create a landmark, modern station which reflects Queen Street's role as a gateway to the city and also as an important departure point for visitors heading north
- Redevelop the east side of the building to extend the Buchanan Galleries and create new passenger facilities over two levels
- Redesign the concourse to double public floor space, extend platform lengths, improve passenger circulation and enhance waiting areas, entrances and catering / retail space
- Replace the current 1970s entrance, and the hotel extension above, with a 500m<sup>2</sup> modern glass frontage.

From feedback received during the first phase of consultation, the following changes have been made to the plans:

- Changed the design of the façade and the shape of the roof
- The main access ramp has moved from outside to inside the building and is now within the glass frontage of the station
- Widened the stairs at the entrance onto George Square
- Access to the low level at the east side of the station is enhanced by moving the lifts closer to the stairs and made allowances for potential future provision of lifts to the low level at the west side
- Initiated an additional study to look at enhanced access to the low level station

- The footbridge running east / west at mezzanine level across the centre of the station has been removed
- Changed ticket gate lines to further enhance concourse space and improve access to the low level station
- Working with access consultants and representatives to maximise provisions of disabled access and facilities including; parking, drop-off entrances/exits and toilets
- Additional cycle stands have been added.

Transport Minister Keith Brown said: "Queen Street is one of Scotland's most important stations. This consultation is informing plans which will transform the station into a 21st century transport hub.

"It will be an inviting and enjoyable place for people to begin or end their journey on some of Scotland's busiest rail routes, including the improved Glasgow - Edinburgh via Falkirk line through the EGIP scheme, which will result in 30% more seats and around 20% faster journey times on our flagship route.

"The redevelopment of Queen Street station will be another huge benefit of EGIP, which has already delivered the stunning new-look £25m Haymarket Station in Edinburgh, as well as improving journeys and facilities for passengers at all points in between."

David Dickson, Network Rail route managing director for Scotland, added: "The proposals unveiled for the second phase of consultation demonstrate that we have listened to, and acted on, what people are telling us they want to see at the station.

"Listening to what passengers, and those who live near the station, think of this exciting new vision for the future Queen Street, and enabling them to contribute to creating that vision, has enriched the proposals.

"The feedback we receive in this second phase will be just as important in shaping a station which better serves passengers, serves Glasgow and creates a landmark development in this iconic location."

The Queen Street redevelopment is part of the Edinburgh Glasgow Improvement Programme (EGIP), which will deliver a rolling programme of electrification across central Scotland over the next five years and beyond.

Funded by the Scottish Government, EGIP will reduce journey times and boost capacity on key routes including the main Edinburgh Waverley - Glasgow Queen Street line.

# Loco Fleet List 2014

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

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

## Contents

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

Loco Fleet List 2014 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web: [www.milzpublications.co.uk](http://www.milzpublications.co.uk) Email: [lee@milzpublications.co.uk](mailto:lee@milzpublications.co.uk)

Loco Fleet List



2014

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





Blackpool Tram 'The Western Train', restored to service a few years ago, is seen heading towards Pleasure Beach on October 4th. Amy Bucki

## Virgin Trains upgrades onboard and station wi-fi

Virgin Trains passengers will see wi-fi speeds up to four times faster while travelling at 125mph thanks to an overhaul of onboard technology. A contract signed in October with Nomad Digital will see the West Coast operator's entire train fleet installed with upgraded wi-fi equipment which can transmit up to 12MBPS. Work is due to start later this year and will be completed next summer. Discussions with Network Rail are continuing over trackside infrastructure which would allow onboard speeds far beyond this. A separate programme will also see superfast broadband with speeds of between 80MBPS and 100MBPS installed at all 17 stations Virgin Trains manages by summer 2015.

The upgrades have progressed as a result of a three-year deal signed with the Department for Transport in June under which Virgin Trains promised a number of service improvements. Graham Leech, Executive Commercial Director, said: "This work will ensure our trains and stations are equipped to cope with the demands of 21st century passengers. "We know that wi-fi is top of the list of areas where customers want improvement so we're delighted to be moving ahead with this." From next year passengers will be able to download films, music and other content at stations and stay connected during their journey. It will give customers even more to reason to choose to travel with us."

Virgin Trains was one of the first UK rail operators to install onboard wi-fi to its entire fleet but its popularity has meant it now struggles with the increased demand. The contract with Nomad Digital will see all 56 Pendolino trains fitted with equipment capable of transmitting up to 12MBPS while the fleet of 20 Super Voyagers will see speeds of up to 8MBPS. Both trains currently transmit 3MBPS. The routers will initially use 3G signal from existing masts alongside the West Coast Main Line. However, they are 4G-ready, ensuring that they will be able to transmit superfast wi-fi onboard once the rollout of new trackside infrastructure by Network Rail is complete.

Nomad's General Manager of EMEA, Jean-Philippe Tissot, said, "Nomad is proud to be playing an integral role in Virgin Trains' commitment to providing fast and reliable WiFi for its customers. "As a service that is already in huge demand for Virgin passengers, Nomad's upgraded solution will provide significant improvements for on-board WiFi speed and overall availability - partnered with 4G-ready technology that will significantly enhance the on-board WiFi experience, with scalability in mind."

## Passengers advised of Manchester Airport station closure

Work to complete the new fourth platform at Manchester Airport station will resume in January as Network Rail begins to install the new track and signalling.

The essential upgrade – which will allow extra services to call at the airport and provide passengers with better access from across the north of England – is part of the £1bn+ investment in the railway.

The majority of the work to build the fourth platform was carried out during construction of the Metrolink platform, ensuring that disruption caused by the expansion was kept to a minimum.

To complete the work – which also includes finishing platform improvements with new CCTV and information screens – only two platforms will be in use between Sunday 11 and Saturday 17 January and the station will then be closed to all trains until Monday 9 February. Network Rail has worked with Manchester Airport and train operators to plan the closure at the least disruptive time of year to minimise the impact it has on train, Metrolink and plane passengers. Information on replacement buses will be made available nearer the time. Ian Joslin, area director for Network Rail, said: "Much of the work to upgrade Manchester Airport station has been completed while trains continue to run but there is no other alternative but to close the station while we install the new track and complete the new fourth platform.

"While there is never a good time to close the railway we have worked closely with the airport, Metrolink and train operators to complete this work at a time which will impact the fewest numbers of passengers and I apologise for any short-term inconvenience while we deliver these long-term benefits." Wayne Poole, director of passenger services for Manchester Airport, said: "We'll be working with the variety of partners that are involved in the fourth platform works to minimise disruption during the station closures. The station is a vital entry point for passengers and staff who are looking to access Manchester Airport but the addition of the fourth platform is significant and will provide one of the best connected rail stations in the north of England. We continue to work with transport providers to look at ways to further enhance access to the airport."

Speaking on behalf of First TransPennine Express, Northern Rail and Arriva Trains Wales, a spokesman

said: "The investment in and development of Manchester Airport rail station presents a real opportunity for the future of rail in the north.

"The upcoming improvement works are an essential element of the £1bn investment that is taking place throughout the north of England and as operators we welcome the development. "The additional platform at the airport and the introduction of Metrolink services will provide for greater capacity and improved reliability for customers.

"Of course this work requires a temporary closure of rail services in and out of the airport but we will be providing customers with detailed information about why this is happening and how they might complete their journeys.



A comprehensive and appropriate coach replacement service is being delivered by train operators which should minimise any potential disruption to customers' travel plans."

Transport for Greater Manchester's Metrolink director, Peter Cushing, said: "With the opening of the new airport line in November, the new heavy rail fourth platform will represent an excellent example of heavy and light rail integration at one of the best road and rail connected airports in the country. "We are grateful to both Metrolink and rail passengers for their patience while this, ultimately, beneficial work is carried out."

The work involved will result in some changes to Metrolink services between Manchester Airport and Wythenshawe town centre – including slightly later starts on Sundays in November and from Saturday 17 January to midday on Sunday 18 January. At those times, trams will run between Cornbrook and Wythenshawe town centre, and like-for-like replacement bus services will run between the town centre and the airport.



Rebuilt GBRf Class 73 961 is seen at Quorn and Woodhouse, GCR, heading back to Brush. John Alsop

## Peterborough – Thousands more seats on the way in new Great Northern timetable

Great Northern have announced a new train timetable to be introduced on 14 December 2014 creating 15,588 more off-peak seats, benefitting thousands of passengers.

Thousands of extra seats have been created by lengthening trains and introducing an additional service. Passengers who will benefit are those that travel off peak in the week and at the weekends.

Great Northern Chief Operating Officer Dyan Crowther said: “The December timetable changes will bring thousands of extra seats for our passengers in the off peak, allowing them to have a more comfortable and enjoyable travel experience with Great Northern.

“By listening to local people along our route, we have introduced an extra service and longer trains to create 15,000 extra off peak seats.”

The most significant changes for Peterborough services are:

- New later service Peterborough – King’s Cross service at 22:44 calling at all stations to Stevenage, then Finsbury Park and King’s Cross
- Offering a connection at Peterborough for passengers on 18:30 from Edinburgh to local stations such as Huntingdon and St Neots to leave an hour later than at present
- On Sundays an additional 247 seats provided in the morning – doubling the length of 11:46 departure from Peterborough to King’s Cross

## Passengers advised to avoid the West Coast main line this Christmas as improvement work continues

Passengers are being advised to not use the West Coast main line over the Christmas period unless absolutely necessary as Network Rail continues to invest in and improve the railway. The West Coast main line will be closed between London Euston and Hemel Hempstead after the last trains on Christmas Eve until Monday 29 December. It will also be closed between Stafford and Crewe after the last trains on Christmas Eve until Sunday 28 December.

