

# Railtalk | Magazine

Issue 99 | December 2014 | ISSN 1756 - 5030





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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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Railtalk Group. © Railtalk 2014



Welcome to Issue 99 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well we made it! Another year over, nothing more than fading memories. But what a years it's been and I know I've said it before, but I'll say it again, the UK Rail Network just gets better and better. We have more heritage traction working back on the mainline, more excellent new locomotives (these being the class 68s) and well, what more can we ask for. Over the past near 8 1/2 years (Yes, that long!) that I've been working on the magazine, we have seen the highs and the lows, with perfectly good locos going for scrap, but a new lease of life brought to those we never expected to see again.

Let's look forward to 2015, firstly we have Issue 100 of Railtalk but more importantly we also have some massive franchise changes, the biggest of these being the East Coast. Although won by Stagecoach, will it see a west coast style livery with Virgin branding? and will we see HSTs once again in Virgin Trains livery? I know it's not to everyone's taste, but I've always wanted to see Virgin give it a go on the East Coast. Then there is the TransPennine franchise, will First group get an extension??? I for one just cant wait.

All that is left to say now though, is from everyone at Railtalk Magazine, we would like to wish you a Very Merry Christmas and a Happy New Year.

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, Keith Chapman, 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: LNER A4 No. 4464 'Bittern' passes Beeston Castle with a Cathedrals Express tour from London to Chester on November 22nd. [Mark Pichowicz](#)

This Page: At Heaton Chapel station, a CrossCountry 'Voyager', working a southbound service from Manchester Piccadilly, dashes through as two Northern Class 323 EMUs, working stopping services, call to set-down and pick-up passengers. [Keith Chapman](#)





# Charter Scene

## Compass Tours - The Festive St. Nicholas Explorer

On November 29th, Class 40 145 returned to the main line once again to head this outing from Southport to York, with an add-on mini tour to Saltburn from York. Seen here arriving into Manchester Victoria with the outward working. [Class47](#)



## Compass Tours - The Festive St. Nicholas Explorer

Class 47 804 is seen on the rear of the charter as it departs Manchester Victoria and heads across the Pennines to York, November 29th. [Class47](#)





## Railway Touring Company - THE CHRISTMAS CHESHIREMAN

LMS Black 5s Nos. 44871 and 45407 pass Beeston Castle with The Christmas Cheshireman railtour heading for Crewe on November 22nd. [Mark Pichowicz](#)





## Railway Touring Company - THE CHRISTMAS CHESHIREMAN

Ian Riley's pair of Stanier Class 5 4-6-0s Nos. 44871 & 45407 generate interest on the platform at Crewe having just arrived from Bristol via Chester with the 'Christmas Cheshireman' on November 22nd. [Gerald Nicholl](#)





## Railway Touring Company - THE CHRISTMAS CHESHIREMAN

LMS Stanier Class 5s 4-6-0 Nos. 44871 & 45407 storm through Waverton on November 22nd, heading this Bristol to Crewe tour. [Brian Battersby](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

Stanier Black Fives Nos. 44871 and 45407 head the 07:09 Paddington - Shrewsbury 'Cathedrals Express' north of Craven Arms on November 29th. [Chris Morrison](#)





## Pathfinder Tours - The Festive Portsmouth Explorer

37688 'Kingmoor TMD' stands at a foggy Cheltenham Spa on November 29th with the 1Z38 Eastleigh - Stafford Pathfinder Tour. [Lewis Mitchell](#)





## Northern Belle

On November 9th, Class 57 312 passes through Stalybridge on the rear on an ECS from Leeds Neville Hill to Manchester Victoria. [Brian Hewertson](#)



Class 57 305 passes through Stalybridge leading the ECS working from Neville Hill to Manchester Victoria on November 9th. Class 57 312 (pictured above) was on the rear of the train. [Brian Hewertson](#)





## PMR Tours

On November 22nd, London Midland and Scottish Railway Princess Coronation Class No. 46233 'Duchess of Sutherland' storms past Old Linslade working the 05:53 Sheffield - London Euston. [Lorenzo D'aniello](#)





## PMR Tours

LMS Coronation pacific No. 46233 'Duchess of Sutherland' eases through the centre road at Northampton with the 05:53 Sheffield to London Euston excursion train on November 22nd.

[Derek Elston](#)





## PMR Tours

West Coast Railway's Class 57 315 is seen at Northampton on the rear of the 05:53 Sheffield to London Euston tour, November 22nd. [Derek Elston](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

Catching the autumn sunshine, LNER A4 Pacific No. 4464 'Bittern' heads the northbound 'Cathedrals Express' into Crewe on November 22nd. [Gerald Nicholl](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

LNER A4 No. 4464 'Bittern' passes Waverton on November 22nd with the London Euston to Chester railtour. [Brian Battersby](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

Right: LNER A4 No. 4464 'Bittern' waits to depart Chester with the 17:10 'Cathedrals Express' to London Euston on November 22nd. [Chris Morrison](#)

Main: 'Bittern' eases round the back of Chester station after arriving with the tour from London Euston for servicing to be carried out. [Brian Battersby](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

LNER A4 Pacific 'Bittern' is pictured on the fast line at Queensville, Stafford with the London Euston - Chester 'Cathedrals Express' on November 22nd. [Chris Morrison](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

A4 No. 4464 'Bittern' lays down a smoke screen as it powers the 1Z91 London Euston to Chester through Church Brampton on November 22nd. [Derek Elston](#)





## Railway Touring Company - The Robin Hood

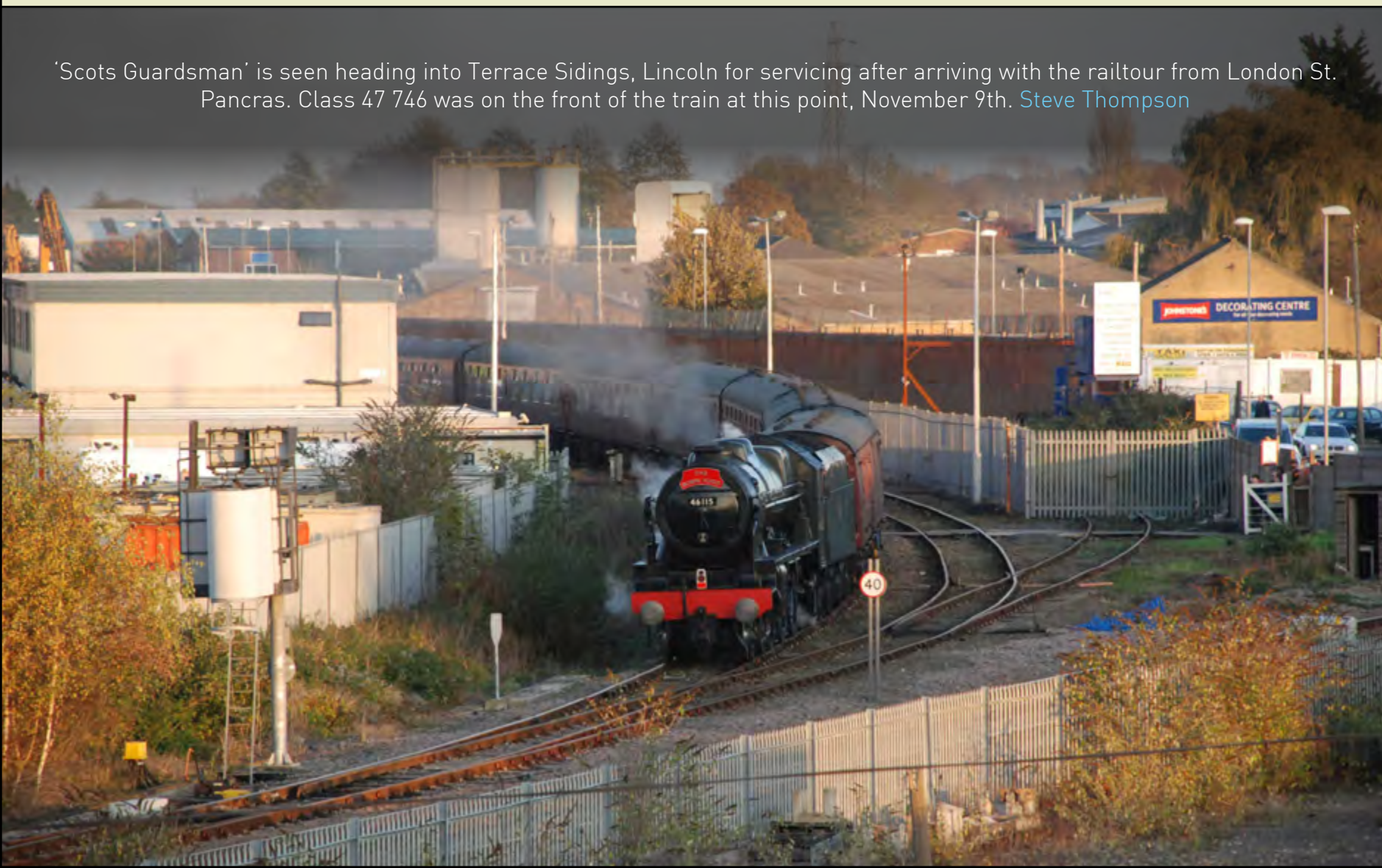
On a lovely autumn day, November 9th, 'Royal Scot' No. 46115 'Scots Guardsman' worked the 1Z46 from London St. Pancras to Lincoln, seen here arriving at it's destination. [Steve Thompson](#)



LMS 'Royal Scot' No. 46115 'Scots Guardsman' is seen at Kettering station, heading for Lincoln on November 9th.  
[Geoff Barton](#)



'Scots Guardsman' is seen heading into Terrace Sidings, Lincoln for servicing after arriving with the railtour from London St. Pancras. Class 47 746 was on the front of the train at this point, November 9th. [Steve Thompson](#)



Earlier in the day, No. 46115 'Scots Guardsman' is seen passing Kingston on Soar. [John Alsop](#)



[illegible][illegible]



## Railway Touring Company - The Robin Hood

The Robin Hood, 1Z46 London St. Pancras International to Lincoln, is seen behind No. 46115 'Scots Guardsman' as it approaches Wellingborough, running 6 minutes early after a 4 minute late departure from London. [Derek Elston](#)





## Railway Touring Company - The Robin Hood

Class 47 746 is pictured on the rear of the 1Z46 London St. Pancras International to Lincoln led by No. 46115 'Scots Guardsman' as it leans into the curve approaching Wellingborough at Kangaroo Spinney on November 9th. [Derek Elston](#)





## UK Railtours

East Midlands Trains HST power car No. 43075 is seen on the rear of a London to Manchester excursion on November 22nd, seen here departing Stockport and running alongside Class 390 046. [Brian Hewertson](#)



## Vintage Trains - THE PANNIER RAMBLER

Former GWR 0-6-0PT No. L94 in full London Transport livery is seen at Whitlocks End on the rear of the 1Z57 Tyseley to Worcester charter on November 8th. [Derek Elston](#)



East Midlands Trains HST power car Nos. 43066 and 43075 arrive into Manchester Piccadilly on November 22nd with the 1Z01 from London St. Pancras for UK Railtours. [Michael Lynam](#)



The tour sets off from a water stop at Tyseley enroute to Worcester via Stratford upon Avon on November 8th with GWR panniers Nos. 9600 and 7752 in charge. [John Atsop](#)





## Northern Rail - Christmas Shopper Extras

Direct Rail Services Class 47 818 top and tailed with fellow class member No. 47 790 passes through the Heaton area of Bolton with the 2Z09 11:37 'ShopEx' service from Manchester Victoria to Preston on November 22nd. [Dave Felton](#)





## Northern Rail - Christmas Shopper Extras

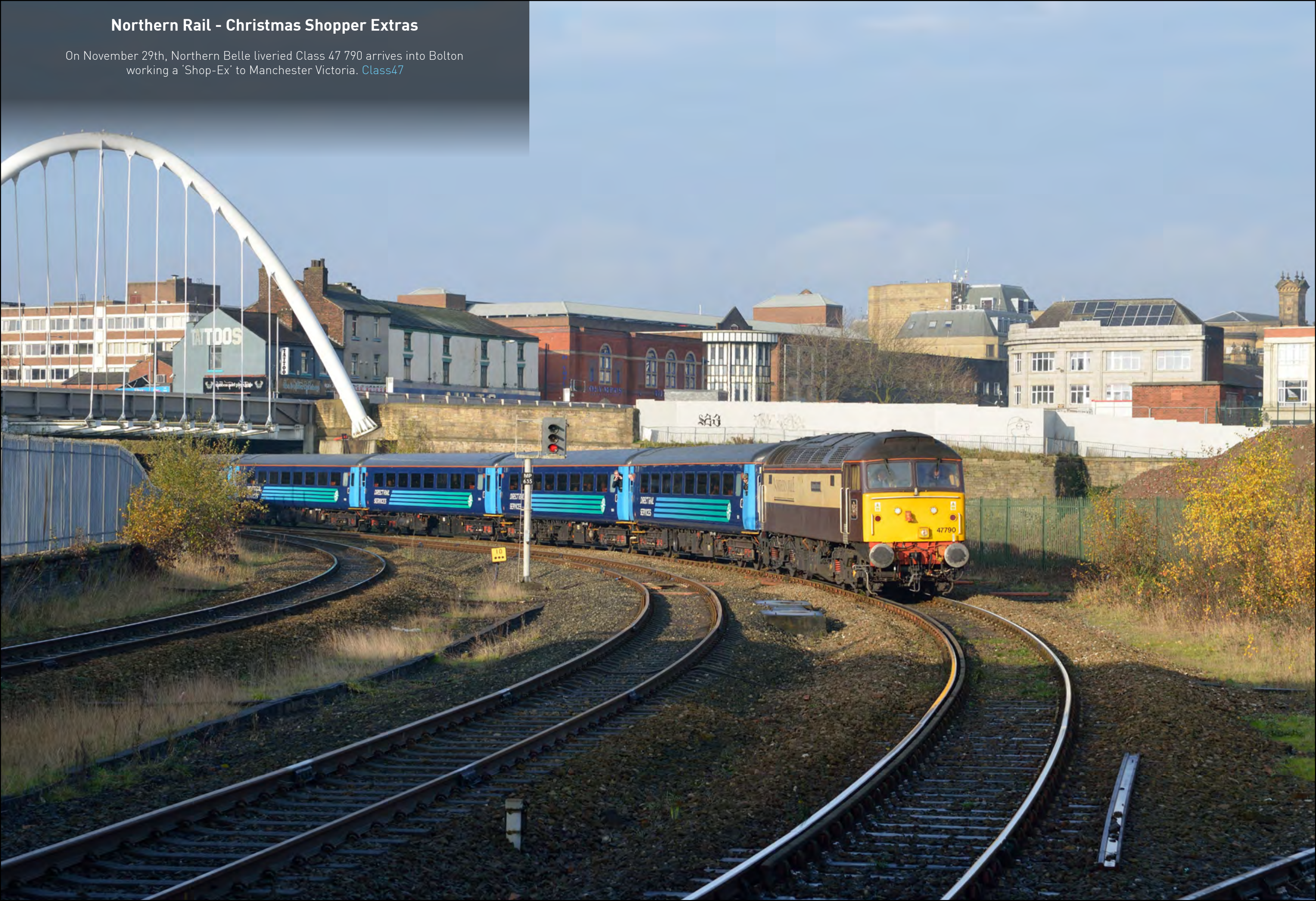
Direct Rail Services' Class 47 790 'Galloway Princess' top and tailed with Class 47 818 heads towards Chorley passing through Heaton area of Bolton hauling the 2Z09 11:37 'ShopEx' service from Manchester Victoria to Preston on November 29th. [Dave Felton](#)