The closure between London Euston and Hemel Hempstead is necessary to continue work in the Watford area as to renew track, overhead lines and signalling. The closure between Stafford and Crewe is part of a £250m investment to provide faster services and capacity for more trains, including building a new section of railway over the existing main line.

To minimise disruption Network Rail, Virgin Trains and London Midland are advising passengers to avoid the West Coast main line and use alternative routes. Journeys made on the West Coast main line in and out of London and between the West Midlands and north west of England will be longer and are likely to involve a bus replacement service.

The closures will affect passengers from across parts of Scotland, north Wales, the West Midlands, north west and those travelling between Rugby, Northampton and Milton Keynes into London. Full details and alternative routes are available on the National Rail Enquires website at [www.nationalrail.co.uk/christmas](http://www.nationalrail.co.uk/christmas).

Jim Syddall, acting route managing director for Network Rail, said: “The section of track at Watford is one of the most intensively used, high-speed pieces of railway in Britain and has seen tremendous growth in traffic and passengers over the last five years.

“Norton Bridge between Stafford and Crewe is one of the last remaining bottlenecks on the West Coast main line and the new flyover there will help to increase capacity and allow linespeed improvements through the area.

“There is never a good time to carry out this type of work and we have liaised closely with the train operators to plan for it to take place at a traditionally quieter time on the railway.

“We apologise for the inconvenience caused but

the work is essential to improve the network and maintain reliable services for the millions of passengers who travel on the West Coast main line every year.”

Network Rail will continue to work with train operators to provide passengers with information in advance of the work and will continue to throughout to minimise disruption as much as possible.

Terry Oliver, London Midland’s head of west coast services, said: “During previous closures of this line we were pleased that passengers followed our advice to travel on alternative dates or with other operators. We are hopeful that our customers will choose to do this again during the December closure.” If passengers do need to travel over the Christmas period, they should remember to plan ahead, allow plenty of time and check before they travel.”

“If passengers do need to travel over the Christmas period, they should remember to plan ahead, allow plenty of time and check before they travel.”

Phil Bearpark from Virgin Trains said: “There is never a good time to shut the railway, especially one as busy as the West Coast main line. But it is important that this investment takes place, enabling Network Rail to replace ageing and unreliable infrastructure, leading to an improvement in performance on the route. “We’re making every effort to ensure that passengers are aware of the disruption they face if travelling with us over the weekend of 27 and 28 December and to consider postponing their journey if possible until Monday 29 December when a normal service resumes.”

Photo: Work taking place on the West Coast main line at Watford in May 2014 © Network Rail



On October 16th, LNER A4 No. 60007 'Sir Nigel Gresley' and two support coaches plus K4 No. 61994 'The Great Marquess' passes Buckshaw Parkway working 5Z69 Carnforth Steamtown - Castleton ELR. [Michael Lynam](#)



## Proposed solution to flooding at Cowley and Stafford bridges in Exeter

Network Rail has announced its preferred solution for tackling the problem of continual flooding at Cowley and Stafford bridges in Exeter. This solution involves the removal of three weirs close to the bridges to lower the water level in this part of the River Exe. Flooding at these bridges is a long-standing problem that has had a devastating impact on the nearby railway line and on the local community. In total, it has resulted in four weeks of disruption over the last two years, meaning numerous delays and closures on this part of the Great Western Main Line; loss of profit for businesses in the area; and a huge inconvenience to local residents.

Over the last year, Network Rail has been working to find a long-term solution to these problems. This has involved undertaking an in-depth environmental study of the area to establish the cause of the flooding and an assessment of the options available to reduce the chances of it happening again. The solution of removing Pynes, Exwick and Cowley weirs was chosen as the most preferable because it would provide the highest return on investment when the extent to which it could prevent further flooding was compared to its cost. Once the three weirs are removed, the river will be returned to its natural state, meaning that in this part the water level will fall by up to a metre.

Joanna Grew, Network Rail's commercial scheme sponsor for the project, said: "Over the years, flooding at these two bridges has caused huge disruption on the Great Western Main Line, severely inconveniencing passengers and harming the region's economy. As a good neighbour, we are also aware of the extensive problems it causes the local community, which is why we have been working to find a long-term solution. "The preferred option of removing the weirs is the most favourable as it would not only limit the chances of flooding in the future, it is also the option that provides good value for money for the public. "We are now working with the council and other stakeholders to gather their views on our proposal and will keep the local community updated on our progress."

George Arnison, from the Environment Agency, said: "We are pleased to support Network Rail's work to improve the railway's resilience to flooding. "It's great to see a solution emerge that complements the Exeter Flood Defence Scheme proposals and seems to offer both flood risk and environmental benefits."

## Manchester Victoria station's Metrolink stop to be completed in early 2015

The planned upgrade of the Metrolink stop at Manchester Victoria, which forms a key element of Network Rail's redevelopment of the iconic city centre station, is now set to be completed in early 2015.

The project – which is being delivered in partnership with Transport for Greater Manchester (TfGM) – will see the Metrolink stop completely redesigned and expanded to provide additional platforms and tracks, accommodating the new Second City Crossing and wider network expansion.

To allow the work to progress, the stop has been closed to passengers since February 2014 and Metrolink services have been running through the station on a single line of track. Due to the rescheduled completion date in the delivery of these improvements, single line running will now remain in place until February next year.

The additional time now required to complete the project is due to the complex nature of the construction and engineering works being carried out and to avoid any additional impact during the busy Christmas period. Debbie Francis, from Network Rail, said: "The completion of the Metrolink stop, which is part of the wider Manchester Victoria redevelopment, has regrettably been delayed and, after discussions with TfGM and Manchester City Council, is now due to reopen in February 2015.

"An extended closure of the line through the area is needed to complete the complex upgrade and this would disrupt passengers even further and impact the city in the build up to Christmas – one of the busiest times of the year for businesses and the economy.

"With this in mind, the closure of the track has been postponed and will now take place after the festive period. Further information will be available to passengers in December regarding the timing and impact of the closure. "We apologise for the delay and inconvenience this will cause and continue to work with TfGM and Manchester City Council to reopen the line as quickly as possible."

TfGM will continue to run double trams on every Bury to Altrincham service and a shuttle service between Bury and Abraham Moss will also stay in place to cater for around a third of journeys made on the Bury line.

Peter Cushing, TfGM's Metrolink director, said: "We are disappointed with the delay on this project. We fully appreciate how much of a blow it will be for passengers who have been so accommodating of the temporary service changes these works have required and are sorry that the changes will now have to be in place until the New Year. "To that end we will be working closely with Network Rail to ensure these vital improvements are delivered as quickly as possible and that our customers experience the minimum levels of disruption."

The Metrolink network as a whole is benefiting from a £1.5 billion investment in new lines, new trams and stop improvements, and Manchester Victoria is a key part of the network-wide upgrade.

The Manchester Victoria Metrolink stop works and associated enhancements are being funded by the Greater Manchester Transport Fund and European Regional Development Fund Programme 2007 to 2013.





An unusual shot of South West Trains Class 159 021 taking on passengers at Bath Spa with a service from Salisbury to Bristol Temple Meads, October 31st. [James Passant](#)

## Ryder Cup 2014

Class 68's to the fore as they tee off their career on their "First" Passenger Service. DRS were proud to be part of a joint operation with First Scotrail, providing extra capacity for passengers traveling to Gleneagles for the Ryder Cup which is the golfing worlds "Blue Ribband Event" and one of the most popular in the sporting calendar.



DRS provided locomotives, coaching stock and drivers to operate additional services for First Scotrail between Glasgow Central, Perth and Gleneagles. In total, DRS operated an additional 20 passenger services over the weekend of the event carrying up to 500 passengers per train!  
Photo: Dunblane - Morning of 23rd September ©DRS

## Passenger power: Virgin Trains puts investment options to the vote

Virgin Trains has revealed the results of one of the most extensive pieces of customer research ever undertaken by the travel operator – and has used the results to determine investment priorities for the new franchise. Customers were asked to name their top priorities for an 'ideal customer experience', from booking a journey and on-board experience through to arrival. One of the top priorities for customers was being rewarded for their loyalty, with 84% saying they would like this. Another key part of the customer experience was boarding guidance and assistance on the platform, with 72% of passengers keen to see more pre-boarding help when catching their train. Improvement of station waiting areas also featured highly, with 62% of customers asking for better facilities to enable them to work or wait in a comfortable environment.

Together with recent developments such as the introduction of a customer reward

programme with Nectar, a Priority Boarding service for vulnerable passengers, and even a Teddy Tracking service to reunite children with their lost toys, Virgin Trains is committing to creating a customer experience no other train company can match. The travel operator has also committed to spending £20m upgrading stations along the network as it seeks to tackle customers' top priorities.

Speaking at Euston Station, Richard Branson, founder of the Virgin Group, pledged to put the customer at the heart of a £50 million investment in the passenger experience. Richard Branson said: "Today is not only about looking towards the future; it's also a celebration of how far we've come. Since winning the West Coast Franchise in 1997, we have revolutionised train travel beyond all recognition, transforming a struggling rail artery into the UK's most popular long-distance route now carrying 32 million passengers every year." But we don't just want to meet customer expectations, we want to exceed them. And that's why we're committing to go further than any other train operator, to create an unparalleled on-board experience for our customers. Our customers told us what would make their journeys with us even better and we listened. We have already started to make this a reality, from beefing up our pre-boarding teams to making a great start with

our new Nectar rewards programme.

"We have even more ambitious plans to delight every customer who travels with us, whether that's through being able to offer thousands of extra seats or new services to Blackpool and Shrewsbury. And it's our people who will help make this happen, as we aim to make every journey on a Virgin train as close to perfect as we possibly can."

For family and leisure travellers, offering quality time on-board by creating the best possible experience and making customers aware of all the benefits of travelling by train is a top priority. For business travellers, Virgin Trains is working hard to offer an experience on-board that is more akin to an office through the introduction of an upgraded Wi-Fi service.

Through an extensive engagement programme, Virgin Trains is also empowering all its 3,287 staff to make a positive difference to every journey, whether that's helping those in need of extra assistance through the Priority Boarding service, or simply surprising and delighting a customer to make their day. As part of the celebration, Virgin Trains is launching a brand new marketing campaign. The £8m integrated campaign aims to get people out of their cars and off planes by focussing on the unique customer experience on a Virgin train.



## Doubling of the railway lines between Bristol stations is given the green light

Passengers and businesses in Bristol are set to benefit from an increase in train and freight services, reduced journey times and a better travelling experience after Network Rail announced the doubling of the railway lines between the city's two main stations.

Demand for rail travel into Bristol is continuing to increase and is set to rise by half in less than a decade. To help meet this demand, the number of lines between Bristol Temple Meads and Bristol Parkway stations will be increased from two to four through Stapleton Road and Lawrence Hill, resulting in an increase in train services and reduced journey times. The extra lines will also enable an increase in freight services, contributing to economic growth in the region by helping businesses to move more goods, more efficiently by rail.

Known as the 'Filton Four Tracks' project, the work forms part of Network Rail's Great Western Route Modernisation Programme to modernise and transform the Great Western Main Line from London Paddington through to Swansea. Under a separate programme of work, this route will also benefit from electrification and a new fleet of faster, quieter and greener electric trains by December 2017.

Andrew Haynes, Network Rail's project director for the west of England, said: "This is an exciting time for the growing city of Bristol. For the last two years we have been working closely with the city council to make sure this project becomes a reality and it's great news that we are now only a matter of weeks away from the start of work on this vital upgrade.

"The doubling of the tracks between Temple Meads and Parkway stations, together with our work to electrify the Great Western Main Line, will mean that passengers, residents and businesses in Bristol will benefit from an increase in services, reduced journey times and quieter, greener trains. All of this will help us to meet an increasing demand for rail travel and to continue to drive economic growth in the region."

Cllr Mark Bradshaw, assistant mayor at Bristol City Council, said: "I welcome the commitment to enhance our rail infrastructure by restoring the lost tracks at Filton Bank and much else. This will support the new faster electric services to London and South Wales, the vital connections towards Birmingham and HS2, and new capacity for growing our local MetroWest passenger and extra freight services. "I saw for myself the scale of the planned works and the extra capacity and resilience which will be the result. There will be disruption but the longer-term benefits will be considerable. Network Rail, the DfT and our partnership of local authorities in the West of England area are committed to working together to make this happen."

Cllr Brian Allinson, chair of the West of England Joint Transport Board and transport member for



South Gloucestershire, said: "This four tracking is vital for our MetroWest plans to improve the local rail services, and it's a real milestone getting it started. The rail improvements, along with MetroBus, will provide so many more options for moving around and demonstrating to investors we are serious about investing locally."

Work to double the railway lines will begin in December 2014 and will be undertaken by Taylor Woodrow, following the award of a £33m contract by Network Rail.

Photo: Filton Four Tracks - members of the project team and partner agencies © Network Rail



First Great Western's Class 153 373 arrives with an empty coaching stock move into Westbury. James Passant

## Integrating HS2 into the existing rail network will add extra capacity and improve connectivity, says Network Rail

Network Rail has welcomed the second report by Sir David Higgins on the future of high speed rail in Britain, which reinforces the strategic case for creating additional capacity on the rail network and improving connectivity across the North and the Midlands, as well as the north-south links to London.

Mark Carne, Network Rail chief executive, said: "HS2 will provide a step-change in capacity on the rail network and boost economic growth by transforming connectivity between our biggest cities.

"We welcome the recommendations in this report that emphasise the importance of integrating the new high speed line with the existing network. If we plan and operate rail services in an integrated way, there will be opportunities to improve connectivity between our major towns and cities, not just north-south but also east-west.

"Our initial work on options to improve east-west connectivity across the Pennines has demonstrated that the aspiration set out in the One North report for fast and frequent rail services linking the city regions together is possible and would bring wider benefits. Our work is at a very early stage and we are ready to work in partnership with local stakeholders, HS2 and the DfT as options for improved east-west connectivity are developed more fully."

## London to Norwich line set for major investment in 2015

The railway line from London to Norwich is set to benefit from a major package of upgrades worth £170m next year, providing a better, more reliable railway for passengers.

More than 1,300 passenger trains and around 100 freight trains a day use the Great Eastern Main Line connecting London Liverpool Street with east London, Essex, Suffolk and Norfolk – meaning the tracks are subjected to enormous amounts of wear and tear.

In addition to upgrades of the overhead lines, track and signalling, one of Network Rail's fleet of 'high output' machines will start working its way along the line from January to improve the reliability of the railway while also providing a smoother ride for passengers.

This work will be carried out on Saturdays and Sunday nights, and on Monday, Tuesday and Wednesdays from mid-to-late evening onwards to avoid the peak periods when most commuters will be travelling. The £42m high output machine scoops up the crushed rock, called ballast that the track sits on, before sieving out any small, broken pieces and replacing them with the same weight in fresh stone.

This provides a safe, well-drained bed for the track to sit on and is absolutely vital to improving performance on this busy line. The machine is currently being used to upgrade the Great Western Main Line, before moving over to the Anglia region in the New Year. By using this technology, Network Rail can cover double the distance every night in comparison with conventional methods. If the same work was to be delivered using conventional methods at weekends only, the equivalent upgrade would take 12 years instead of around two years.

Richard Schofield, Network Rail route managing director, said: "This essential upgrade is the railway's equivalent of resurfacing a busy road. Running a safe, reliable railway depends on the track being in good condition – not just the metal rails, but the foundations on which they sit too. "We're using one of the most modern pieces of kit on the railway, meaning the majority of our work can be done while trains are running on the adjacent track. As the name suggests, the 'high output' machine is also much, much quicker than using traditional methods. The railway in East Anglia is getting busier and passenger numbers are growing year on year. This work is part of a significant investment programme to bring the railway into the 21st century and deliver a better service to passengers."

Jamie Burles, Managing Director, Abellio Greater Anglia said: "We will be working closely with Network Rail throughout the period of the High Output engineering programme. In scheduling the work overnight and at off-peak times to avoid the main periods of commuter travel, we will be doing everything possible to minimise alterations to the normal train service. "The outcome of this programme and the other infrastructure investment that Network Rail is implementing next year will give us a better, more reliable railway. We also remain absolutely focused in our determination that the powerful case that is being made to Government, in partnership with our key stakeholders through the Great Eastern Rail Campaign, will deliver the significant and major upgrades for the East Anglia rail network that we all wish to see."

Key projects on the Great Eastern Main Line in 2015 also include:

- Overhead line upgrade: Engineers continue to upgrade 60-year-old equipment to improve reliability along the Great Eastern Main Line. In 2015, work in the Chelmsford area will be completed.
- Witham: Network Rail is installing new track and points at Witham. Points allow trains to move from one part of the track to another
- Colchester: Engineers are returning to Colchester to complete the second part this project. NetworkRail is remodelling the track and installing new sets of points, to deliver a more reliable railway to passengers
- Crossrail: Work continues to transform travel for commuters and longer-distance passengers between London, Essex and beyond. The additional passenger capacity and renewed stations will mean major, long-term improvements. Brand new trains will replace the existing trains used on stopping services from Shenfield to London from 2017.

Work on these key projects will take place during eight weekends between the beginning of February and the end of March in addition to Easter and May bank holidays. In 2015, there are currently no plans for any major disruptive engineering work on the Great Eastern Main Line between May and the end of the year, which would require a bus replacement service during weekends on both Saturday and Sunday.

The high output ballast cleaner is planned to work as follows:

- January to April: from Norwich to Haughley
- April to May: from Ipswich to Stowmarket
- May to October: from Colchester to Shenfield
- November to December: from Norwich to Stowmarket

Where the work takes place from mid-to-late evenings on certain weeknights and very early mornings, there will be some extended journey times and the timetable will also be supplemented with some additional bus services. Extra staff will be on duty during these periods to assist customers with information provision and when transferring to and from bus replacement services.

Full information of revisions and alterations to train times, and advise on alternative travel arrangements will be available at stations and published on the Abellio Greater Anglia and National Rail website in advance of each stage of the High Output work.

The High Output work continues on the Great Eastern Main Line in 2016, but is also planned to work on Saturday nights on the Ely to Peterborough line through the spring and summer. In late 2016 and into 2017, Network Rail will start installing new track on the Great Eastern Main Line as it continues to upgrade the railway.