## Northern Rail - Christmas Shopper Extras

On November 29th, Northern Belle liveried Class 47 790 arrives into Bolton working a 'Shop-Ex' to Manchester Victoria. [Class47](#)





## Northern Rail - Christmas Shopper Extras

Class 47 790 with the 2Z05 Manchester Victoria - Preston Xmas Markets 'Shop-Ex' is seen here passing Lostock's Lady Bridge Lane on November 23rd. [Dave Harris](#)







## Northern Rail - Christmas Shopper Extras

Above: Class 47 818 brings up the rear of the 2Z05 seen leaving Manchester Victoria for Buckshaw Parkway on November 22nd. [Michael Lynam](#)

Right: Northern Belle liveried Class 47 790 heads the 2Z09 Manchester Victoria - Preston shop-ex through Salford Crescent, November 22nd. [Michael Lynam](#)

Main: Class 47 818 arrives into Salford Crescent with Class 47 on the rear working the 2Z12 from Buckshaw Parkway - Manchester Victoria. [Michael Lynam](#)





## Northern Rail - Christmas Shopper Extras

Class 47 818 stands in Manchester Victoria on November 29th, ready to work the 'Shop-Ex' to Chorley. Class 47 790 was on the rear. [Class47](#)





## Northern Rail - Christmas Shopper Extras

Class 47 818 stands at Manchester Victoria after arriving with the 2Z20 17:29 from Preston on November 22nd. [Mark Pichowicz](#)





## ECS and Light Engine Moves

LMS No. 46115 'Scots Guardsman' working as 5Z46 West Ealing to Carnforth, passes through Northampton on November 10th. [Derek Elston](#)





## ECS and Light Engine Moves

West Coast's Class 57 316 and 57 314 head for Kilmarnock, passing through Church Bampton on November 8th with a rake of First Great Western HST stock. Geoff Barton





# Railtalk | Calendar 2014

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Chiltern's Class 67 013 approaches Sutton Bridge Junction on November 15th working the 1V74 08:07 Holyhead - Cardiff 'Ruggex'. [Keith Davies](#)



Arriva's DVT No. 82308 leads Class 67 001 through the spectacular autumn colours at Walcot working the 5Z64 10:39 Crewe CS - Crewe CS circular on November 18th.  
Keith Davies









On November 15th, an immaculate Class 60 076 stands at Doncaster. [Brian Hewertson](#)



Class 47 739, 60 087 and 60 076 are seen stabled at Doncaster on November 22nd. The Class 60s were on engineering duties and the Class 47 had brought a unit up to the Wabtec works. [Class47](#)



Class 56 113 passes Gobowen on October 25th with a late running Chirk - Baglin Bay empty timber working. [Phil Martin](#)





Class 47 739 'Robin of Templecombe' and 47 727 'Rebecca' work the 6M08 11:50 Boston Docks - Washwood Heath through Thurmaston on November 5th. [Class25](#)





Class 50 007 'Hercules' and 56 096 depart Washwood Heath with the 6E07 steel to Boston Docks, November 15th.

[Mark Pichowicz](#)





Class 66 849 passes Wombridge on November 2nd  
with an empty log working from Chirk. [Jon Jebb](#)







Above: During a torrential downpour, Class 60 076 (Colas's latest repaint and still unbranded) hauls Class 325 004 from Bescot to Toton for a repaint, passing Burton on November 7th. [Stuart Hillis](#)



Right: Class 66 849 passes Preston Boats with an early running 6V37 10:30 Chirk Kronospan - Carlisle Yard on November 2nd. [Keith Davies](#)

Main: Class 70 806 climbs Battlefield Bank working the 6C21 05:55 East Usk Jct. N.Y - Crewe Basford Hall on November 24th. [Keith Davies](#)





Class 70 805 with an engineers working from Truro to  
Exeter Riverside, passes Keyham on November 9th.  
[Steve Andrews](#)





Class 70 803 approaches March working the 6L37 09:58  
Hoo Junction to Whitemoor Yard, November 4th. [Class25](#)





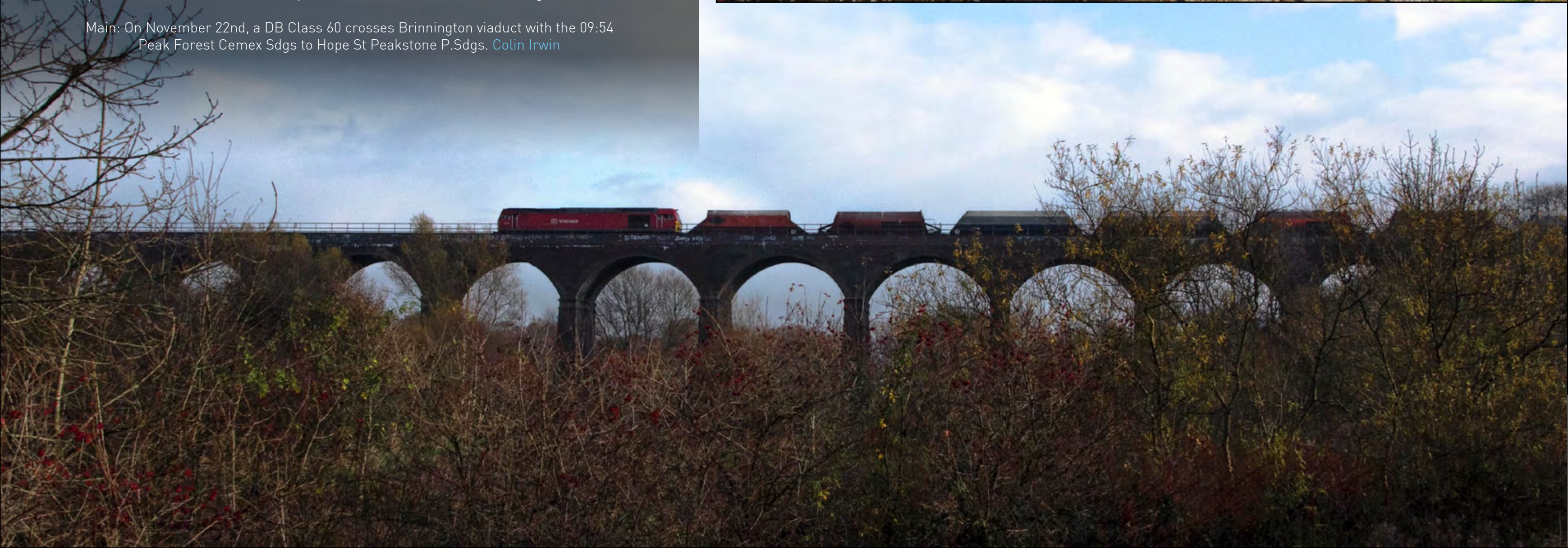
# DB Schenker's fleet



Above: Class 66 085 leads the 11:30 Bletchley R.M.C. to Peak Forest Cemex empty stone train through Fenny Stratford, November 1st. [Derek Elston](#)

Right: On October 25th, Class 66 023 passes Uffington working a diverted 6V75 Dee Marsh - Margam steel empties, diverted via the Wolverhampton line due to the Marches line being closed. [Phil Martin](#)

Main: On November 22nd, a DB Class 60 crosses Brinnington viaduct with the 09:54 Peak Forest Cemex Sdgs to Hope St Peakstone P.Sdgs. [Colin Irwin](#)





Class 60 017 heads the 6M57 Lindsey - Kingsbury tanks  
through Stenson Jct. on November 5th. [Dave Harris](#)







Above: Class 66 133 stands at Warrington Bank Quay on November 1st with a late running Castle Cement working. [Brian Battersby](#)



Right: On October 31st, Class 60 039 passes through Burton on Trent working the 6E08 Wolverhampton - Immingham steel carriers. [Stuart Hillis](#)

Main: Class 67 006 'Royal Sovereign' and 67 003 are pictured working the 3J92 23:18 Toton TMD - West Hampstead North Jct. through Lower Farm Road, Bromham on November 1st. [Class25](#)







Class 60 079 working the 6M00 Humber - Kingsbury loaded oils, passes Burton on October 31st. [Stuart Hillis](#)



On November 15th, Class 60 054 passes through Doncaster with a Cottam power station to Gascoigne Wood sidings working. [Brian Hewertson](#)



Class 66 131 leads a very late running Radlet to Toton North Yard engineers train through Kangaroo Spinney, Wellingborough on November 9th. [Derek Elston](#)



Class 66 002 hauling the 05.00 Ripple Lane - Peak Forest, is pictured near Reddish South station on November 10th. [Keith Chapman](#)





Class 60 019 with the 6M00 Humber - Kingsbury oils passes Burton on November 12th. [Stuart Hillis](#)



Class 66 058 and 66 201 pass through Burton on Trent working a Toton - Bescot light engine move on November 15th. [Stuart Hillis](#)



Class 66 131 working the 6E08 Wolverhampton - Immingham covered steel wagons passes Burton in the gloom on November 19th. [Stuart Hillis](#)



On November 26th, Class 60 049, after being engaged on the mid-morning bin train shunt at the goods yard in Scunthorpe, runs light engine as 0D12 to Belmont. [Steve Thompson](#)





Above: An immaculately turned-out Class 60 062 hauling the 15:25 Salford Hope Street - Warrington Arpley passes through Reddish South station. The mural and picket fence were installed as part of a general tidying of the station by the Friends of Reddish South station, who are campaigning for the re-introduction of a regular passenger service from this station. [Keith Chapman](#)



Right: Class 60 019 heads through Tamworth on November 15th working a Kingsbury - Lindsey oil train. [Richard Hargreaves](#)



Main: Some winter sunshine as Class 66 160 working the 6M00 Humber - Kingsbury loaded oils, passes through Burton on Trent, November 3rd. [Stuart Hillis](#)



Shortly before midnight on November 8th, Class 90 035  
pauses at Crewe with the northbound Caledonian Sleeper,  
1S25 21:16 London Euston to Inverness, Fort William and  
Aberdeen. [Mark Pichowicz](#)







On November 4th, Class 60 054 working the 6X01  
Scunthorpe - Eastleigh rails, passes through  
Burton on Trent. [Stuart Hillis](#)



On November 3rd, Class 60 017 passes Stenson Jct.  
working the Kingsbury - Humber empty tanks. [Phil Martin](#)



On November 19th, Class 60 010 with the 6E32 Preston  
Docks - Lindsey Oil Refinery passes through Accrington.  
[Michael Lynam](#)



Class 66 230 working the Peak Forest to Hope St. heads  
through Salford Central on November 29th.  
[Brian Hewertson](#)





Above: Class 66 250 heads a new intermodal flow from Southampton - Wakefield, seen here passing through Burton on November 4th. [Stuart Hillis](#)



Right: Class 66 050 passes through Nuneaton on November 15th with a Mountsorrel ballast working. [Class47](#)



Main: On November 26th, Class 60045 working the 6D79 Lindsay Oil Refinery - Neville Hill is pictured setting off from the outward line at Scunthorpe. [Steve Thompson](#)





Above: On November 20th, Class 67 029 and 67 025 are seen on East Coast 'Thunderbird' duty at Doncaster. [Michael Lynam](#)

Left: On November 19th, Class 66 113 passes Chatburn with the 4M00 Carlisle - Clitheroe Castle Cement empty tanks. [Michael Lynam](#)

Main: Class 60 059 passes Meole Brace with the 6V75 09:30 Dee Marsh - Margam steel on November 24th. [Keith Davies](#)







Above: On a misty November 15th, Class 66 170 speeds north through Tamworth. [Class47](#)

Left: Class 60 100 heads past Bayston Hill on November 5th working the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)

Main: Class 60 010 coasts down Copy Pit incline approaching Portsmouth hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 19th. [Dave Felton](#)





Class 60 040 'The Territorial Army Centenary' passes by Pleasington Golf Course hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 5th. [Dave Felton](#)





Class 60 054 working the 6M00 Humber - Kingsbury loaded oils, passes Burton on Trent, November 18th with the strong but low sun casting shadows from the footbridge.  
Stuart Hillis





Class 60 019 'Port of Grimsby & Immingham' stands in Blackburn station goods loop with 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 10th. [Dave Felton](#)



On November 22nd, Class 66 084 heads a Trafford Park - Bescot liner through Manchester Piccadilly. [Michael Lynam](#)



Just managing to catch a glint of the low winter sunshine, Class 60 054 is pictured after passing through Bamber Bridge station hauling the 6E32 Preston Docks to Lindsey oil terminal on November 17th. [Dave Felton](#)



Class 60 045 'The Permanent Way' Institution hauls the Hull Hedon Road to Masborough steel service through Hatfield and Stainforth station on November 17th. [Robert Bates](#)





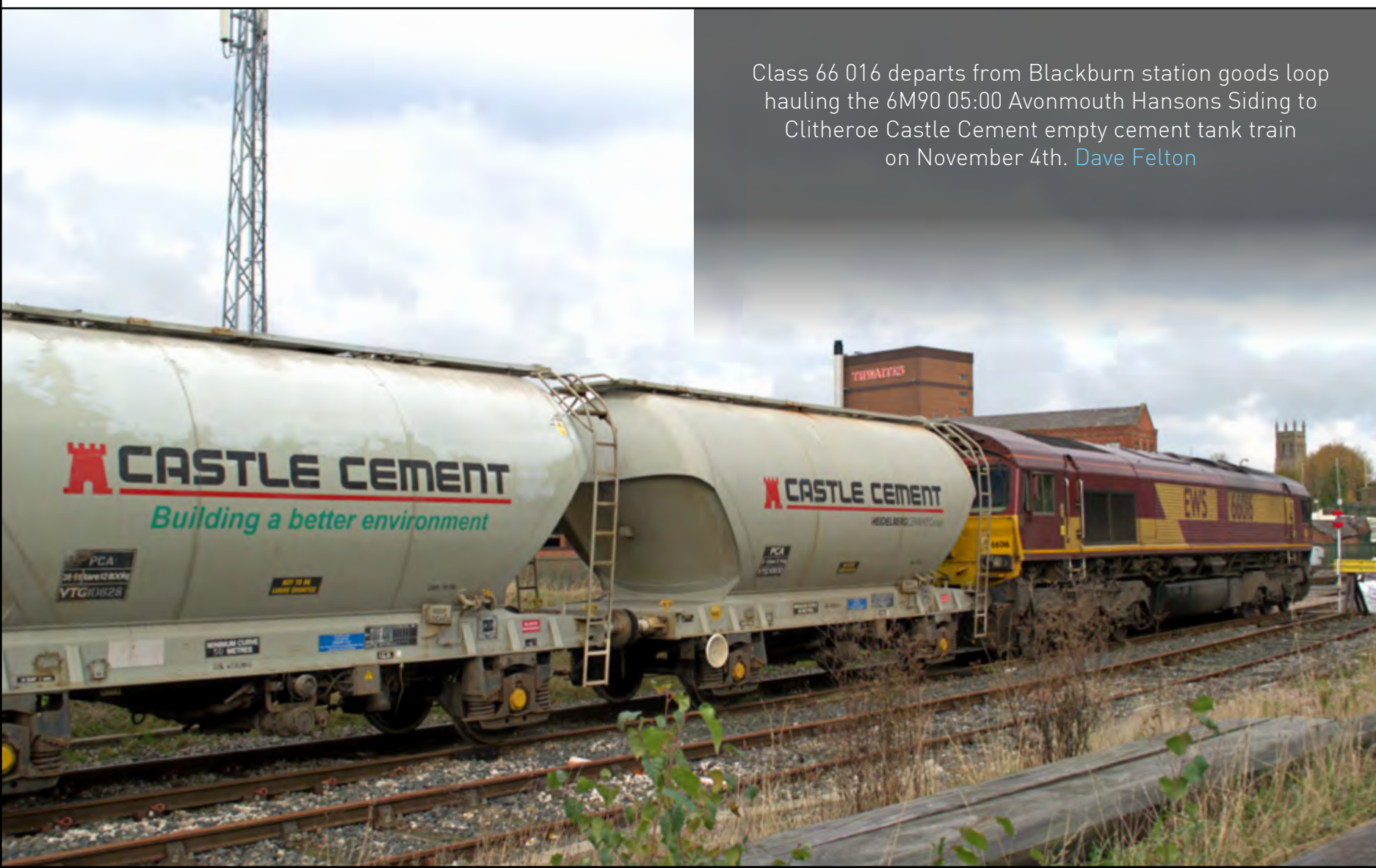
Class 66 055 passes Burgs Lane, Bayston Hill with the 6V75  
09:30 Dee Marsh - Margam steel on November 3rd.  
[Keith Davies](#)