On October 10th, Class 66 050 hauls 60 091 'Barry Needham' as 6D44 Bescot - Toton with two engineers wagons. [Stuart Hillis](#)

# EAST COAST UNVEILS MOVING TRIBUTE 'FOR THE FALLEN'

A unique and moving centenary railway tribute to the thousands who gave their lives in World War One was dedicated on October 14th. The specially-designed East Coast locomotive number 91 111, named 'For The Fallen', carries a livery filled with images, stories and tributes to regiments and people who served in them across the East Coast route. The locomotive entered service on the flagship Newcastle to London and Edinburgh route following a poignant dedication ceremony at Newcastle Central Station, witnessed by civic and military leaders and veterans and serving soldiers.

East Coast enlisted the help of five iconic regiments from key locations along the East Coast Main Line to commemorate the sacrifices made by their forebears, and to tell some of the human stories behind the conflict. The insignia of the Tyneside Scottish, an honorary title currently maintained by 204 (Tyneside Scottish) Battery Royal Artillery of the 101st (Northumbrian) Regiment Royal Artillery, became the first of the five to be unveiled on the locomotive. East Coast Managing Director Karen Boswell said: "The whole rail industry is rightly marking the centenary of World War One. 'For The Fallen' is East Coast's individual tribute to those who went to war, and to those who made the ultimate sacrifice. This includes the 20,000 rail workers who signed up for the War, never to return. "We've been working on this loco with five regiments on the East Coast route. It will take some of the stories, images, facts and history behind the regiments, and the Great War, to millions of our passengers across the country.

"What was to later become known as the Tyneside Scottish Brigade lost 1,010 officers and men on just the first day of the Battle of the Somme in 1916. This brigade suffered the heaviest losses of any brigade. So we are here today because we will not forget what they did. To quote from Laurence Binyon's poem, For The Fallen, We Will Remember Them" The rail industry is marking this year's centenary of the outbreak of World War One in several ways, and East Coast's 'For The Fallen' locomotive will be a visible reminder of the conflict, and those who shaped its outcome, to millions of passengers on one of the nation's busiest long distance lines. No fewer than 700,000 people worked on Britain's railways 100 years ago: 20,000 of them died after volunteering to serve in the Great War.

Within eight weeks of war being declared, 750,000 men had volunteered to join Field Marshal Earl Kitchener of Khartoum's new army, many responding to Alfred Leefe's famous September 1914 poster bearing Kitchener's face and the statement 'Your Country Needs You'. Four Tyneside Scottish battalions were formed as part of Kitchener's new army: it is estimated that a total of 2,286 Tyneside Scottish soldiers were killed during the war, the majority at the Somme. Today, the Tyneside Scottish is an honorary title maintained by the 204 (Tyneside Scottish) Battery of the 101st (Northumbrian) Regiment Royal Artillery.

Lieutenant Colonel Philip Haigh, Commanding Officer 101 Regiment Royal Artillery, said: "I'm delighted to see the launch of East Coast's eye-catching and fitting commemoration to the soldiers of World War One at Newcastle Central Station. "One hundred years ago, Newcastle's men were flocking to join the Tyneside Scottish. Today those searching for challenge and service join the Army Reserve's 204 (Tyneside Scottish) Battery Royal Artillery in Kingston Park.

"The original Tyneside Scots fought in France with rifles. Their successors now use the army's battle-winning Multiple Launch Rocket System (MLRS). Join me and become a Tyneside Scot just like your ancestors."

Major Eric Ingram, MBE, DL, represented the Lord-Lieutenant of Tyne and Wear, Sir Nigel Sherlock, at the dedication ceremony. Major Ingram said: "The naming of this East Coast locomotive, 'For the Fallen', is a fitting tribute to the men of the North East who gave their lives in the service of their country. It is a great honour to be unveiling this train's nameplate as it embarks on its journey around the UK, marking the centenary of the outbreak of World War 1 and that conflict's fallen heroes."

The dedication ceremony in Newcastle follows the introduction in 2011 of East Coast's popular policy of train namings to promote the people and places, communities and heritage on its flagship route.

Loco 91 111 'For The Fallen' joins sister East Coast electric locomotive 91 110 'Battle of Britain Memorial Flight', which features the insignia of the Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) and its three famous World War Two aircraft – the Spitfire, Hurricane and Lancaster.



The 07:23 Tonbridge Engineers Sidings RHTT working is seen as it comes off the Hastings line at Ashford International on October 11th. [Derek Elston](#)



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# Virgin Trains recruits Paranormal Consultant to satisfy spooked staff

**Carlisle is the UK's most haunted train station**

**Staff sightings of strange apparitions lead to unique hire**

In a move never made before, Virgin Trains has employed a Paranormal Consultant to man the halls of the most haunted railway station in the country, Carlisle Station, during the Halloween period. Barri Ghai, founder of Ghostfinder Paranormal Society, has been drafted in to detect paranormal activity following the frequent reports of strange and unexplainable experiences which have left staff spooked.

Using equipment such as The Gauss Master (which measures Electro-Magnetic Fields) and thermal imaging cameras, the resident ghost hunter will be responsible for manning areas with the highest readings and strangest activities so he can ensure that unsuspecting public don't stumble into terrifying terrain.

Carlisle Station, infamous for its haunted happenings, with rumours of a headless man roaming Platform 8 and a veiled woman lurking in the undercroft, came out on top as the most haunted railway station as selected by the brave Virgin Trains staff who have reported their experiences.

Top 5 Most Haunted UK Stations

1. Carlisle
2. Crewe
3. Preston
4. Stoke On Trent
5. Wolverhampton

For those whose interests are piqued by the otherworldly, customers can travel to Carlisle from London Euston in little over 3 hours with Virgin Trains from £16.50 (standard class) and £50 (first class), to explore the unknown in one of their many ghost tours. Tours can be booked directly at: <http://www.carlisleundercroft.co.uk/ghost-tours.html>

Stuart Davidson, Customer Experience Manager at Liverpool station said: "I have seen very strange things at Carlisle Station, particularly in the undercroft tunnels under the station itself. The most memorable was seeing two men's faces and a little boy with a dog appearing in

a red mist. I've also seen objects thrown from nowhere, been kicked by a seemingly invisible person and heard voices I can't explain."

Although the initiative is being trialled at Carlisle Station due to the huge amount of sightings, there are many other locations on the route which have also received ghostly reports from Virgin Trains staff.

Crewe Station is also steeped in history and rumour has it that Queen Victoria had her own secret tunnel beneath the station. There is also the curious tale of the ghostly footprints in the ticket office.

Sheila Breeze, Station Manager at Crewe Station commented: "I'd advise not going to the north subway in Crewe Station. This is where the lift shaft is, the one rumoured to be used by Queen Victoria. There is definitely something down there. Braver people than me have taken pictures and short videos but they never stay down there very long and always run back up the stairs with a look of panic in their eyes. Not for the faint-hearted."

There are even reports of paranormal activity taking place on trains

Rob McMillan, based at Wolverhampton Station said: "On board one of the trains from Wolverhampton there are frequently strange occurrences reported including a male presence, temperature changes and odd sightings. There have even been bizarre happenings when the train is completely empty and stationary. I can't explain any of it..."

Steve Tennant, Customer Experience Director at Virgin Trains said: "We do understand that this is a slightly unorthodox way of responding to customer feedback, but we want to ensure that our staff never feel uncomfortable at work – even if it is caused by paranormal activity! Staff feel unnerved by the unusual happenings, so Virgin Trains has employed the Paranormal Consultant to put their minds at ease."

# The Nosh Report

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

Here we go folks with this month a report from new rail operator Great Northern:

## Curry in a hurry from Stevenage station fresh food enterprise

Train Operator Great Northern has partnered with a popular local lunchtime provider, Martin Burnside, of The Street Kitchen and invited local MP Stephen McPartland to officially open the new outlet at Stevenage railway station on October 24th.

Street Kitchen owner Martin is better known locally for his Mauritian style curry that he serves everyday out of his food van in Stevenage town centre, regularly attracting long queues of hungry customers. The curry is made fresh every morning with over 30 ingredients, with many locally sourced.

Martin and his family have invested thousands of pounds in developing The Street Kitchen brand and have worked with Great Northern to create a modern look and feel to its flagship kiosk at Stevenage railway station. The outlet will be open all day serving fresh breakfast, lunch and dinner to its customers. A brand new customer app is due to launch soon, allowing Stevenage's busy travellers to order and pay for their order in transit, arriving at the station to collect a hot, freshly made meal.

Stevenage station has recently undergone a £340,000 refurbishment, creating a modern and welcoming environment for passengers arriving at the station.

Great Northern's Chief Operating Officer Dyan Crowther, who joined in the ceremony said:

"At Great Northern we are committed to strengthening partnerships with our local communities and working with local independent traders.

"This new outlet is a great addition to our newly-refurbished station concourse.

"Martin has created a unique food offering for the area, specialising in his famous curry made with over 30 fresh

ingredients each day. His app will be a great facility for our busy passengers."

Martin Burnside added:  
"It's great to be in partnership with Great Northern and to serve the local rail passengers fresh, exciting natural food."

As he opened the new Street Kitchen outlet, Stephen McPartland MP commented:

"This is great news for passengers and I know from experience how great the food tastes at Street Kitchen.



I am delighted to be given the honour of officially opening this amazing partnership between Street Kitchen and our new local train company Great Northern.

"The investment in Stevenage Station is part of an ongoing programme that makes me proud to be the Member of Parliament for Stevenage."

So there you have it, lets hope that this will be a great success and that it is the first of many more outlets.

But I'm not sure that I would want to board a train where it has been eaten, imagine the smell from the bins.....