Class 66 122 is seen passing through the Cherry Tree area of  
Blackburn hauling the 6M90 05:00 Avonmouth Hansons  
Sidings to Clitheroe Castle Cement empty cement tank train  
on November 6th. [Dave Felton](#)



Class 66 016 departs from Blackburn station goods loop  
hauling the 6M90 05:00 Avonmouth Hansons Siding to  
Clitheroe Castle Cement empty cement tank train  
on November 4th. [Dave Felton](#)



Class 67 006 'Royal Sovereign' and 67 003 pass  
Irthlingborough Road, Wellingborough with the 3J92 23:06  
Toton TMD - West Hampstead North Jct. on November 6th.  
[Class25](#)

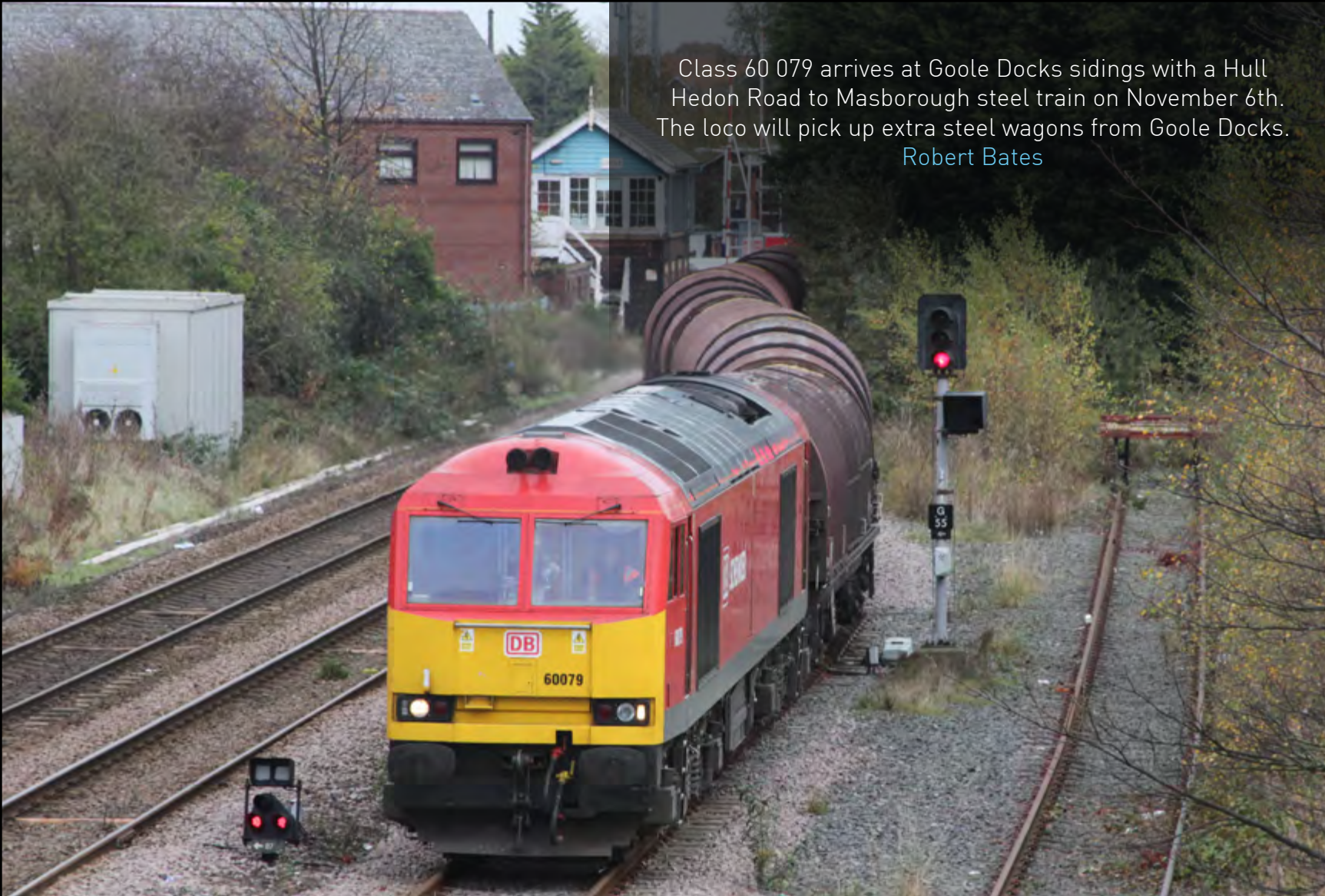




Class 60 074 passes Chapel-en-le-Frith with the 6M52 12:46  
Attercliffe - Peak Forest, November 9th. [Mark Pichowicz](#)







Class 60 079 arrives at Goole Docks sidings with a Hull Hedon Road to Masborough steel train on November 6th. The loco will pick up extra steel wagons from Goole Docks. [Robert Bates](#)



On November 19th, Iron-ore stained Class 60 019 heads for Immingham with the 6K23 empties. [Steve Thompson](#)



Class 60 062 'Stainless Pioneer' leaves Latchford sidings with an empty coal train heading for Liverpool Bulk Terminal on November 1st. [Robert Bates](#)



Class 60 039 passes through a very frosty Pleasington area hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on December 3rd. [Dave Felton](#)





Class 56 303 and 56 103 are seen stabled at Lostwithiel after arriving with the Railvac, November 16th.  
Steve Andrews





Class 31 601 backs 33 103 'Swordfish' on onto main line at Burton to work 0Z47 Burton - Taunton and then onto the Dartmoor Railway for the Polar Express. [Stuart Hillis](#)





# Direct Rail Services

Class 57 312 'Solway Princess' is pictured at the head of the 0257 loco move from Crewe to Derby with 68 003 and Class 20 312, seen here passing Stenson Jct. on November 5th. [Dave Harris](#)





Class 20 309 and 20 312 are seen at Knaresborough on November 9th working a York to York RHTT. [Class47](#)



Class 37 606, 37 405 and 37 409 pass through Northampton on November 20th, running light engine working 0Z68 Crewe to Wolverton. [Derek Elston](#)



Class 68 003 'Astute' works the 6Z96 Crewe - Bescot - Toton through Burton on November 4th. [Stuart Hillis](#)



On November 25th, Class 66 422 passes through Crewe working a light engine movement from Carlisle - Crewe Gresty Bridge. [Michael Lynam](#)



Class 20 309 and 20 304 stand at Bradford Interchange on  
November 25th working a York to York via Halifax  
RHTT diagram. [Class47](#)







Above: On November 12th, Class 20 303 and 20 304 working the 3S13, wends it's way through Scunthorpe in the sunshine. [Steve Thompson](#)



Right: Class 66 425 works the 4L48 Daventry to Tilbury through Northampton on November 20th. [Derek Elston](#)



Main: Class 37 610 and 37 218 pass through Warrington Bank Quay station on November 1st working a Sellafield to Crewe nuclear waste move. [Robert Bates](#)





Above: Class 66 432 slows to a stand at Northampton on November 20th whilst working the 4M71 Purfleet to Daventry. [Derek Elston](#)



Right: Class 20 303 and 20 304 propel the Wrenthorpe to Grimsby Town RHTT through Thorne South station on November 12th. [Robert Bates](#)

Main: On November 24th, Class 20 308 and 20 312 take the RHTT along the outward line at Scunthorpe, believed to be its first visit to this particular section. [Steve Thompson](#)





On November 12th, Class 20 303 and 20 304 propel the Grimsby Town to Malton RHTT working, heading west towards Thorne South station. [Robert Bates](#)







Class 66 434 working the 4M34 Coatbridge - Daventry intermodal passes through Lichfield Trent Valley on November 22nd. [Stuart Hillis](#)



On November 26th, Class 20 308 and 20 305 pass through Scunthorpe station with the 3S13 Wrenthorpe - Grimsby Town. [Steve Thompson](#)



Class 20 305 and 20 312 work the 3S13 through Appleby on November 19th. [Steve Thompson](#)



Class 68 007 'Valiant' passes Burton on Trent with 3 DRS coaches working 5Z53 Crewe - Norwich on November 26th. [Stuart Hillis](#)





East Coast

Sky 1 liveried Class 91 125 is no more, The loco is pictured here back in plain grey livery approaching Doncaster on November 22nd working a London Kings Cross - Leeds service. [Class47](#)





Above: Poppy fitted power car No. 43141 is seen on the blocks at Paddington on November 15th.  
[Derek Elston](#)

Left: Power car No. 43041 stands at London Paddington on November 8th ready to work a service to Bristol Temple Meads. [Class47](#)

Main: Poppy fitted power car No. 43172 is seen at London Paddington on November 8th. One of a few power cars so adorned to commemorate Remembrance Day. [Class47](#)





Paddington Bear is the latest attraction at London's Paddington station, one of many statues to commemorate the iconic bear. Seen here in front of power car No. 43159 on November 8th. [Class47](#)



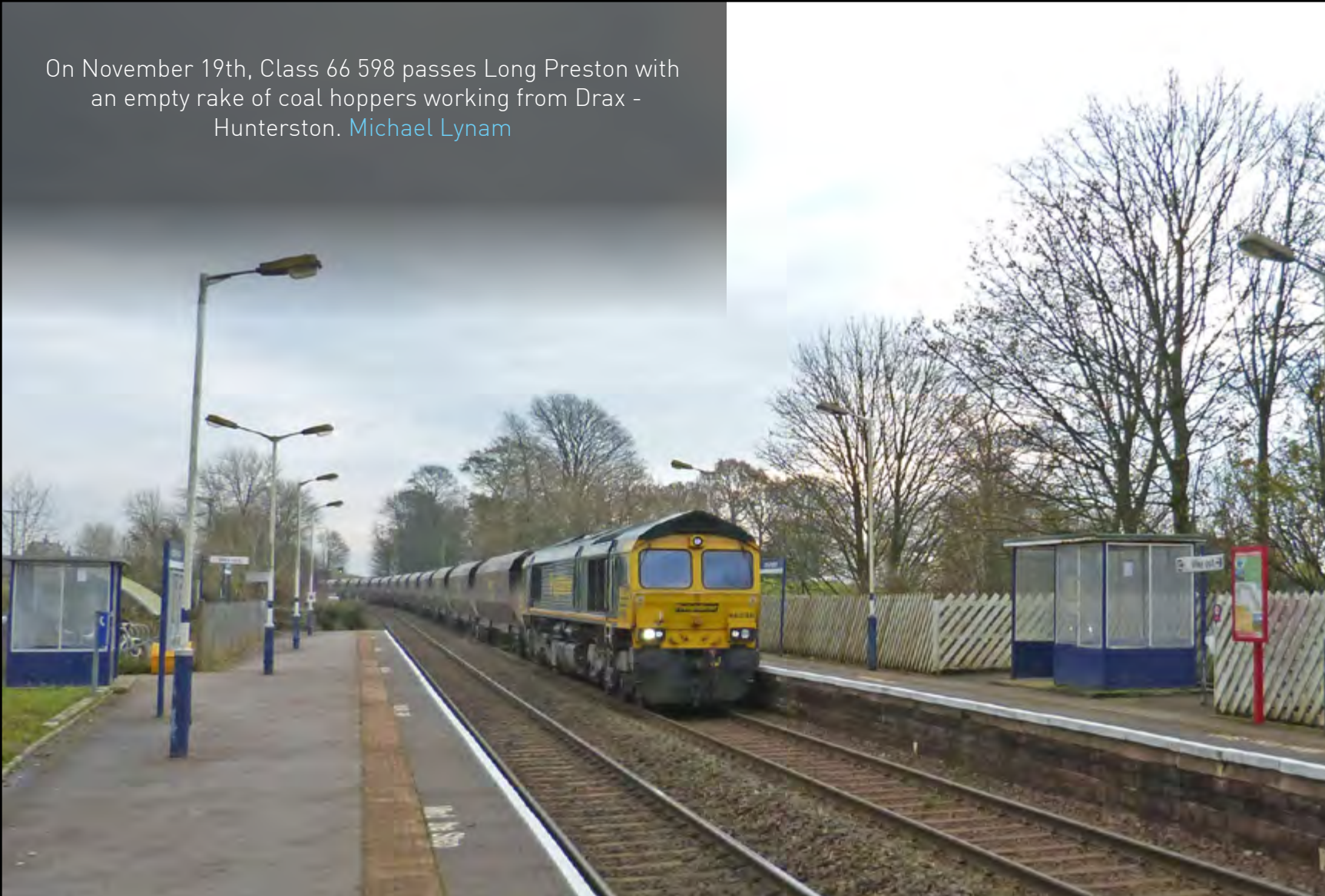
# Freightliner

Class 66 504 passes Old Linslade on November 22nd  
working the 4L90 08:21 Lawley Street - Felixstowe South  
liner. [Lorenzo D'Aniello](#)





On November 19th, Class 66 598 passes Long Preston with an empty rake of coal hoppers working from Drax - Hunterston. [Michael Lynam](#)



UK Rail's Class 56 081, on hire to Freightliner, is seen hauling Class 66 619 as 0K56 Leicester - Crewe through Lichfield Trent Valley on November 14th. [Stuart Hillis](#)



Class 66 414, still in plain blue, leads the 4055 Leeds - Southampton intermodal through Burton on Trent, November 19th. [Stuart Hillis](#)



Class 70 004 passes through Manchester Piccadilly with a Trafford Park - Southampton working, November 20th. [Michael Lynam](#)



Class 66 588 is seen with the power on as it leads the 04:57 Trafford Park to Felixtowe through Bletchley on November 1st. [Derek Elston](#)



Class 70 011 passes through Burton on November 3rd working the 0M46 Aldwarke - Crewe. [Stuart Hillis](#)



Class 70 001 passes Burton on Trent working the 4055 Leeds - Southampton modal on November 10th. [Stuart Hillis](#)



Powerhaul liveried Class 66 504 eases through Northampton on November 22nd working the 08:21 Lawley Street to Felixtowe liner. [Derek Elston](#)







Class 66 418 speeds through Nuneaton on November 15th working a delayed Felixtowe to Lawley Street. [Class47](#)