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

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



On October 27th, Class 31 601 passes Oakley working the 6Z32, 13:45 Willesden Euroterminal - Chaddesden Sidings with just two wagons in tow. [Lorenzo D'aniello](#)



Warship Class 42 No. D821 is an unusual sight at Old Oak Common depot on October 18th, having recently arrived for repairs. [Brian Battersby](#)

# A Different View

Late afternoon at Clapham Junction and as a Southern Class 455 EMU heads into London Victoria as another Class 455 approaches the station. [Class47](#)



LNER A4 Class 4-6-2 No. 60007 'Sir Nigel Gresley' takes on water at Hellifield during its light engine move from Castleton to York on October 28th. Shep Woolley





BR(M)



REFRESHMENT ROOM

LYONS TEA

STATION MASTERS OFFICE

PLATFORM

Class 45 041 stands in the platform at Loughborough during an EMRPS photo charter at the Great Central Railway on September 29th. [Laurence Sly](#)





Above: LMS Hughes Crab Class No. 13065 works the 1J67 Heywood to Rawtenstall through Irwell Vale on October 18th. [Alan Naylor](#)

Right: BR Standard Class 4 2-6-4T No. 80080 heads away from Irwell Vale with a service to Rawtenstall on October 12th. [Brian Hewertson](#)

Main: LNER Class A4 No. 60009 'Union of South Africa' working the 1J71 Heywood to Rawtenstall, calls at Irwell Vale on October 18th. [Alan Naylor](#)



Class 55 No. D9009 'Alycidon' disturbs the morning mist  
leaving Ramsbottom for Rawtenstall on October 12th.  
Gerald Nicholl





Above: LMS 3F No. 12322, leads WD 132 and on the rear LNER K4 Class No. 61994, as the trio work the 1G61 through Irwell Vale with a Bury to Rawtenstall nonstop express on October 18th. [Alan Naylor](#)



Right: LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' heads towards Rawtenstall with the parcels set at Nuttall. [Ken Abram](#)

Main: LNER A4 Class 4-6-2 No. 60007 'Sir Nigel Gresley' catching the early morning sunlight as it passes Burrs with the day's first train to Rawtenstall, October 19th. [Ken Abram](#)



Simmering at Ramsbottom waiting for the off, Standard Class 4 2-6-4T No. 80080 heads the 10:35 service for Rawtenstall on October 12th. [Gerald Nicholl](#)



## WORK UNDERWAY TO SECURE PLANNING PERMISSION FOR REST OF GCR 'GAP'

### GREAT CENTRAL BRIDGE FUND REACHES £650k

Construction work on a new bridge to carry a re-unified Great Central Railway over the Midland Main Line at Loughborough is expected to begin early next year. Meanwhile contracts have now been let for the environmental studies, ahead of a planning application for the rest of the project, which will create an eighteen mile main line heritage railway.

In early October contractors were on the site of the proposed new embankment, another key component of the reunification scheme. Over the next few weeks they will produce a report, detailing the current state of the site and what effect rebuilding the embankment will have on wildlife and nearby water courses. These separate studies will inform the design work and ultimately a planning application for the construction of the rest of the link.

Lili Tabiner from the Great Central Railway said, "The project is really beginning to move up a gear. With work expected to begin on the main line bridge shortly, it is vital we get the rest of the project 'shovel ready'. If funding permits, we'll be able to move straight on to other elements, once the bridge is complete. The paperwork may not sound exciting, but it is crucial to securing all the required consents before building work can take place. The fact that we have been able to let these contracts shows real progress."

The work is being funded using money from the Government's Local Growth Fund. The GCR was awarded one million pounds towards the overall cost of the reunification project, to be spent in two half million pound tranches, over the next two years.

Meanwhile, the separate appeal to raise one million pounds to pay for the bridge over the Midland Main Line has now raised six hundred and fifty thousand pounds.

Lili continued, "We are so grateful to everyone who has contributed, to take our total to this new milestone. We still have some way to go to reach the million pound target, though again, our collection team were met with a warm and generous response during our October gala to our collection. It is vital to raise this money, as the Local Growth Fund money is not available to spend on the bridge."

The bridge, one of the key pieces of infrastructure required to reconnect Great Central's north and south is expected to be in place before the end of 2015.

Photo: Ecology survey underway Oct 2014 at GCR  
©Lili Tabiner



On October 12th, Class 55 No. D9009 'Alycidon' arrives into Irwell Vale with the 12.45 service to Heywood.

Michael Lynam



## PUBLIC ENJOYS BREATH-TAKING VIEWS OF HISTORIC CORFE CASTLE THANKS TO NEW WEBCAM AT VICTORIAN STATION

Anywhere in the world and at any time, the public can now enjoy breath-taking views of Corfe Castle's historic Mediaeval ruins – thanks to a new Internet webcam installed at the picture postcard village's restored Victorian station. Previously, one of the best bird's eye views of an iconic historical landmark anywhere in the country could only be enjoyed by a signalman on duty in his tall signal box as he ensures that steam trains run safely and on time.

But, the installation of the Internet webcam on the top of the award-winning rebuilt Corfe Castle signal box now means that the public can enjoy the stunning view of the Medieval castle ruins from home or while on the move. The real time footage from the signalman's view webcam can be accessed via the Swanage Railway's website at [www.swanagerailway.co.uk](http://www.swanagerailway.co.uk).

Located in Dorset's beautiful Isle of Purbeck – a protected Area of Outstanding Natural Beauty – the new webcam was the idea of John Hallett who regularly travels the 86 miles from his home in south Devon to volunteer as a porter at Corfe Castle station.

The cost of obtaining, setting up and maintaining the new webcam has been covered by RailCam.org.uk, a not for profit group relying on public donations to set up and maintain webcams on railways around the country for enthusiasts and the general public to watch.

John Hallett said: "A webcam is a wonderful way for the Swanage Railway to engage with the public and enable everyone to enjoy the beauty of Corfe Castle station, and the historic Medieval ruins, at any time of the day and at any time of the year.

"Restored from a disused and boarded up condition back in the early 1980s, Corfe Castle station is one of the most picturesque stations anywhere in the country with the dramatic castle ruins in the background and train movements in the foreground.

"The signalman's view is enthralling and gives a new perspective on the Swanage Railway. The webcam footage will be of interest not just to enthusiasts but the general public too because they can easily see what trains are running," explained John, whose father – Eric S. Hallett – wrote for Rail and Travel Monthly and the Railway Magazine before the First World War.

Swanage Railway General Manager Richard Jones said: "The new webcam on the roof of the signal box at Corfe Castle station is a marvellous idea and I would like to thank John Hallett for seeing the opportunity and coming up with the idea.

"While similar webcams on other preserved railways feature a series of updated stills, our new signalman's view webcam features real time footage of the station and passing steam trains with the castle ruins behind. "I am sure that the footage will be of interest to many people around the country and indeed the world. If they're not interested in our steam and diesel trains, they will marvel at the view of the historic castle ruins at any time of the day and through the changing seasons," explained Mr Jones.

A royal palace, fortress and prison for more than 600 years, the earliest part of Corfe Castle dates from the 10th century. A Royalist stronghold, the imposing castle fell to treachery in a siege during the Civil War of the mid-17th Century and the ruins are the result of a year's worth of demolition by Parliamentary forces.

Photo: Corfe Castle porters under new signal box webcam © ANDREW PM WRIGHT

LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' arrives at Rawtenstall with the 4C05 freight from Ramsbottom, October 18th. Michael Lynam





With the Keighley and Worth Valley Railway severed near Oakworth for bridge repairs in mid September, limited services were run at weekends at each end of the line with a DMU at the northern end, and steam at the southern. Shuttling between Haworth and Oxenhope, the train at this end of the route was top and tailed by the WD steam loco No. 90733, and with a rare passenger outing for the prototype shunter 'Vulcan' at the Haworth end of the train. The WD (Main) is seen leading just south of Haworth Loop and Vulcan is seen pictured (Left) on the rear. [Amy Bucki](#) The Class 101 DMU (Above) is seen near Ingrow. [Ben Bucki](#)



Shades of the Somerset and Dorset at the Worth Valley as 4F No. 43924 pilots the recently-restored SR Pacific "City of Wells" out of Haworth with a train for Oxenhope on October 10th. [Ben Bucki](#)



LMS 5MT 'Black 5' Class 4-6-0 No. 45305 heads towards Oakworth with a service from Keighley on October 10th. [Robert Bates](#)



SR 'West Country' Class 4-6-2 No. 34092 makes very light work of the steep climb out of Ingrow. It was carrying its original name 'Wells' rather than the more familiar 'City of Wells'. [Ken Abram](#)



LNWR 0-6-2T 'Coal Tank' No. 1054 climbs Oakworth Bank with the Autumn Steam Gala's first train from Keighley on October 10th. [Ken Abram](#)



USA S160 No. 5820 leads WD Austerity 2-8-0 No. 90733 as the pair approach Oakworth on October 11th. [Michael Lynam](#)



On October 12th, SR 'West Country' Class 4-6-2 No. 34092 'Wells' makes a splendid sight as it climbs past Top Field, Haworth during the lines steam gala. [Mark Pichowicz](#)



A dramatic dark sky made the long wait worthwhile as the much delayed afternoon freight train with WD Austerity 2-8-0 No. 90733 in charge makes its way past Top Field, between Haworth and Oxenhope. [Ken Abram](#)





# Severn Valley Railway



LSWR 0-4-4T Class M7 No. 30053 stands at Bewdley on October 3rd. Richard Hargreaves