Class 70 018 passes through Burton on November 5th working the 4055 Leeds - Southampton modal. [Stuart Hillis](#)



Class 66 559 hauling the 11:58 Runcorn Folly Lane - Brindle Heath RTS passes near Reddish South station on October 23rd. [Keith Chapman](#)



Class 90 016 leads the 05:01 Trafford Park to Felixtowe liner as it approaches Northampton on November 4th. [Derek Elston](#)



Having been looped for a passing service, Class 90 049 gets a Basford Hall to Felixtowe North liner away from Bletchley on November 1st. [Derek Elston](#)



On November 30th, Class 66 514 rounds the curve at Bayston Hill with the 6Y53, 09:42 Crewe Basford Hall - Severn Tunnel Jct. engineering train. [Keith Davies](#)



Class 66 557 approaches Uffington with the 6M55 07:00 Portbury Coal Terminal - Rugeley Power Station on November 3rd. [Keith Davies](#)



On November 27th Class 66 595 arrives into Carlisle with empty coal hoppers from York Yard South - New Cummock Up Law Mining. [Michael Lynam](#)





Class 90 042, in its new livery, heads north at Church  
Brampton on November 8th. [Geoff Barton](#)











Class 66 738 speeds through Warrington Bank Quay on November 1st with a Liverpool - Ironbridge Biomass working. [Brian Battersby](#)



On November 5th, Class 66 759 working the 4E80 13:15  
Hotchley Hill - Doncaster Down Decoy passes Cossington.  
[Class25](#)





In support of 'Movember' Grand Central has amended its logo carried on some of its Class 180s and HST power cars. This is Class 180 112 at Doncaster on November 22nd working a service to London Kings Cross. [Class47](#)







# Network Rail

Class 97 303 and 97 304 top'n'tail the North Wales RHTT  
working through Waverton on November 22nd.  
[Colin Irwin](#)





Above: Almost getting blocked off by a First Hull Trains Class 180, Class 67 027 arrives into Doncaster on November 22nd with a Derby to Heaton working. [Class47](#)

Left: Class 67 027 and 67 020 take a well earned rest in Northampton's platform 5 after arriving with the 1Q24 Derby to Derby on November 20th. [Derek Elston](#)

Main: A surprisingly clean Class 97 304 is seen on the rear of the Crewe - Crewe RHTT working as it passes Beeston Castle on November 22nd. [Mark Pichowicz](#)







Class 67 030 and 67 027 are seen working the 1Q54 Derby  
- Derby via Liverpool test train passing North Staffs Jct.  
on November 5th. [Dave Harris](#)





Power cars Nos. 43062 and 43013 work the Derby RTC - London Euston - Derby RTC through Burton on Trent, November 4th. [Stuart Hillis](#)



Class 97 302 awaits departure from Shrewsbury's platform 3 with the 3Q03 18:23 Derby RTC - Machynlleth via Aberystwyth track recording train. [Keith Davies](#)



Class 97 303 passes through Chester on November 22nd working the North Wales RHTT. [Brian Battersby](#)



Partnering Class 97 303 (bottom left) on November 22nd was a slightly cleaner Class 97 304. Seen on the rear as the pair head off from Chester towards Crewe. [Brian Battersby](#).





Units: DMUs and EMUs

First TransPennine Express' Class 350 410 waits at Preston on November 1st with a service to Manchester Airport.  
Brian Battersby



Plain white liveried Class 319 005 is seen at Bletchley on November 1st, returning to Bedford from Wolverton Works after a repaint. [Derek Elston](#)



On November 29th, C2C's Class 357 019 stands at Upminster station. [Paul Godding](#)



Southern's Class 377 704 is seen at Bletchley working the 07:07 South Croydon to Milton Keynes Central service on November 1st. [Derek Elston](#)



Northern's Class 158 753 arrives at Accrington with a York - Blackpool service, November 19th. [Michael Lynam](#)







Above: Northern Rail's Class 150 268 departs from Leyland station with the 2H00 10:23 service from Preston to Hazel Grove on November 1st. [Dave Felton](#)

Left: On November 15th, Thameslink's Class 377 518 approaches Bedford station. [Derek Elston](#)

Main: Virgin Trains' Pendolino Class 390 001 leaves Manchester Piccadilly, heading for London Euston, November 22nd. [Michael Lynam](#)







Above: First TransPennine Express' Class 170 308 and 170 304 call at Doncaster whilst working a Cleethorpes - Manchester Airport service. [Brian Hewertson](#)

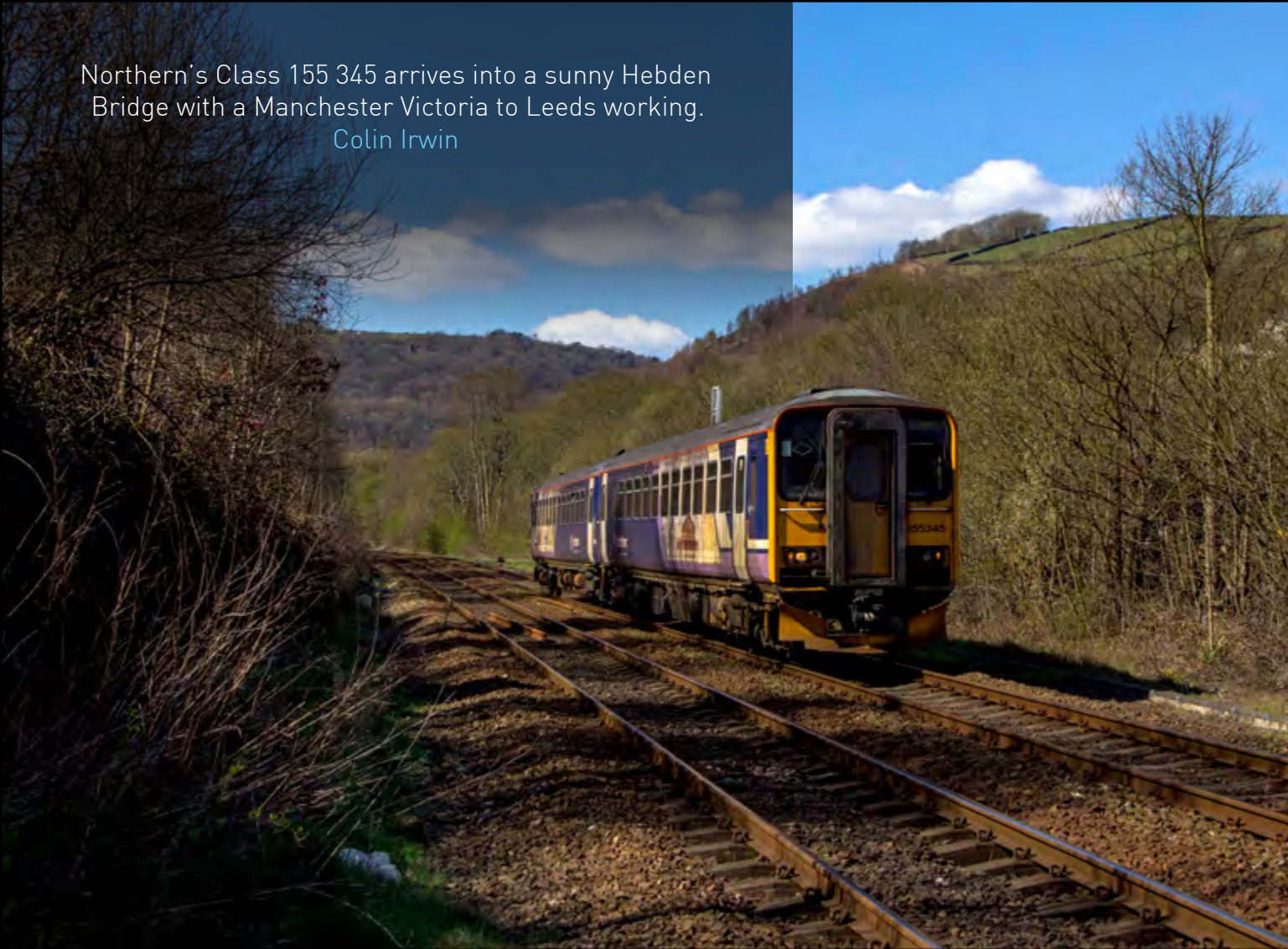
Left: Arriva Trains Wales Class 175 115 stands in Wolverhampton on November 22nd with a service to Birmingham International. [Paul Godding](#)

Main: CrossCountry's Class 170 103 working the 1L38 11:22 Birmingham New St. - Stansted Airport passes Manea on November 4th. [Class25](#)





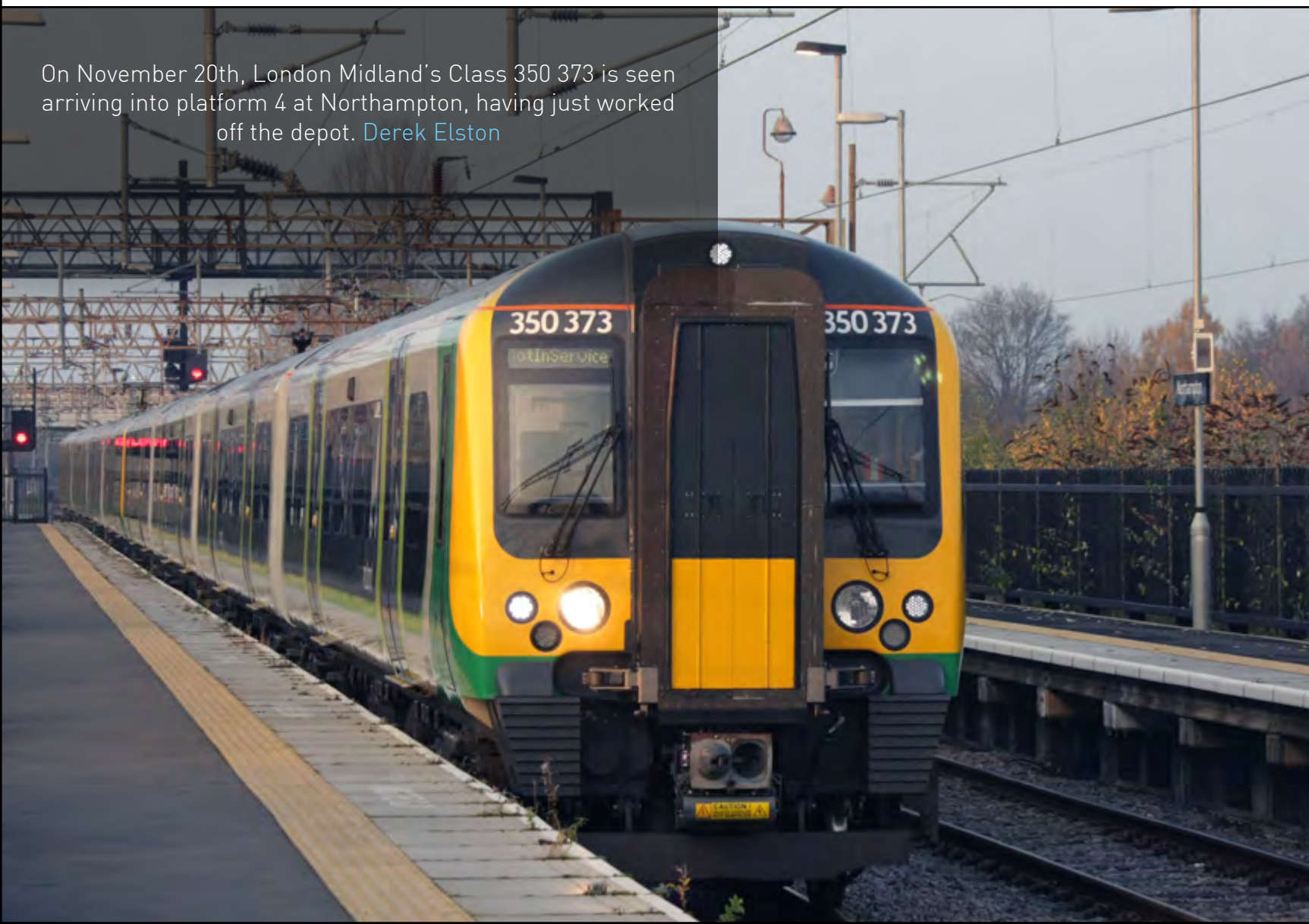
Northern's Class 155 345 arrives into a sunny Hebden Bridge with a Manchester Victoria to Leeds working.  
Colin Irwin



Northern Rail's Movember fitted Class 142 012 is seen departing Preston on November 1st with a service to Colne. Brian Battersby



On November 20th, London Midland's Class 350 373 is seen arriving into platform 4 at Northampton, having just worked off the depot. Derek Elston



London Midlands Class 323 208 is seen arriving into Selly Oak on November 1st. Paul Godding







Above: Movember fitted Northern Rail's Class 144 005 departs Doncaster on November 22nd with a service to Lincoln via Sheffield. [Class47](#)

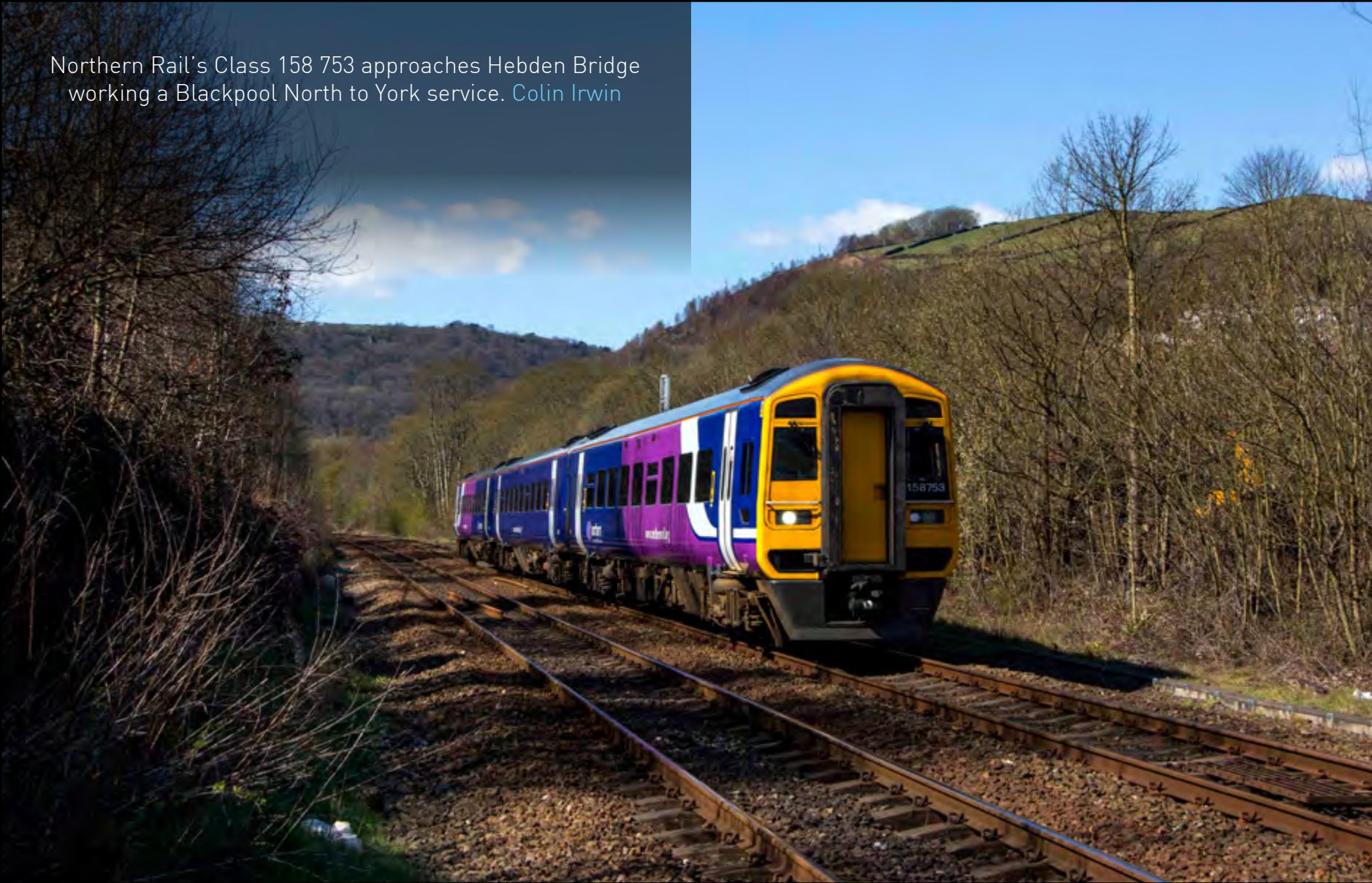
Right: Arriva Trains Wales' Class 158 831 arrives into Gobowen with a Holyhead - Birmingham International service, October 25th. [Phil Martin](#)