Class 50 049 stands in Kidderminster station, October 3rd.  
Phil Martin



Class 37 109 ascends Eardington Bank with the 16:11  
Kidderminster - Bridgnorth, October 2nd. Keith Davies



On October 4th, Class 55 019 'Royal Highland Fusilier'  
climbs Eardington Bank with the 12:59 from Kidderminster.  
Phil Martin



Network SouthEast liveried Class 50 026 'Indomitable'  
descends Eardington Bank with the 13:42 Bridgnorth -  
Kidderminster on October 2nd. Laurence Sly



Western, Class 52 No. D1015 'Western Champion' descends Eardington Bank with the 14:30 Bridgnorth - Kidderminster on October 2nd. [Laurence Sly](#)



Class 40 106 arrives into Hampton Loade with a Bridgnorth to Kidderminster working on October 3rd. [Martin Hart](#)



Class 37 109 arrives into Hampton Loade on October 2nd with a working to Bridgnorth. [Phil Martin](#)



Class 52 No. D1015 'Western Champion' approaches Little Rock with the 14:30 Bridgnorth - Kidderminster service on October 2nd. [Keith Davies](#)



Class 52 No. D1062 'Western Courier' climbs Eardington Bank on October 4th enroute to Bridgnorth. [Phil Martin](#)



# Great Central Railway



Above: BR Class 9F No. 92214, wearing green livery, is seen heading the Windcutter rake away from Loughborough, October 5th. [Derek Elston](#)

Left: The lines resident 2 car Metro-Cammell Class 101 DMU is seen departing Quorn and Woodhouse with a local service to Rothley on October 5th. [Derek Elston](#)

Main: LNER D49 Class No. 246 'Morayshire' is seen at Kinchley Lane with the 12:00 Loughborough to Leicester North service on October 5th. [Derek Elston](#)



On September 29th, Class 45 041 passes Woodthorpe whilst hauling a rake of ballast wagons. [Laurence Sly](#)

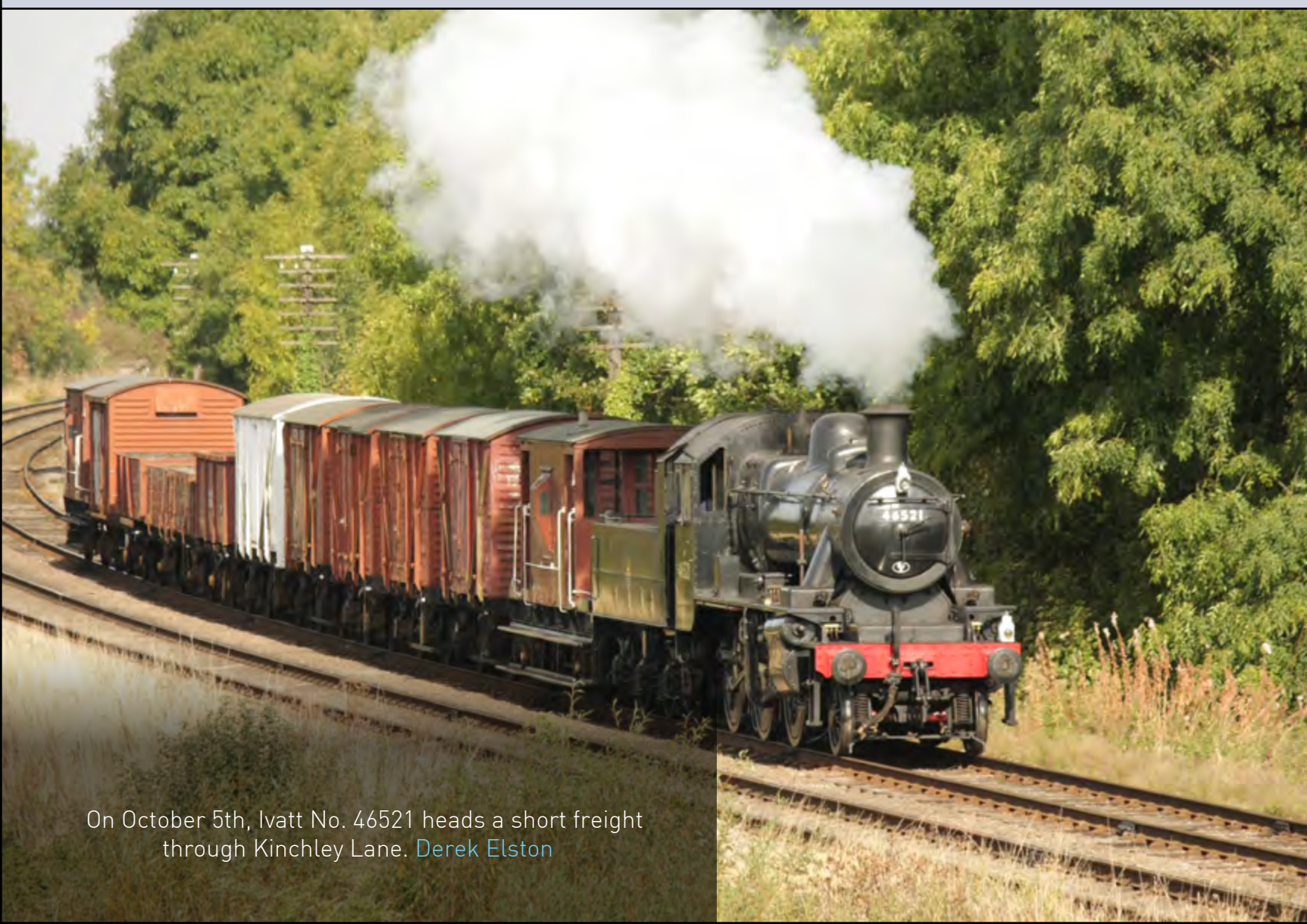




LMS 8F No. 48624 bursts under Beeches Road bridge with the 09:45 departure from Loughborough to Leicester North on October 5th. [Derek Elston](#)



Southern No. 777 'Sir Lamiel' departs Loughborough with a service to Leicester North, October 4th. [Robert Bates](#)



On October 5th, Ivatt No. 46521 heads a short freight through Kinchley Lane. [Derek Elston](#)



LMS Fowler Class 3F No. 47406 is seen at Kinchley Lane running bunker first on the 12:15 local service to Rothley. [Derek Elston](#)



LNER D49 Class No. 246 'Morayshire' leaves Loughborough on October 4th with a service to Leicester North. [Robert Bates](#)



BR Standard 4 No. 76084 heads towards Quorn and Woodhouse on October 3rd. [John Alsop](#)



## ALL TWENTY WHEELS CAST FOR NEW STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

All twenty wheels for brand new steam locomotive No. 2007 Prince of Wales have been cast by William Cook Cast Products (WCCP) in Sheffield and Leeds. The completed wheelsets are expected to be fitted to the locomotive by the end of 2015 creating a rolling chassis.

The Gresley class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

William Cook Cast Products Ltd, whose plants specialise in the design and manufacture of steel castings for all industrial purposes, made the pattern equipment, cast and machined the new steam locomotive's eight 6ft 2in diameter driving wheels, two 3ft 2in diameter pony truck wheels, two 3ft 8in diameter Cartazzi wheels and eight 4ft 2in diameter tender wheels on very advantageous terms. WCCP is the principle sponsor of No. 60163 'Tornado' which was completed in 2008 by The A1 Steam Locomotive Trust and was the first new steam locomotive to be built in Britain for almost 50 years. The company provided all of the steel castings for Tornado and leases her tender to the Trust. In return, The A1 Steam Locomotive Trust will provide William Cook Cast Products with appropriate publicity and access as accords a major sponsor of No. 2007 Prince of Wales. The Trust estimates that the twenty wheels (including proof machining) would normally have cost in excess of £155,000. Existing supporters of the project can sponsor whole wheels or individual spokes of the driving wheels part of a broader Dedicated Donation scheme where supporters can sponsor a variety of components. One or more of the 18 spokes of the driving wheels are available to sponsor for £600 (or £25pm for 24 months) each and a '6ft 2in driving wheel casting and proof machining' at £12,000 (or £200pm for 60 months). Supporters who subscribe to the scheme will have their names inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components available for sponsorship will become available as construction progresses.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: The completion of all twenty wheels – twelve for the engine in three different sizes and eight for the tender – mark a significant milestone in the project to build Britain's most powerful steam locomotive. Over the next few months the wheels will be machined, have their tyres fitted, attached to their axles and the completed wheelsets equipped with roller bearings." "William Cook Cast Products played a vital role in the construction of No. 60163 Tornado as our Principle Sponsor and we are delighted to have them on board working with us on the construction of No. 2007 Prince of Wales, Britain's most powerful steam locomotive. Thanks to the help that such a world leading and technologically advanced company as William Cook Cast Products is giving us in producing the wheels for No. 2007, we are hopeful that we will have completed the rolling chassis for the new Gresley class P2 towards the end of next year and that we are on-track for completing the locomotive in 2021."