Main: Northern's Movember fitted Class 150 273 arrives into Preston on November 1st with a terminating service. [Brian Battersby](#)





Northern Rail's Class 158 753 approaches Hebden Bridge working a Blackpool North to York service. Colin Irwin



Chiltern Railways Class 168 108 and 168 111 stand at London Marylebone on November 29th. Paul Godding



Those clever PR people at Virgin Trains have been working hard again! This time its the 'Traindeer' as seen here at Carlisle on a Glasgow - London Euston service. Michael Lynam



On November 25th, Arriva Trains Wales' Class 150 282 arrives into Crewe on a service from Chester.  
Michael Lynam



London Midland's Class 150 109 approaches Bletchley with the 08:31 service from Bedford on November 1st.  
Derek Elston



Chiltern Railways Class 165 037 is pictured ready to depart from London Marylebone on November 29th. Paul Godding



Northern Rail's Class 158 754 climbs Copy Pit incline through Portsmouth with the 1B16 09:18 service from York to Blackpool North on November 19th. Dave Felton





With a backdrop of Houghton Towers in the distance,  
Northern Rail's Class 158 756 passes through Pleasington  
Golf Course with the 1B12 07:19 service from York to  
Blackpool North on November 5th. [Dave Felton](#)





Movember fitted Class 142 012 stands at Stalybridge on November 9th with a Manchester Victoria service.

[Brian Hewertson](#)



Northern Rail's Class 142 032 stands in Pleasington station with the 2S17 08:23 service from Colne to Blackpool South as fellow class member No. 142 084 arrives with the 2N14 08:21 service from Blackpool South to Colne on November 24th.

[Dave Felton](#)



Northern Rail's Class 142 005 heads towards Burnley passing through the Rishton area of Blackburn working the 2N16 09:21 service from Blackpool South to Colne on November 24th.

[Dave Felton](#)



East Midlands Trains' Class 153 310 passes Stenson Jct. working a Crewe - Derby local service, November 3rd.

[Phil Martin](#)







News and Features:  
Scotrail - life north of the border

Scotrail's Class 158 724 is seen at Edinburgh Waverley working a service to Cowdenbeath. [Steve Thompson](#)



Going Underground



On November 29th, RAT No. 1407 stands at Newbury Park. [Paul Godding](#)



Metropolitan Line 'A' stock Rail Adhesion Train No. 5110/1 is seen at Harrow on the Hill on November 15th.  
[Chris Morrison](#)



On November 15th, a Bakerloo Line train of 1972 stock passes under the Metropolitan and Chiltern lines at Kenton. A train of 'S8' stock can be glimpsed about to cross the bridge. [Chris Morrison](#)



A Bakerloo Line train for Elephant and Castle leaves Kenton on November 15th. [Chris Morrison](#)

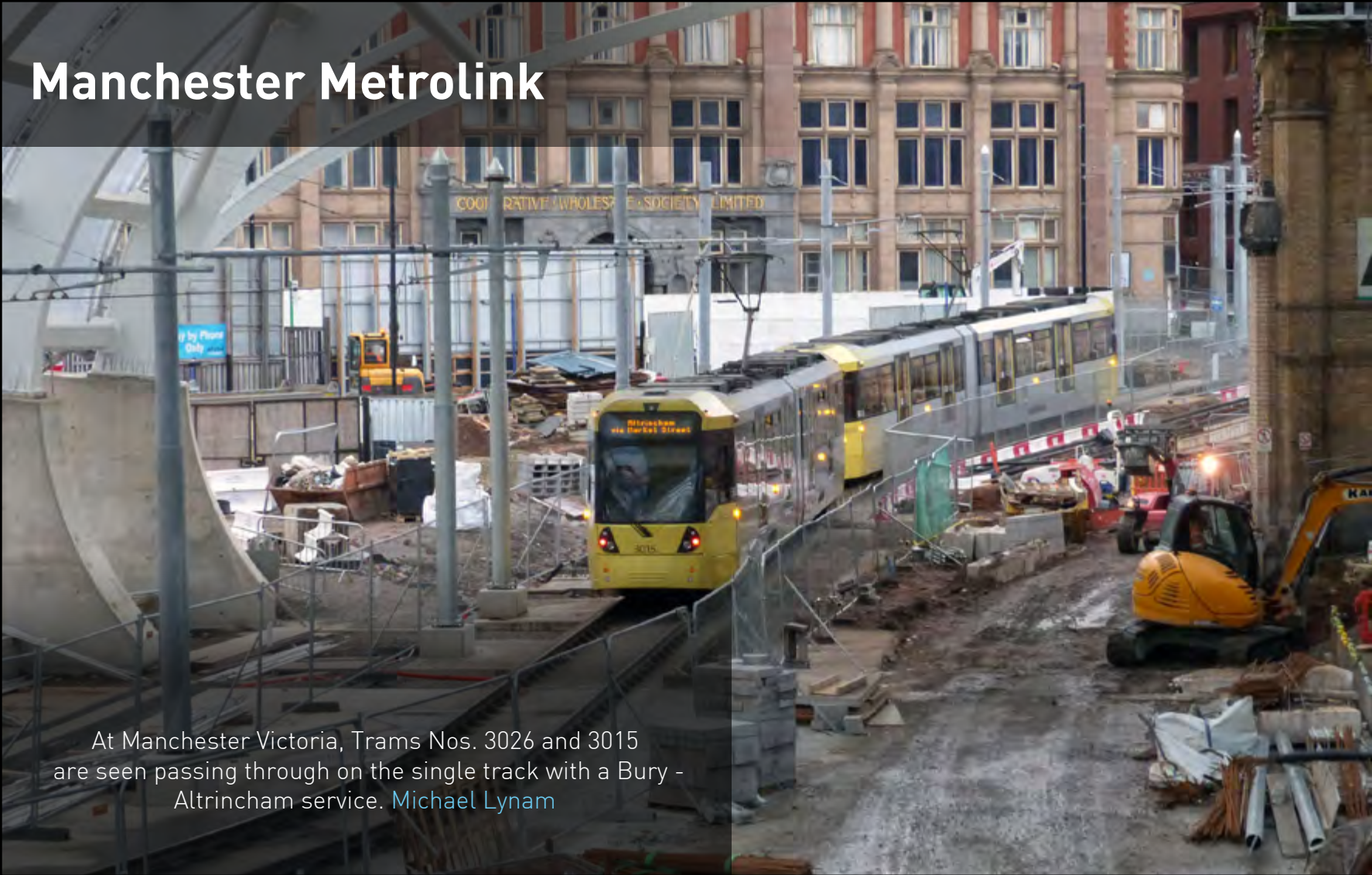


A Piccadilly Line train for Cockfosters arrives at South Harrow at dusk on November 15th. [Chris Morrison](#)





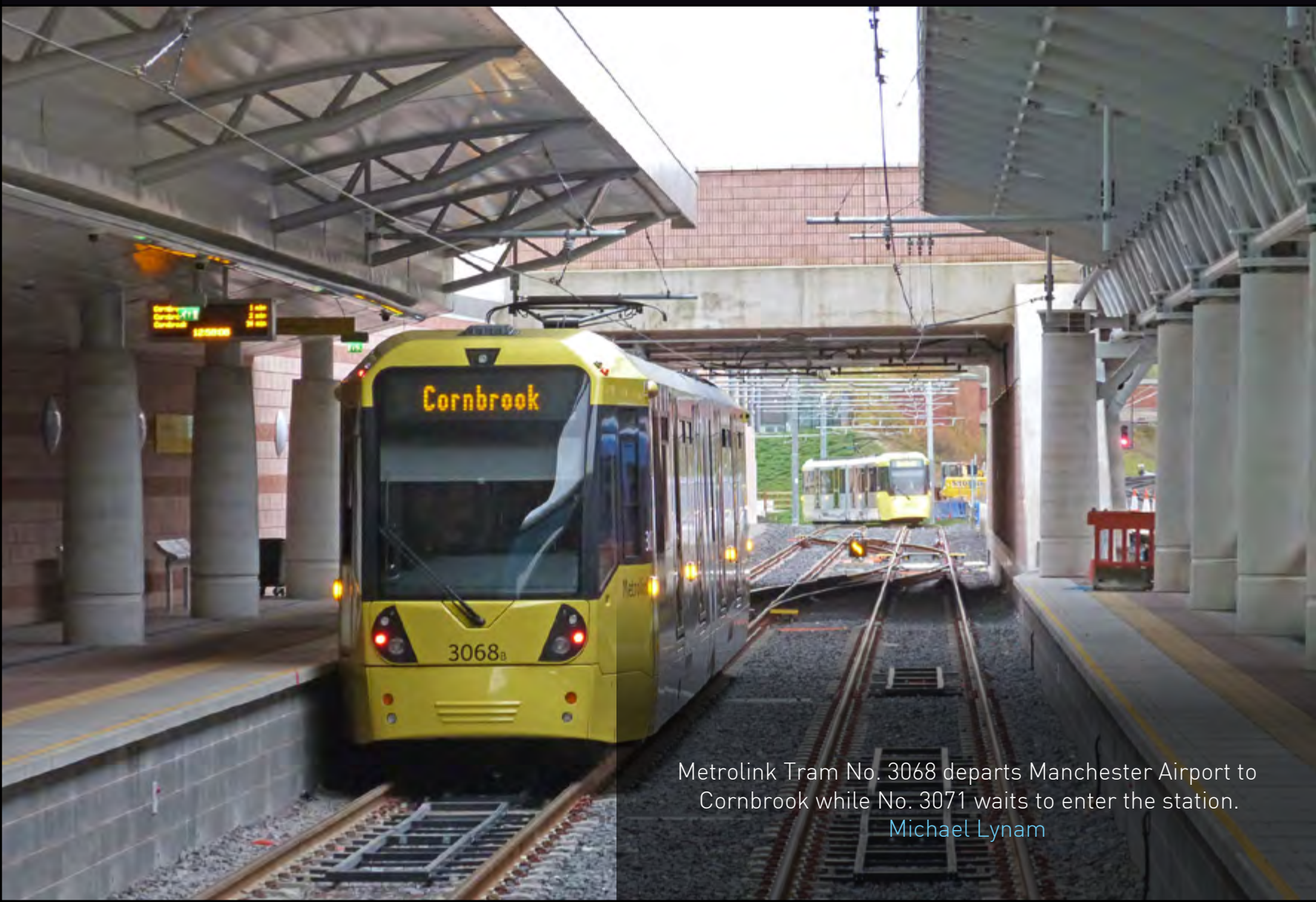
# Manchester Metrolink



At Manchester Victoria, Trams Nos. 3026 and 3015 are seen passing through on the single track with a Bury - Altrincham service. [Michael Lynam](#)



Manchester Metrolinks latest tram, No. 3090, arrives at Sale Water Park with a service from the Airport. heading to Cornbrook. [Michael Lynam](#)



Metrolink Tram No. 3068 departs Manchester Airport to Cornbrook while No. 3071 waits to enter the station. [Michael Lynam](#)



# Blackpool Trams



On November 1st, Balloon tram No. 717 stands at Pleasure Beach ready to work an Illumination special. [Class47](#)



Progress Twin Car Nos. 272 & T2 are seen being loaded with passengers at Pleasure Beach. [Brian Battersby](#)



Illuminated Boat tram No. 736 arrives into Pleasure Beach on November 1st. [Class47](#)



Seemingly the most popular tram is 'The Western Train' seen here heading towards Pleasure Beach on an Illuminations tour. [Phil Martin](#)



Recently repainted Balloon car No. 701 looks superb at it arrives into Pleasure Beach to work the first Illuminations Tour on November 1st. [Class47](#)





# Fares Advice with RailUK

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

## TFL Off peak cap and off peak travelcard abolished

If you use Pay As You Go (PAYG) on Oyster or contactless to get around London's transport system, there's big news for you in next year's fares announcement: the cost of peak daily capping is being seriously reduced.

Peak and off peak capping are being withdrawn and replaced by one set cap per fare zone. If you travel within zones 1-3 you're laughing, as the new cap is lower than the previous off peak rate. If you live further out and travel into the centre off peak, you're likely to be more piqued as the cap is lower than the current peak but higher than off peak.

The reason behind this change is the campaign to bring in a part-time travelcard. Long the favourite cause of the Liberal Democrats, earlier this year Boris Johnson asked Transport for London to look into a travel option to help people who don't work the traditional five day week. We've all assumed this would mean something like a three day travelcard, but instead TfL has just slashed daily caps to make it cheaper for people who travel ad hoc in peak time. So now, if you live in zone 3, you'll only need to take a return tube journey and a bus and you're quids in. It should also iron out some of the discrepancies between Oyster PAYG and contactless users, where contactless has the benefit of weekly capping but Oyster doesn't.

Elsewhere: yes, other fares are going up. Seven day travelcards are increasing by between 2.2% and 2.5%, single cash fares are going up by 10p (unless you want to travel

further than zone 5, where you'll get a 20p-30p increase) and PAYG single fares are going up by 10p. Day travelcards are going up with a bump too: the off peak day zone 1-6 and peak zone 1-2 travelcards will no longer exist, making the cheapest day travelcard a whopping £12.

On buses, a single fare will increase 5p to £1.50 but the daily PAYG cap remains the same at £4.40. The one day bus and tram pass is also being reintroduced, costing £5, to help tourists and infrequent visitors who are foxed by cashless buses. It'll still need to be bought at a station or ticket stop though.

One day travelcard to increase from £8.90 to £12.00 to encourage switching to Oyster and Contactless. Ouch!

## Competition on Manchester to Leeds

Members may be interested to know that competition in the Advance market has just increased significantly on this flow. Northern currently have Advances priced at £5.50, £6.50 and £7.50. They are introducing tickets priced at £3, £4 and £5.

At present the bottom three tiers of TPE advance for this journey are £6, £7 and £8. These are increasing to £6.10, £7.20 and £8.20. So to most passengers, it will now always be cheaper to go with an AP Northern Only fare. Even 16-25 Railcard holders using the TPE 50 % off offer will next year have a lowest tier of £3.05, compared to £2.95 this year, which Northern will be capable of beating with a £2 ticket using the normal 33% off.

This goes to show two things, in my view. Firstly, TPE's fares are too high. Secondly, Northern have finally realised there is a lot of

scope across their network for more Advance tickets to be sold.

To those who will say that the Northern services are rubbish they are not as different as you think. The TPE services are generally a lot more crowded, and the Calder Valley trains can do the journey in as little as 1h 22. Note that in order to find these fares, you may need to check the 'Northern Only' box on the left. The greyed out trains run via Brighouse and are non-reservable.

I don't suppose anyone has seen any publicity from Northern about these? A further note to say that unlike the TPE advances, these are available from local stations on the route in West Yorkshire to Manchester and from local stations on the route in Manchester to some places in West Yorkshire. For example, they are available at £3 from Rochdale to Halifax. TPE would never sell advances from Huddersfield or Dewsbury to Manchester. On the downside, unlike TPE advances, Northern still don't seem to be selling these at the weekend, which is a shame I think on this route, certainly on Saturdays as there are almost as many trains. Sundays are more understandable on this particular route as there is only 1 train an hour.

## 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!



On November 1st, Blackpool Flexity Tram No. 002 heads along the prom with a service to Starr Gate.  
Brian Battersby



East Midlands Trains' power cars Nos. 43052 and 43089 are seen working the 1D21 10:00 London St. Pancras International to Nottingham past Kangaroo Spinney, Wellingborough on November 9th. [Derek Elston](#)



# 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.

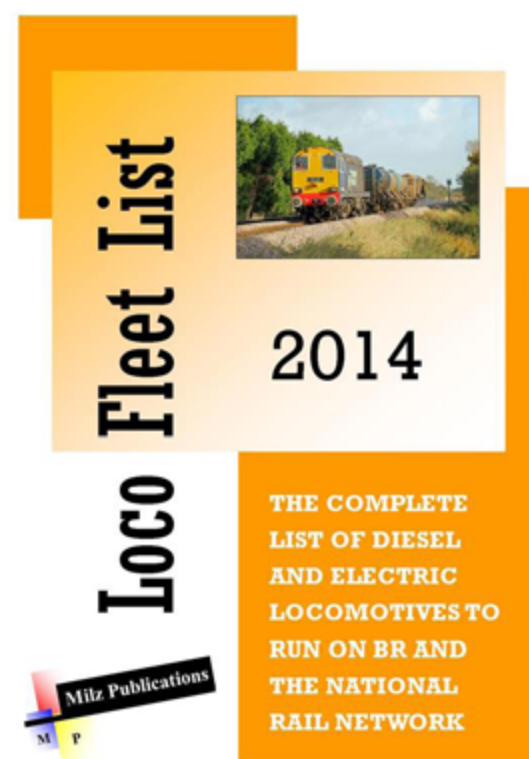
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

## 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)



## TAKING THE TRAIN THIS CHRISTMAS? DON'T BRING THE KITCHEN SINK!

Taking the train this Christmas? Don't bring the kitchen sink!

That's the advice from East Coast, as preparations continue ahead of the traditionally busy festive travel period.

The train operator says that almost 72,000 people have already reserved seats to travel on its services between Monday 22 December and Christmas Eve – while on Saturday 27 December alone, almost 30,000 passengers are booked to travel with East Coast.

It's now advising everyone to think about what they plan to bring with them, to ensure there is enough space not just for passengers but also for presents.

East Coast Commercial and Customer Service Director Peter Williams said: "Our trains are always busy before and after Christmas, as thousands choose the train as a more relaxed alternative to flying or driving to be with family and friends.

"In recent years we've seen a trend towards people bringing bigger suitcases and other bulky luggage onto our trains. While all our trains do have dedicated areas for luggage, there is always a limit to how much space we have, and it has to be shared by everyone on-board the train.

"Of course, we understand that it's Christmas and our customers will want to bring presents with them as they travel – we're just saying, don't bring the kitchen sink!"

East Coast says passengers can bring up to three pieces of luggage with them on-board its trains. Of these, two can be larger items (no bigger than 90 cms x 70 cms x 30 cms) plus one piece of hand luggage: oversized luggage might be refused in passenger accommodation if it is likely to obstruct doorways, gangways or corridors.

For those making a journey from London King's Cross to Edinburgh Waverley and vice versa, a free luggage check-in service will be operating for most daytime services from Friday 19 December to Sunday 4 January 2015 inclusive. Staff will be available on the platform to stow luggage safely and securely in the guard's van, which can then be reclaimed at the end of the

journey. The service will be available from 30 minutes before train departs, and will close 10 minutes before departure time: those wishing to take advantage of this service are advised to allow plenty of extra time to reach their departure point.

Services over Christmas and the New Year are normally busy, and customers are advised to book in advance to secure a seat, at [www.eastcoast.co.uk](http://www.eastcoast.co.uk), by calling 03457 225225 or at stations or rail travel agents.

Revised timetables will be in place on East Coast services from Tuesday 23 December 2014 to Friday 2 January 2015 inclusive. As in previous years, no East Coast services will operate on Christmas Day or Boxing Day (Thursday 25 and Friday 26 December 2014) and on Christmas Eve and New Year's Eve, services will finish earlier than a normal weekday.

Information on East Coast services over the festive season are available in a free booklet from East Coast served stations, on its website here:



<http://www.eastcoast.co.uk/travel-information/a-guide-to-christmas-and-new-year-travel/> and from National Rail Enquiries on 08457 48 49 50. Live information on the day of travel is also available on the East Coast website, or by following @eastcoastuk on Twitter.

Photo: Travelling by train this Christmas? Don't bring the kitchen sink - that's the timely advice from East Coast Customer Service Assistants Sarah Gabbaliss and Tim Richardson. © EastCoast





Colas Rail's Plasser & Theurer 08-16/4x4C-RT track machine No. DR73911 'Puma' is seen stabled in sidings adjacent to Blackburn station on November 10th. [Dave Felton](#)

## GB Railfreight calls for more work to be done to assess the terminal needs of London's aggregate market

In a submission to the Mayor of London's consultation on the London Infrastructure Plan 2050, GB Railfreight has called for further evaluation of aggregates markets across the Capital, in order to address actual and prospective growing market demand and assess where new or expanded aggregate freight terminals are warranted. These infrastructural developments will play an important role in facilitating the Government's freight modal shift from road to rail and support growth across UK manufacturing and construction.

In addition, GB Railfreight is also recommending that the Mayor:

1. Considers regulatory options that impose rail-use requirements on operations at London freight terminals.
2. Evaluates various opportunities for improving infrastructure capacity on the North London Line, South London Line and Midland Main Line.

The London Infrastructure Plan 2050, commissioned by the Mayor of London, seeks to set out London's strategic infrastructure requirements to 2050. Given the projected population increases in the Capital, the infrastructure needs of various sectors, including public transport, energy, water and waste, are being assessed and key priorities and approach methodologies put in place to answer them.

John Smith, Managing Director of GB Railfreight, said: "With two years left to run on the Capital's landbank of permitted aggregate reserves and congestion increasing on the North London and South London Lines, the industry and the Mayor of London need to work together to support the growth of rail freight in London. "Rail freight is a sustainable and efficient way of transporting aggregates around the Capital in order to build the infrastructure projects required to boost economic growth and will help to take lorries off London's roads. "The London Infrastructure Plan 2050 is a step in the right direction and GB Railfreight welcomes its recognition that freight plays an important role in transporting products and materials through London. GB Railfreight looks forward to working with the Mayor of London to maximise the potential of freight in London."

## EAST COAST OFFERS NEW DEAL TO EARLY BIRD BOOKERS

Train operator East Coast is trialling a new scheme allowing customers to book cut-price travel on its services between Edinburgh or Newcastle and London up to 24 weeks in advance – double the current 12 week maximum.

The move will step up competition with airlines on the two routes, where East Coast's trains have been steadily gaining market share from rival flights.

Normally, train tickets can only be booked up to 12 weeks' ahead, when details of any alterations to timetables are confirmed to the rail industry by infrastructure provider Network Rail.

East Coast says its extended Advance booking scheme is being tried out until March 2015, on the two routes where airlines provide its strongest competition – between Edinburgh or Newcastle and London.

The train operator says its new offer to book up to 24 weeks' ahead is being trialled on Mondays to Fridays only, as services on these days are less likely to be affected by short-notice engineering work on the track and other infrastructure.

East Coast's Commercial and Customer Service Director Peter Williams said: "We're trialling this extension of the availability of advance bookings on two of our most popular longer distance routes – between Edinburgh or Newcastle and London – where our customers tend to book trips further in advance.

"Our train timetables are not fully confirmed by Network Rail until 12 weeks ahead of travel, and so we are conducting a limited trial for travel on Mondays to Fridays only, when our schedules are less likely to be affected by engineering work and the changes it can bring.

"We are supporting this trial with a clear promise to keep customers who book via our website [www.eastcoast.co.uk](http://www.eastcoast.co.uk) fully informed of any changes to train timetables between when they book a journey with us and their travel date.

"To add further peace of mind, we will provide a no-quibble refund on request to a customer taking advantage of this if planned timetables for their

journey have to change ahead of their travel date. Our East Coast Price Promise, which guarantees that our cheapest fares are always available via our website [www.eastcoast.co.uk](http://www.eastcoast.co.uk) also applies to every Advance booking made up to 24 weeks ahead of travel as part of this trial.

"We're sure passengers travelling on these two routes will appreciate this opportunity to plan and book further in advance."

East Coast says weekend travel is currently being excluded from its trial as Network Rail engineering work is usually carried out on Saturdays and Sundays when trains are generally less busy and fewer services operate. Planned work at weekends on the



track and other infrastructure can lead to significant changes to journey times and the frequency of service.

The train operator says that on its shorter distance routes, such as between Leeds or York and London, most customers book much closer to departure, with three-quarters of Advance bookings made in the four weeks leading to the outward travel date. It is also limiting the scope of its trial to make use of limited space available within the rail industry's central reservations system: work is currently underway to replace this, and a key benefit will be an increase in its capacity.

East Coast is encouraging customers booking journeys further in advance under the trial to do so using its website, [www.eastcoast.co.uk](http://www.eastcoast.co.uk). This ensures contact details are fully captured as part of the reservations process, making it easier for the train operator to get in touch if timetables subsequently have to change.





East Coast's HST power car No. 43300 speeds through Doncaster on November 22nd. [Class47](#)

## Timely service wins British Gypsum contract extension

Exceptional time-keeping by DB Schenker Rail UK has helped secure a two-year extension to its long-running contract with British Gypsum.

The contract involves transporting gypsum, a by-product of coal-fired electricity generation, from Drax Power Station in North Yorkshire and Fiddlers Ferry Power Station in Cheshire, to British Gypsum's plasterboard factory at Kirkby Thore in Cumbria.

Roger Neary, Head of Coal and Biomass at DB Schenker Rail UK, said: "This has been a long-standing contract, which we are very pleased to have extended. Recent delivery performance has been outstanding, with 92% of trains arriving at Kirkby Thore within 15 minutes of the scheduled time and all our services arriving within 30 minutes of the expected time. This was an important factor in retaining the contract."

Kevin Flinton, Senior Procurement Manager at British Gypsum, added: "In addition to the excellent time-keeping, DB Schenker Rail UK is collaborating with us on a number of continuous improvement activities, which made the decision to extend the contract a lot easier."

DB Schenker Rail UK is providing specialised gypsum containers for the contract. The containers are transported on FCA container flat wagons.

More than 100,000 tonnes of gypsum a year will be moved as part of this contract, with each train carrying 54 containers loaded with 17 tonnes of gypsum each.

## 100 FOR 100 – A MOVING TRIBUTE FOR THE FALLEN

A centenary act of remembrance in tribute to the thousands who gave their lives in World War One took place on November 7th at one of London's busiest main line railway stations.

One hundred serving and retired forces personnel gathered on the platform at London King's Cross station to greet East Coast locomotive, number 91 111 'For the Fallen', which carries a livery filled with poignant images, stories and tributes to regiments and people who served in them along the railway between London and Edinburgh. The event took place in the presence of the Secretary of State for Transport, the Rt. Hon. Patrick McLoughlin MP, as commuters arriving for work in the capital joined railway staff to pause and witness the commemoration. Former cabinet minister and presenter of the popular BBC television series 'Great British Railway Journeys', the Rt. Hon. Michael Portillo, also addressed the event.

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 provides a highly visible reminder of the conflict, and those who shaped its outcome, to millions of passengers on one of Britain'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. Transport Secretary Patrick McLoughlin said: "World War One is also known as the Railway War because of the significant role trains played in the conflict. Trains transported supplies and soldiers to and from the frontline and kept the country going. The railways are just as important to the nation now as they were 100 years ago.

This ceremony and the 'For the Fallen' locomotive are a moving reminder of the sacrifices made by our forefathers in the Great War and in wars since. It is important that we remember their sacrifice, and that we never forget the lessons of the past. I am honoured to have been able to commemorate their work."

Former cabinet minister Michael Portillo has become one of the best-known supporters of railway heritage as presenter of the popular BBC television series 'Great British Railway Journeys'. Michael Portillo said: "Railway workers volunteered with enthusiasm to serve their country and many died in the cause. The railways played a vital role in the war; so I am pleased that at the centenary the contribution of men and machines is being recognised and remembered."

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 Honourable Artillery Company, which is the oldest regiment of the British Army and dates back to the reign of King Henry VIII, is among the five historic insignia displayed on the nameplate of East Coast loco 'For the Fallen'.

Chairman of East Coast and Chief Executive Officer of Directly Operated Railways Michael Holden said: "The rail industry is rightly marking the centenary of World War One. The 'For the Fallen' locomotive is East Coast's individual tribute to those who went to war: it also commemorates those who gave their lives, including the 20,000 rail workers who signed up for the War, never to return.

"The 'For the Fallen' locomotive takes stories, images, facts and history behind the five regiments, and the Great War, to millions of our passengers across the country. We worked on the detail of the livery with five regiments on the East Coast route, including the Honourable Artillery Company (HAC). "The locomotive is a powerful and poignant symbol of commemoration by our railway industry for all those who did not return from the Great War. Lest We Forget."

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'.

This act of remembrance at London King's Cross station 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. East Coast commissioned Paul Gentleman to design the liveries for both locomotives, to widespread acclaim.







On November 15th, Grand Central's power cars No. 43423 and 43468 speed through Doncaster working a Sunderland - London Kings Cross service. [Brian Hewertson](#)

## GB Railfreight first Ecofret triple-platform wagons arrive in Doncaster

GB Railfreight has announced that the first two Ecofret triple-platform wagon sets, as part of 17 secured with VTG Rail UK Ltd on a long term lease, arrived at its premises in Doncaster International Railport on November 12th.

The two wagons started the journey from Wabtec's facilities in Kilbarnock at 11.21am, hauled by GBRf's locomotive 47812, down the West Coast Main Line to Carlisle and then along the Cross Country Route, eventually arriving in Doncaster at 10.38pm. The initial batch of frames for these wagons reached Kilbarnock two weeks ago and Wabtec's engineering team have subsequently been assembling the wagons onto bogies, and commissioning them for operational use. This process will be repeated weekly until mid-January 2015, when the final Ecofret frames will have been delivered to the UK.

These triple-platform wagon sets are designed to maximise the number of 40' boxes that can be carried, with the outer platforms being able to carry one 40-foot container each, and the inner platform being able to carry either one 40-foot container or two 20-foot containers.