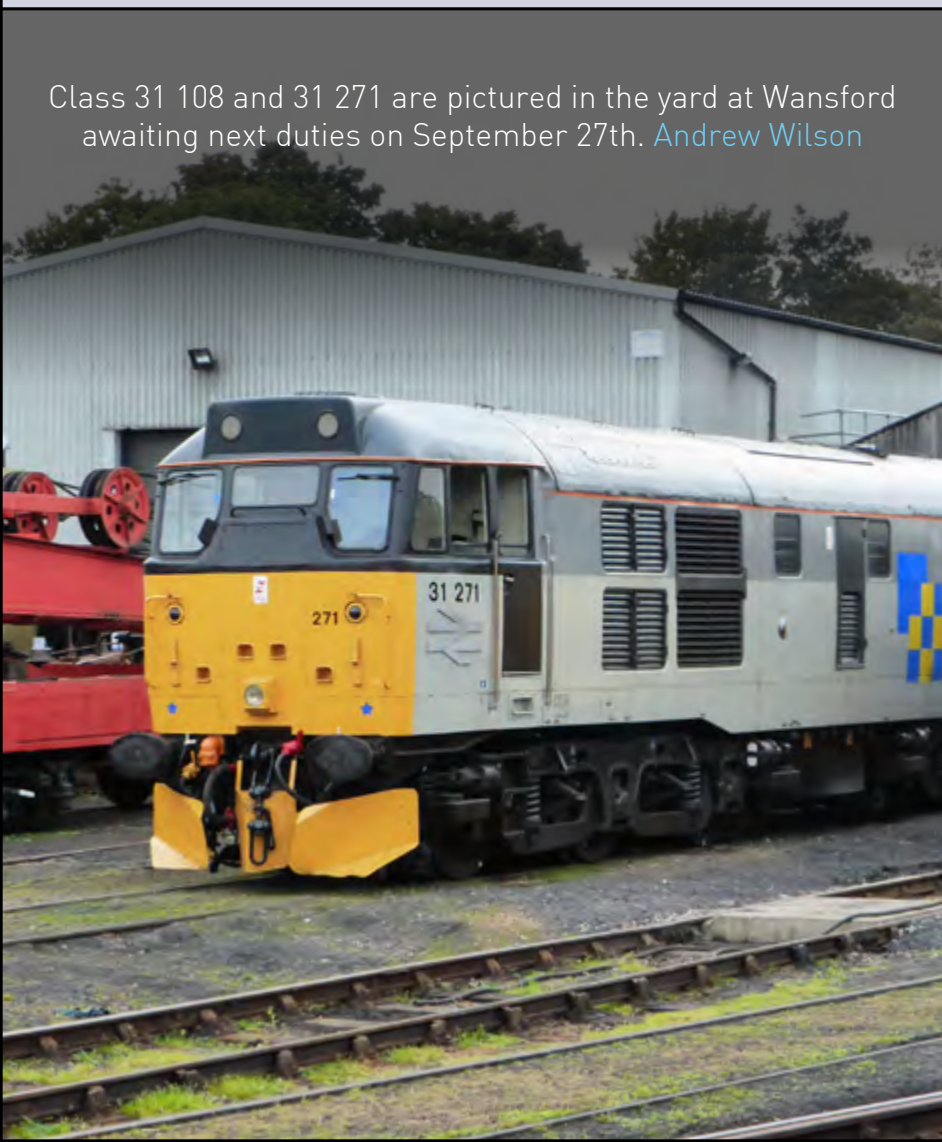
# Nene Valley Railway



DB Kof II No. 323 674-2 'Splutter' stands at Wansford station. [Andrew Wilson](#)



East Midlands Trains' Class 08 899, visiting the line, is pictured at Yarwell Mill on September 27th. [Andrew Wilson](#)



Class 31 108 and 31 271 are pictured in the yard at Wansford awaiting next duties on September 27th. [Andrew Wilson](#)



UK Rail's Class 56 081 stands on the turntable at Wansford, September 27th. [Andrew Wilson](#)



# NETWORK RAIL BOUNDARY REMOVED AS WORK STARTS TO RESTORE THREE MILE LINE FOR TRIAL WAREHAM TRAIN SERVICE



DCR's Class 56 312 is seen ready to depart Wansford with a service to Peterborough on September 28th. [Andrew Wilson](#)



Another visitor to the line for the diesel gala, GBRf's Class 66 755 runs light engine through Wansford station. [Andrew Wilson](#)

An historic step forward towards a trial train service to Wareham has been taken with the volunteer-led Swanage Railway dismantling its old boundary connection with the national railway system. The removal of two track points and signalling equipment at Motala – between Furzebrook and Norden – marks the start of the Swanage Railway's year-long upgrading of three miles of newly acquired line from Motala to near Worgret Junction.

Last month, the Swanage Railway signed an historic 99-year lease with Dorset County Council after the three miles of line – formerly owned by Network Rail – passed to the county authority. The new boundary between the Swanage Railway and the national railway system near Worgret Junction is now protected by a new Network Rail signalling system and is marked by notices.

Installed as a safety system when the Swanage Railway signed a connection agreement with Network Rail in 2006, the Motala boundary with the national railway system was removed on Wednesday, 15 October, 2014, using a large rail-mounted crane and two road-rail machines. The five-hour operation also saw the removal of a pair of metal gates across the track, a lever frame signalling system for operating the two track points and also a lineside hut. The two track points were replaced with a length of plain track to form part of the continuous stretch of line between Norden – a mile east of Motala and the current limit of Swanage Railway passenger train operations – and Worgret Junction.



Swanage Railway Company Chairman Peter Sills said: "The historic removal of the old Swanage Railway boundary with the national railway system at Motala is a great achievement and very significant in the long campaign to return regular passenger trains between Swanage and Wareham.

"The Motala boundary removal also marks the start of a year-long project to upgrade three miles of railway line to near Worgret Junction. "It's a major project involving the replacement of 1,700 wooden sleepers, the clearing of six miles of embankments and drains as well as the checking and upgrading of six miles of lineside fencing. "Through the Purbeck Community Rail Partnership, we hope to start running a trial passenger train service to Wareham during the Autumn of 2015 – on 50 days during the first year and 90 days during the second," explained Mr Sills who travelled on the last British Rail train from Swanage to Wareham in 1972.

The new boundary between Network Rail and the Swanage Railway is now located a quarter of a mile south of Worgret Junction, the Junction being a mile west of Wareham on the London to Weymouth main line. Mr Sills explained: "Until the Motala boundary was abolished, special trains from the national railway system down to Corfe Castle and Swanage and return had to stop at Motala because of the physical connection. "Installed as a safety measure protecting both the Swanage Railway line and Network Rail line, Motala's track points were unlocked by keys held by the two parties so trains could pass from one side to the other.

"Motala is historically important to the Swanage Railway because it was where British Rail cut short the old branch line and set up a stopblock in the summer of 1972 – six months after the last passenger train ran from Swanage and Corfe Castle to Wareham in January of that year," he added. In January, 2002 – 30 years to the day after British Rail controversially closed the Swanage branch line – the Swanage Railway's tracks finally reached the national railway system at Motala, six and a half miles from Swanage and 25 years after the first tracks were relaid at Swanage station.

Photo: Motala removal in October 2014 © ANDREW PM WRIGHT

In lovely late afternoon sunlight, Class 33 035 arrives into Wansford on September 27th with a service from Peterborough. [Andrew Wilson](#)



# Launceston Steam Railway



0-4-0ST Quarry Hunslet 'Lilian' rests at Launceston station on October 27th. [Steve Andrews](#)



'Covertcoat' is an 0-4-0ST 'Quarry Hunslet' built in 1898 by the Hunslet Engine Company of Leeds as No. 679. Seen here in the shed at Launceston. [Steve Andrews](#)



## ROLLER BEARINGS ORDERED FOR NEW STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

### Timken to sponsor roller bearings for Britain's most powerful steam locomotive

The roller bearings for new Gresley class P2 No. 2007 Prince of Wales have been ordered from Timken and are expected to be delivered in mid 2015. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Following the success and reliability that Tornado has demonstrated, in no small part due to the use of roller bearings, the decision was made at an early stage of the definition of the new class P2 locomotive Prince of Wales to use the Tornado roller bearing axle design instead of the original plain white metal bearings fitted to the original class P2s locomotives. The Timken Company which engineers, manufactures and markets Timken® bearings, will provide all the axle bearings for the new locomotive and tender on advantageous terms as well as the essential engineering support to fit them. Timken was a sponsor of No. 60163 Tornado which was completed in 2008 by The A1 Steam Locomotive Trust and was the first new steam locomotive to be built in Britain for almost 50 years. The company provided all of the roller bearings for Tornado which have performed faultlessly. In return, The A1 Steam Locomotive Trust will provide Timken with appropriate publicity and access as accords a sponsor of No. 2007 Prince of Wales. The Trust estimates that the roller bearings would normally have cost in excess of £40,000.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "The Timken Company played a vital role in the construction of No. 60163 Tornado as a major sponsor and we are delighted to have them on board working with us on the construction of No. 2007 Prince of Wales, Britain's most powerful steam locomotive."

"Thanks to the help that such a world leading and technologically advanced company as Timken is giving us in providing the roller bearings for No. 2007, we are hopeful that we will have completed the rolling chassis for the new Gresley class P2 towards the end of next year and that we are on-track for completing the locomotive in 2021."

Paul Sanders, Regional Sales Manager, The Timken Company, added: "Timken is proud to be associated with the successful project to build brand new main line steam locomotive No. 60163 Tornado and is delighted to be continuing that association with the building of No. 2007 'Prince of Wales', Britain's most powerful steam locomotive. Our agreement to provide the roller bearings on advantageous terms and associated engineering support is one that is of great benefit to both parties. As with Tornado, the finished locomotive will be a tribute both to the dedication and vision of The A1 Steam Locomotive Trust and the quality of Timken products."