GBRf believes the addition of these wagons to its current fleet is an important development for the company, allowing it to better satisfy its customers' demands for 40ft boxes from the Port of Felixstowe and make more effective use of capacity.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is delighted to announce the arrival of VTG Rail UK Ltd's first two Ecofret wagons at Doncaster. These will have a significant impact on the services we are able to offer our customers from the Port of Felixstowe, as it will allow us to adapt to the increased demand for 40' containers. VTG has really revolutionised container transportation with this new wagon and we are looking forward to January 2015, when the final frames arrive."

## Govia Thameslink Railway announces new train fleets for Gatwick Express and Thameslink

There was great news for Gatwick Express passengers on November 18th as Govia Thameslink Railway announced it had signed a £145.2 million order for 108 new custom built train carriages. The new Gatwick Express trains are due to enter service in 2016, replacing the 1980s-built 442 trains which have been operating on the Gatwick Express service since 2008, and will mark the start of a massive investment in new trains by GTR.

The 27 four-car Class 387/2s trains will be specially designed for the rail air route with easier boarding, better luggage space, two by two seating and wi fi.

Charles Horton, CEO of GTR and Managing Director of Southern, said: "This is great news for our Gatwick passengers, but also for those travelling from Brighton, as in the off-peak some of these trains will be extended to there, while still maintaining the fast connection between Victoria and Gatwick."

The new order comes as GTR celebrated the arrival of the first of another new fleet of new trains, the Class 387/1s. The fleet of 116 air-conditioned carriages, which will transform Bedford to Brighton services for Thameslink passengers, will be trialled in passenger service throughout December and from the New Year begin to replace the 27-year-old Class 319 trains currently on this service group.

The new Bombardier-built Thameslink Class 387/1 fleet will boast:

- two-by-two seating,
- air-conditioning,
- the latest automated on-board service information
- and excellent facilities for people with disabilities.

Mr Horton added: "We took over the operation of the Thameslink route in September and already we are introducing new trains which will transform our passengers' journeys on services between Bedford and Brighton."

Southern ordered the fleet last year to help facilitate the Department for Transport's Electrification Programme until the Siemens built Class 700 Thameslink trains enter service. They will secure an increase in capacity for rail passengers by allowing the early release of other electric carriages to newly electrified routes.

Together the fleets represent a £317 million investment in railway rolling stock.

Rail Minister Claire Perry welcomed this announcement that Bombardier would be providing the new Gatwick Express trains, which will be built as a run-on to the existing 116 carriage order, saying: "These new British built trains are great news for passengers and a boost for the economy. They will transform journeys on the Gatwick Express and Thameslink routes and safeguard jobs at Bombardier's Derby factory.

"As part of our long term economic plan over £38 billion is being invested in improving our railways over the next five years and it's great to see companies like GTR investing in the service it provides for its customers."

Southern also today confirmed Porterbrook Leasing as the financier of both the Class 387/1s and the new Gatwick Express fleet following a procurement competition earlier this year.

Paul Francis, Managing Director of Porterbrook said: "We're delighted to have been appointed financier for the purchase of these new custom built trains for the GTR franchise. Given Porterbrook's recent change of ownership this confirms the ongoing commitment of the company and its Shareholders (Alberta Investment Management Corporation ("AIMCo"), Allianz Capital Partners ("ACP"), EDF Invest and Hastings Funds Management) to continue to invest in new rolling stock."

The Class 387 trains are the latest version of Bombardier Transportation's Electrostar. The 387/1s will be steadily rolled out on Bedford to Brighton services so that in May virtually every train on this service group will be an Electrostar. They will remain in service into 2016 when, from the spring, an even newer fleet of next-generation Class 700 trains will be steadily introduced as part of the government-sponsored Thameslink Programme, with more carriages for many longer services and, from 2018, more frequent services on parts of the route.





LNER A4 No. 4464 is seen on an ECS move from Tyseley to Southall, passing Solihull on November 5th. [John Alsop](#)

## GB Railfreight turns its gaze towards Europe in Channel Tunnel deal

GB Railfreight ran its first rail service through the Channel Tunnel for Europorte France (EPF) on November 3rd, on behalf of John G Russell, transporting containers from Dourges (France) to Barking (UK). Locomotives 92032 and 92028 undertook the second leg of the journey, departing from Calais Frethun at 23.20 and arriving at Barking International Rail Freight Terminal on 4th November at 00.17. The locomotives are two of the company’s 16 Class 92s, purchased from Europorte earlier this year, that will be used on this route. Acting as a supplier to EPF, contractors on the scheme, the deal will see GBRf undertake a hook-and-haul service on the Frethun to Barking HS1-exchange portion five times per week. John G Russell, the Glasgow-based UK multimodal logistics provider, has procured EPF to run services for its customers, 2XL and Novatrans, over a three-year period. It will involve the transport of products for Procter & Gamble and other manufacturers.

This is an important moment for both GBRf and EPF. For GBRf, this represents the next step in its plans for future growth of international traffic, as well as the development towards the use of electric haulage on the UK network. These are both aims that have been at the forefront of the company agenda, since it purchased the Class 92s. From an EPF perspective, it signifies progression in the utilisation of a route that achieves European capability with delivery right to the outskirts of London. Furthermore, it exemplifies efficiencies that can be gained from cross-Channel rail, compared to maritime routes, in terms of reducing unnecessary ground handling and limiting carbon emissions. John Smith, Managing Director of GB Railfreight, said: “We’re delighted to be working closely with Europorte France and John G Russell in developing cross-Channel rail. Following the procurement of 16 Class 92s back in February, it’s been the company’s aim to move into the international market, supporting trade links between the UK and the European mainland. This contract is a sign that we are heading in the right direction. In addition, the utilisation of class 92s on the HS1 line further supports our commitment to sustainable freight transport.”

Kenneth Russell, Director at John G Russell Ltd, said: ““This is the very first short distance train to cross the channel and I’m delighted with the way it’s gone.”I’d like to thank all the parties involved, especially Europorte, and particularly our customers, who saw the benefits and patiently waited for them to be a reality. “The round trip between Barking and Lille Dourges has to take place within a tight timeframe, and by achieving a minimum of five rotations each week, we achieve the best asset utilisation to enhance its commercial potential. This new train route is a massive opportunity for us and for companies on both sides of the channel to take advantage of the efficiencies and environmental benefit of rail”.

## Network Rail’s Paddington station celebrated as Paddington Bear hits the big screen

London’s historic Paddington station is now being shown in all its glory on the big screen as the film version of the beloved Paddington Bear books hits cinemas

The fictional traveller famously ventured from darkest Peru as a stowaway and was found sitting on a small suitcase near the lost property office in Paddington station, after which he was named.

The character was created by Michael Bond – who lived around the corner from Paddington station – and first published in 1958. In 2000, the author unveiled a statue of the bear at the station, which is also home to the only shop in the world entirely dedicated to Paddington Bear.

the original Paddington Bear statue. They will soon be joined by a plaque marking the station’s association with Paddington Bear and the making of the film. Nick Hartnell, Network Rail’s station manager for Paddington, said: “Paddington Bear is a much loved part of the Paddington station family and it is great to see this association recognised both on the big screen and with the erection of a plaque acknowledging the station’s starring role.

“Paddington station is a world heritage site and a glorious example of Victorian architecture, designed by Isambard Kingdom Brunel as the gateway to his Great Western Railway. To see the station on the big screen is to get the same sense of awe that you get when you walk into it in real life. It was a pleasure to host this production and we are all delighted to see Paddington station so wonderfully portrayed in this film. “

The opening scenes of the Paddington film were shot over a number of days in the station. The filming schedule was worked around the existing train timetables to ensure that no inconvenience was caused to the travelling public.



The Paddington Bear statue has been temporarily joined in the station by “Classic Bear”, part of the Paddington Trail created by Visit London to mark Paddington’s first big screen appearance. Classic Bear has been designed by Michael Bond and will remain in the station until 30 December 2014.

Another temporary visitor to the station is the Paddington Book Bench. Designed by the artist Michelle Heron, the bench was auctioned by the National Literacy Trust after featuring its Books about Town Trail this summer. The bench’s new owner, Alan Daly, has kindly donated the bench to Network Rail for a year for the use and enjoyment of passengers and visitors to Paddington the station. It can be found on platform by

Network Rail’s train stations are often used as locations for television, film and photography, and have featured in Hollywood blockbusters including the Bourne Ultimatum and the Harry Potter series as well as Downton Abbey and smash-hit US drama 24.

(c) Paddington and Company Limited/Studiocanal S.A. 2014 Paddington Bear(tm), Paddington(tm) and PB(tm) are trademarks of Paddington and Company Limited



# Traindeer let loose on the Virgin Trains network!

Sisters, Ella and Ruby Prior from Congleton, Cheshire have had their artistic vision brought to life as Virgin Trains reveals a “Traindeer” on their network, which was inspired by the design submitted by the girls for a Christmas card competition.

The Pendolino train was given the full festive treatment and was transformed into a reindeer (complete with a red nose!) before being unveiled at Manchester Piccadilly station in a surprise reveal.

Ella, aged 11 and Ruby, aged 9 were whisked off to the station by their parents without being told they had not only won the competition, but that the design had impressed judges so much, Virgin Trains had taken steps to actually create their vision for a real-life real Traindeer. They found out the good news when the decked out train pulled into the platform they were standing on, with Father Christmas himself stepping off to congratulate them.

Ella, who goes to Congleton High School designed the picture, while her younger sister Ruby, who attends The Quinta added the colour. The final piece was then submitted to a Christmas card competition run by staff at Manchester Piccadilly station, which eventually went on to win the competition beating hundreds of entries from eleven stations including London Euston.

Judges, Joanne Guinnane Team Organiser at Manchester Piccadilly Station and Booking Officer, Jan Morgan said:

“We loved the concept of Ella and Ruby’s design as it was fun and caught our eye as a stand out picture, with the Virgin Traindeer logo and the antlers with the red nose! It really was very different from the rest and the fact that they had cleverly called it a “traindeer” was a lovely touch.

It’s just as one of our team members said when they saw it - only a child could think of something like that!”

Ella Prior said:“I’m so pleased that our design won and has actually been turned into a real life

Traindeer! When we first handed in our entry, we saw lots of other designs and didn’t expect to win at all – so this is brilliant. I’ve never won anything before, so I can’t believe our design has been made into an actual train. It doesn’t feel real. Out of ten, it was a million!”

Ruby Prior, said:“Wow I can’t believe it! I thought it was a dream. To find out our train will be taking people all over the country? And it’s ours. Wow”

Dad and Mum, Helen and Steve Prior, said: “I think they’ll remember this for the rest of their lives. It’ll be talked about in our family forever – we are just so happy. It’s really special, so thank you.”

The festive train, which will run on the Virgin Trains network until the 9th of January, is expected to play host to nearly 65,000 passengers who will be travelling over the Christmas period, and will be seen by many more passengers



at stations. The winning Christmas cards are on sale in stations: Stockport, Macclesfield, Stoke on Trent, Stafford, Crewe, Liverpool and Runcorn, Lancaster, Manchester Piccadilly train from £2 and all proceeds will be donated to the Riff Raff charity, which aims to raise funds for local charitable causes and organisations in the Urmston area.

<http://www.theriffraffsociety.org/about-us.html>



Having arrived into Worcester with a charter, LNER A4 No. 60009 “Union of South Africa” is seen getting serviced in Worcester Yard on November 29th. [John Alsop](#)

## GB Railfreight surpasses 1,000 train loads per week for first time in company’s history

GB Railfreight’s operations reached a significant milestone in November, as the company undertook 1,000 train movements for the first time in its history. In just over 10 years, this is a 1100% increase in train loads per week.

This growth can be attributed to developments in various markets. The infrastructure sector, in particular, has contributed to this growth as GBRf has doubled its work with Network Rail as a result of greater network flows and rail head treatment services in the southern region.

John Smith, Managing Director of GB Railfreight, said: “I am proud to announce that GB Railfreight has surpassed 1,000 train loads per week for the first time in our history. It is testament to all of the all the hard work by GB Railfreight staff across the company, throughout the last 15 years.

“This is an overwhelming achievement for everybody involved and it will spur us on into 2015 to continue to deliver optimum service levels for our customers and to help keep the UK economy moving.”



## Major refurbishment to key York rail bridge gets underway

The most significant work to the Scarborough rail bridge in York for 140 years will start in November. The £6m investment is the most significant since the bridge was built in 1875 and, once complete, will mean that the bridge is fit for another 120 years' service. Work will involve replacing bridge decks, track and installing a new walkway to improve safety for railway workers.

The site compound will be set up in Marygate car park from November. The project is due to complete in March 2015. Phil Verster, Route Managing Director for Network Rail, said: "The Scarborough Bridge has given good service for 140 years but is now due for refurbishment. Once these improvements are complete, many parts of the bridge will not need any further work for decades. We will have people working on site every day to get this work finished. "This is a complex project as the bridge spans the River Ouse and is in the middle of a residential area with narrow streets as well as being close to several important rail lines. We have worked very closely with the City of York Council and First TransPennine Express to minimise the impact of the work on both local residents and the travelling public. I thank them for their patience while we undertake these essential works."

When the bridge's decks are replaced in February 2015, trains will not be able to run over the bridge. The new decks will be installed from Marygate car park using a large crawler crane. This is being carefully managed between Network Rail and First TransPennine Express, and buses will replace trains between York and Scarborough from 14 to 22 February 2015; during the school half-term holidays. More detailed information will be issued over the coming weeks.

Anna-Jane Hunter, from First TransPennine Express, said: "We are working with Network Rail to minimise the disruption caused by the improvement works and put in place the best possible journey options for customers." Express coaches will replace rail services between York and Scarborough and we will shortly be issuing updated timetables and customer information posters.

"We would advise customers to check before they travel and allow extra time to complete their journey. As part of the work, it will be necessary to remove some trees and vegetation from the railway embankment immediately north east of the bridge, but these will be replaced with a replanting scheme after the work finishes in the spring of 2015. A full ecological study has been carried out.

Network Rail has planned this work closely with the Canal and Rivers Trust, Natural England and Environment Agency, securing the necessary permissions. This is because the River Ouse will need to be closed to river traffic for certain times while the works are undertaken.

The footpath under the bridge and footbridge which is attached to the rail bridge will need to be closed at various times next February for safety purposes. This will be kept to a minimum.



## South West Trains - Network Rail Alliance Supports Movember

For the second consecutive year, the South West Trains-Network Rail Alliance has helped to support the health charity Movember through a number of events during November. To mark the awareness month, where men are invited to grow a moustache for 30 days to raise awareness of men's health issues, a number of trains travelling on the Reading line were sporting giant moustaches as they travelled across the tracks. It's the second year that the South West Trains- Network Rail Alliance has Mo'd up trains and invited passengers to take photos and tweet the pictures.

Anyone spotting the special trains was asked to tweet @SW\_Trains with the hashtag #SpotAMoTrain and the location the Mo was spotted. At the end of the month a lucky winner won a one month season ticket. Staff and passengers were also invited to join the South West Trains-Network Rail Alliance online Movember team.

In addition to staff raising hundreds of pounds for the cause, the company's charity panel also pledged to make a contribution on behalf of every person who joined the online team. Employees also arranged cake bakes to raise funds. Also, for the first year, an engineering train used to apply water at very high pressure to remove debris from the tracks has received the Movember treatment. The vehicle can be spotted throughout the day and night across the network. The Movember Foundation challenges men to grow moustaches during 'Movember', to spark conversation and raise vital funds for prostate cancer, testicular cancer and mental health.

Chief Executive of the South West Trains-Network Rail Alliance, Tim Shoveller said, "We are delighted to be able to support this important cause for the second year running. We're pleased to be spreading these messages about health awareness across our workforce and with so many members of staff rowing their own 'tashes we hope to be able to raise vital funds too."

Sarah Coghlan, UK Country Director for Movember said, "Our vision is to have an everlasting impact on men's health, and the Movember moustache puts a fun twist on this serious issue. We are delighted with the support of the South West Trains-Network Rail Alliance and have had our eyes peeled for their moustachioed trains across the South West of England."



London Midland's Class 172 333 passes the Severn Valley Railway's depot at Kidderminster on December 3rd working the 11:55 service from Kidderminster to Dorridge. [John Alsop](#)



# Electrification will transform the Welsh railway, says Network Rail



Network Rail has welcomed the Prime Minister's announcement on a funding package for electrification in South Wales.

Following the announcement, made on November 21st, the Prime Minister David Cameron visited the Wales rail operating centre in Cardiff and met with staff and saw first-hand how the railway is run. Mark Langman, route managing director for Network Rail Wales, showed the Prime Minister around the operations centre, which employs state of the art technology to make running the railway more efficient and reliable.

Passenger numbers in Wales have grown significantly over the last 10 years. This unprecedented growth is forecast to continue and the challenge now is to deliver a railway that is fit for the 21st century and meets the demands and needs of passengers. Mark Langman, route managing director for Network Rail Wales, said: "The Prime Minister's announcement today is really great news for Wales. Electrification will transform the railway in South Wales, making journeys faster, more reliable, greener and quieter."

"An electrified railway will also help support economic growth by creating jobs and boosting the supply chain when work is undertaken, as well as providing a building block for future growth. It will help reduce journey times and boost commuting opportunities, making Wales a better place to do business."

During the visit, the Prime Minister met with staff who manage the signalling system in South Wales, as well as the line from Shrewsbury to Crewe. This floor will expand as the signalling across the Wales route is renewed. He then went outside to view the railway tracks outside the centre which is near Cardiff Central, the busiest station in Wales.

There are currently more than 100 staff working at the centre, which is designed to enable operational control, fleet management and passenger information to work as one unit. It has advanced signalling tools and technology to help reduce delays, improve performance, increase capacity and provide better information to passengers. The building is one of the greenest railway facilities in Wales with eco-friendly designs including solar panels, rainwater harvesting and solar reflective glass to reduce the need for air-conditioning.



Class 67 026 and 67 024 are seen parked up at Doncaster on East Coast thunderbird duties, November 15th.  
[Brian Hewertson](#)



Deltics Nos. D9009 'Alycidon' and 55 019 'Royal Highland Fusilier' head through Burton working the 0219 Castleton Hopwood - Barrow Hill on November 27th. [Stuart Hillis](#)



# Odds'n'Sods

## A book for Christmas?

Well Karl Davis, a classroom driver instructor with DB Schenker Rail (UK) has just recently finished writing his debut novel, The Trackman, and it is published on Kindle, and Smashwords online book store.

It will shortly be available for Apple iBooks, Kobo, Barnes & Noble, Nook, and a number of other online book stores.

The novel follows Detective Sergeant Joe Tenby as he tries to catch a twisted serial killer who is targeting rail staff as his victims.

The book does explore dark themes, and in places does contain some strong language.

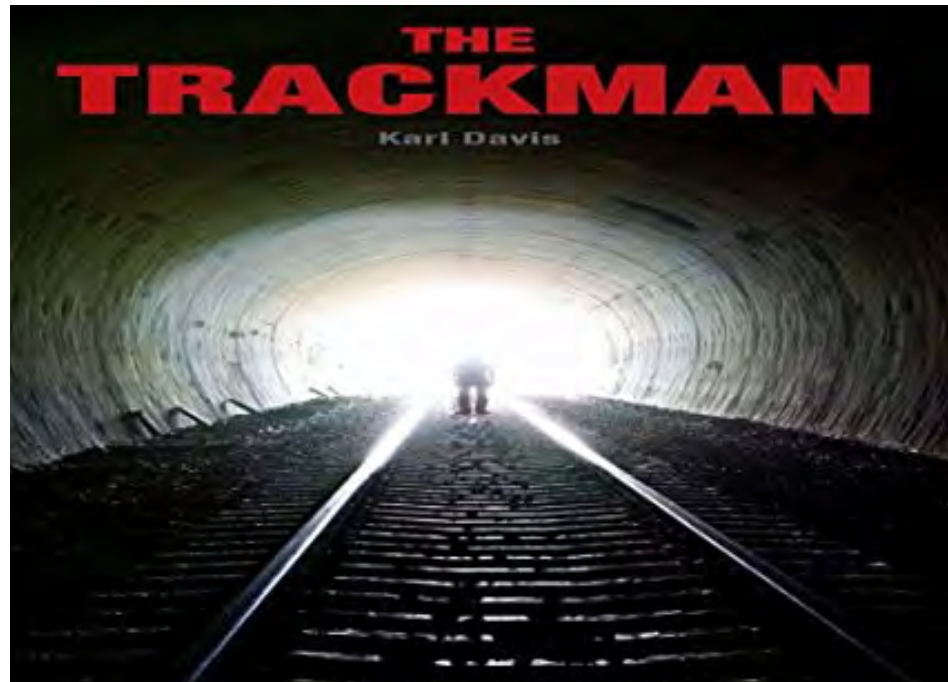
Karl was inspired to write the book following his undergoing of counselling in the wake of a railway fatality he suffered back in 2002. He has written a number of articles for magazines and newspapers, including The Guardian, New Statesman, Tribune Magazine, and many others and is also a big fan of The Huffington Post.

Have a search on Amazon and give it a try.

## Why a 4-6-0 and NOT a 4-6-2 for the G.W.R?

Apparently Churchward's preference for locomotives without trailing wheels was a direct response to the need to maximise adhesion on the South Devon banks between Newton Abbot and Plymouth of Dainton, Rattery and Hemerdon on the West of England main line - then the GWR's most important route.

As a result Swindon only ever produced one Pacific - No. 111 (The Great Bear) - in 1907.



## Major work to strengthen Hawarden railway bridge completed

Network Rail has completed an £8m project to make the iconic Hawarden bridge across the River Dee stronger. The bridge is fit for the future and better able to cater for the ever increasing demand for passenger and freight services.

The main truss of the railway bridge, which was built in 1887, has been strengthened with new steel plates and given a new coat of paint to protect it from corrosion and improve the bridge's appearance.

Jonathan Pegg, route asset management director for Network Rail Wales, said: "Thousands of passengers use Hawarden railway bridge on the Borderlands line to cross the River Dee every day.

"This iconic structure has been in use for more than a hundred years and our work to strengthen the bridge will ensure we can use it for many years to come.

"A robust railway is vital to a thriving economy and we are building a better railway, which is safer, more reliable and more efficient."

During the scheme, the four metallic spans of the bridge were grit blasted to remove old paint layers and then repainted. The work was carried out in 30 metre sections and the structure was encapsulated to protect the environment from dust and debris from the work.

This bridge is a listed structure, with the central span designed as a swing bridge, which previously allowed shipping to pass. The bridge has long-provided an important link between Deeside and the original John Summers and Sons steel works. This link now also provides access to the cycleway along the Dee embankment to Chester and to the Burton Point cycleway, improving access to the Wirral coastline.

The public walkway on the bridge has remained open to public throughout the duration of the work, which started last year.





# 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.

Once again this month I have stumbled upon a delightful bakery whilst having a wander looking for somewhere to buy Nosh from.

I was exiting Wigan Wallgate station and situated opposite I discovered Galloways where I found an excellent choice of Pies and Pastrys, along with Cakes, Drinks and Sandwiches.

There origins are as follows: Galloways Bakers was founded in 1971 by Ronald and Patricia Galloway who opened their first shop at 215 Ormskirk Road, Wigan trading as 'The Pie Shop' specialising as the name implies in producing the finest pies and pasties in the area, hot and ready to eat, using only quality ingredients. In the late 1970's their Bakery business had grown to four shops all in and around the Wigan area, 'The Pie Shop' name was dropped and the shops were now called 'Galloways family Bakers' continued growth and expansion saw the firm acquire more shops through the 1980's in areas of Wigan like Aspull, Wallgate and Standish. In 1989 the firm became a Limited Company and the Bakery was moved from Ormskirk Road to larger premises at Loch Street, Pemberton to cope with



the increase production demands.

In 1997 The Bakery Station concept evolved with three new additions to the Galloways fleet of shops opening in Preston, St. Helens and Eccleston the idea being that we would aim to serve our customers as quickly as possible in these outlets realising that time was precious for our customers who were generally on the move. This idea is now true in all of our outlets who aim is to provide quick service of quality products throughout the day. Expansion in 2000 has led to the company once again moving to larger bakery premises to cope with the increased volume of production. During this growth and increased volume of output, the company has always aimed to keep the same values that The Galloways family's success has been built on. This includes having hot breakfasts made fresh each morning, Hot Pies, Pasties and Sausage Rolls baked fresh all day in every one of our shops, fresh morning goods and quality confectionery made fresh every morning in our local Bakery, and fresh filled rolls with a variety of fillings made every day on site in each of our outlets.

Delicious and 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. Have a lovely Christmas and New Year.

Send your emails to: [nosh.report@railtalkmagazine.co.uk](mailto:nosh.report@railtalkmagazine.co.uk)



Class 66 847 leads 70 807 through Burton on Trent working 0Z70 Bescot - Derby RTC, November 24th. [Stuart Hillis](#)

DCR's Class 56 103 and 56 303 haul Railvac 2 through Burton on November 15th, working 6Y85 Derby Chaddesden sidings - Lostwithiel. [Stuart Hillis](#)



**SOUTHERN COUNTIES RAILWAY SOCIETY**

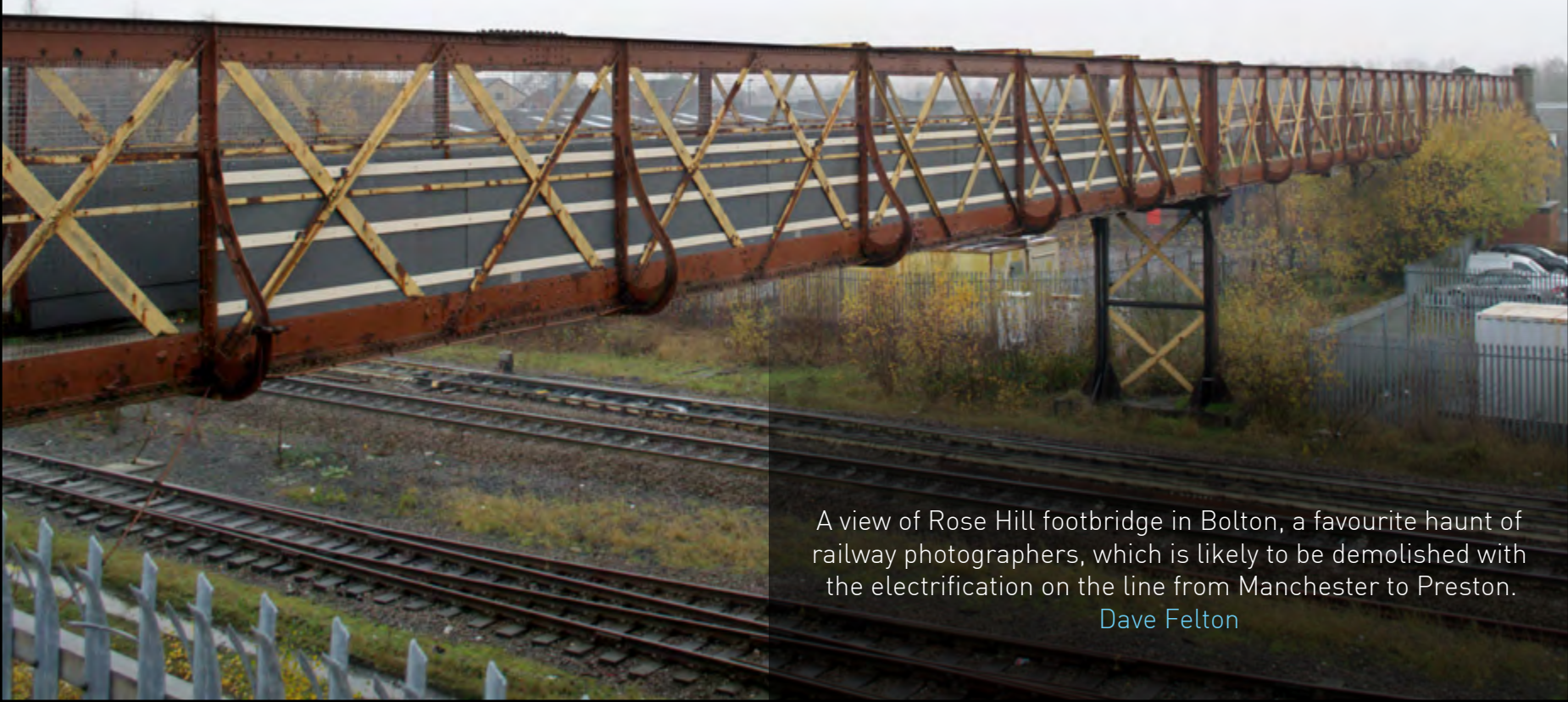
A club for anyone interested in the railways of Southern England.



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)



A Different View



A view of Rose Hill footbridge in Bolton, a favourite haunt of railway photographers, which is likely to be demolished with the electrification on the line from Manchester to Preston.  
Dave Felton



SB Rail Plasser & Theurer self propelled tamping and track levelling machine No. DR73914 'Robert McAlpine' is seen stabled in sidings adjacent to Blackburn station on November 17th.  
Dave Felton

Clearly the Virgin Trains' poster department is still having some great fun. Have a look at this example seen at Rugby station. Richard Hargreaves







**Preserved Railways:  
Chasewater Railway**

Class 08 No. D3429 (08 359) is seen at Chasetown Church Street on November 2nd. [Andrew Wilson](#)



Hunslet 0-4-0DH No. 6678 built in 1968 is pictured at Brownhill West on November 2nd. [Andrew Wilson](#)



Baguley 0-4-0DM No. 3410 "Martson, Thompson and Evershed No. 4" built in 1955 is seen inside the shed at Brownhills West. [Andrew Wilson](#)



## SWANAGE RAILWAY WINS BRONZE TROPHY FOR QUALITY IN THE DORSET TOURISM AWARDS 2014

Dedicated Swanage Railway volunteers and staff are celebrating after their heritage line through the Isle of Purbeck won a coveted bronze trophy for quality in this year's Dorset Tourism Awards.

The accolade to the volunteer-led Swanage Railway from an independent judging panel of tourism experts was given in the Large Visitor Attraction of the Year category.

It was the first time that the preserved six mile steam operated line – from Norden Park & Ride to Corfe Castle, Harman's Cross and Swanage – had entered the prestigious competition highlighting the best of tourist attractions and services in the county.

Rebuilt from nothing since 1976 after being closed and demolished by British Rail, the Swanage Railway now carries more than 210,000 passengers a year – running trains daily from April to October, inclusive, and weekends during the rest of the year.

Swanage Railway Company chairman Peter Sills and the heritage line's General Manager Richard Jones joined 200 other guests at a special Dorset Tourism Awards presentation evening held at the