"This is a sponsorship arrangement that will enable us to demonstrate again the variety of uses to which Timken roller bearings can be put and one that demonstrates that The Timken Company is still the world's leading authority on tapered roller bearings. We look forward to working with the Trust on the locomotive's construction."

Mark Allatt concluded: "With the ordering of the roller bearings from The Timken Company and the dedication of No. 2007's frames in July, no-one can now doubt that we really mean business. 2014 will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those who want to be a part of this exciting project to become covenantors, sponsors and volunteers to help us maintain this momentum."





'Lilian' is an 0-4-0ST 'Quarry Hunslet' (Penrhyn Port class) and worked for most of her life at Port Penrhyn. Built by the Hunslet Engine Company of Leeds in 1883 as No. 317 and seen here on October 27th arriving at Launceston.

[Steve Andrews](#)

# North Yorks Moors Railway



GWR Castle Class 4-6-0 No. 5029 'Nunney Castle' passes Moorgates with a Grosmont to Pickering service on September 26th. [Robert Bates](#)



Q6 Class 0-8-0 No. 63395 passes through Darnholm with a demonstration freight on September 26th. [Robert Bates](#)



The A1 Steam Locomotive Trust  
New Steam for the Main Line

## TORNADO RETURNS TO HER DARLINGTON BIRTHPLACE

### No. 60163's intermediate overhaul underway and boiler dispatched to Germany

Famous new steam locomotive No 60163 Tornado returned to her birthplace in Darlington today for the first time since she was completed and unveiled to the world's press in August 2008. Tornado will be at Darlington Locomotive Works until May 2015 undergoing her intermediate overhaul having completed 80,000 miles over the past six years.

The initial dismantling of Tornado took place at Barrow Hill Roundhouse following her last appearance in steam and in her blue livery at the annual convention of The A1 Steam Locomotive Trust, the registered charity that built and now operates the locomotive, on Saturday 4th October 2014. Her boiler was lifted from her frames yesterday and dispatched to DB Meiningen Locomotive Works, Germany, where it was built, for overhaul. Tornado's frames left Barrow Hill on 27th October and her tender will follow in the New Year. Her support coach will move to Locomotion: NRM Shildon in due course.

In addition to being the first time that Tornado has returned to Darlington Locomotive Works since she was completed in 2008, it is the first time ever that a Peppercorn class A1 'Pacific' and Gresley class P2 'Mikado' have sat side-by-side. The last class P2 was rebuilt from a 2-8-2 to 4-6-2 wheel arrangement class A2 'Pacific' in 1944, four years before the first Peppercorn class A1 was completed. Gresley class P2 No. 2007 Prince of Wales (Britain's most powerful steam locomotive) is under construction at DLW with a planned completion date of 2021. The main item of work during Tornado's intermediate overhaul will be a full internal inspection of her boiler, requiring the removal of all of the tubes, as the boiler first steamed in January 2008. As a precaution the firebox foundation ring corners will be renewed and a significant number of stays replaced. The boiler and smokebox have been sent to DB Meiningen to carry out this work in order complete it in the shortest possible time. The boiler is expected back from DB Meiningen at the end of January 2015.

Work on the engine frames include re-setting of hornblock/axlebox clearance, which requires all coupled wheels out at once; a thorough check for frame cracks using non-destructive testing (NDT); a thorough inspection of all bolted/riveted joints; and improvements to pipework and installation of air pumps to speed removal and refitting. The engine will be re-assembled during February/early March 2015. Tornado's tender will receive a general inspection, clean out and if necessary repairs to the tank as well as possibly preliminary work for the fitting of ERTMS (European Rail Traffic Management System which starts to come into use in 2016). Tornado will be steam tested at Darlington Locomotive Works where she will receive a full re-paint into the LNER apple green livery that she carried when named by TRH The Prince of Wales and The Duchess of Cornwall in 2009. It is planned to hold a number of events in Darlington with No. 60163 Tornado and the frames of No. 2007 Prince of Wales in April 2015 before she is re-united with her support coach at Locomotion and re-enters main line service in May 2015 with a full seven year certificate.



Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "After six years of hard work on the Network Rail main line and heritage railways the length and breadth of Great Britain, No. 60163 Tornado has covered 80,000 miles since she was unveiled to the worlds press at Darlington Locomotive Work. In that time she has hauled the Royal Train three times, starred in BBC Top Gear's 'Race to the North' and brought a smile to the faces of thousands of onlookers. Now she has come back to her birthplace to be overhauled and returned to as-new condition so that she can continue to delight the public and introduce new generations to the awesome sight and sound of a steam locomotive at speed on the main line."

"The A1 Steam Locomotive Trust would like to thank all of its supporters for their on-going generosity without whose support Tornado would not be able to continue her main line career. For more information on how to get involved and where to see Tornado visit [www.a1steam.com](http://www.a1steam.com)." Photo: Tornado's boiler leaving Barrow Hill for Germany. ©A1SLT

# Gloucestershire Warwickshire Railway

On the Gloucestershire Warwickshire Railway, GWR 'Manor'  
Class 4-6-0 No. 7820 'Dinmore Manor' departs from  
Toddington with the 15:00 for Cheltenham, October 21st.  
Gerald Nicholl





On October 18th, Class 37 215 had a running day on the GWR to celebrate it's 50th year!, seen here looking in fine condition for its age at Winchcombe. [Lewis Mitchell](#)



# Lynton & Barnstaple Railway



On the Lynton & Barnstaple Railway in Devon, Bagnall 0-4-2T No. 3023 'Isaac' catches a rare patch of sun whilst preparing to leave Woody Bay Station on October 19th.  
Gerald Nicholl



On September 27th, the line held a gala celebrating 10 years since the L&B started to run trains at Woody Bay, and 79 years since the Southern Railway closed the line. Here 'Lyd' in the only sunshine seen all day, waits at Woody Bay for the return of the train from Killington Lane. [Stewart Smith](#)



Replica Manning Wardle 2-6-2T No. E190 'Lyd', visiting from the Ffestiniog Railway, with resident Bagnall 4-4-0T 'Charles Wytock' (rarely used as it is privately-owned) are seen outside the shed at Woody Bay on September 27th.  
Stewart Smith

# From the Archives

Tyseley 'Bubble Cars' Nos. 55009 and 55032 form a Leamington Spa to Stratford-upon-Avon service, leaving the small station at Claverdon in May 1987. [Chris Morrison](#)





Above: Class 37 408 stands at Crewe on July 6th 1996, ready to work a North Wales coast service to Holyhead. [Brian Battersby](#)



Left: Class 25 325 and 25 268 pass Harlescott, Shrewsbury with an Ellesmere Port - Severn Tunnel Jct. rake of bitumen tanks on May 7th 1985. [Keith Davies](#)



Main: Class 31 233 heads through Stafford on September 19th 1998 hauling a single nuclear flask. [Paul Godding](#)



North Western Train's Class 158 757 stands at Crewe on June 6th 1998, having arrived with a service from Chester.  
Paul Godding



1500v DC electric loco Class 76 031 is pictured stabled in the snow at Guide Bridge in December 1981. Brian Hewertson



EMU Class 304 002 arrives into Navigation Road en route to Alderley Edge on September 28th 1991. Michael Lynam



Class 37 402 is seen working the 15:00 Cardiff - Rhymney service on April 6th 2002. Carl Grocott



Above: LTS Class 302 203 stands at Barking on April 11th 1996 with a service from London Fenchurch St. to Leigh. [Paul Godding](#)

Left: Class 25 265 passes Wem with the 6V67 Moss End to Severn Tunnel Junction 'Speedlink' service on July 23rd 1984. [Keith Davies](#)

Main: Class 76 051 is seen stored at Reddish in July 1982. [Steve Stepney](#)







Above: Class 37 052 departs London Liverpool Street on July 11th 1981 with a service to Norwich. [Brian Hewerton](#)

Left: Eurostar Class 373 306 passes Class 47 810 at Stafford on March 16th 1999. The Eurostar was on test to Manchester for the North of London services that were planned. With the recent announcement that these sets are to be withdrawn by SNCF, who would have thought that the Class 47 pictured here will probably outlive them. [Paul Godding](#)

Main: Class 60 021 passes Mickwood working the 6V75 09:12 Dee Marsh to Margam steel on January 11th 2003. [Carl Grocott](#)





Above: Class 33 107 leads a ballast working through Dawlish Warren in May 1985. [Brian Hewertson](#)

Left: English Electric Class 37 711 is seen stabled at Didcot on May 25th 1998. [Paul Godding](#)

Main: BR Class 52 No. D1042 'Western Princess' hauls a mixed freight train on the former GWR main line through the Vale of White Horse on July 12th 1963. [Dave Felton](#)





Above: LMS Ivatt 4MT No. 43112 is seen at Stoke motive power depot on August 28th 1966. [Dave Felton](#)

Left: Another LMS Ivatt, No. 43029, is pictured on freight duties at Accrington on July 8th 1967. [Dave Felton](#)

Main: A busy Brush Works, Loughborough on July 7th 1990 as brand new Class 60s Nos. 60 016, 60 017, 60 020, 60 021, 60 023, 60 024, 60 025, 60 028 and 60 031 are seen awaiting delivery into traffic. [Brian Hewertson](#)



With K4 2-6-0 No. 61994 'The Great Marquess' at the rear, LNER A4 Pacific No. 60007 'Sir Nigel Gresley' approaches Bolton on October 16th, heading to the ELR for their Autumn Steam Gala. [Gerald Nicholl](#)

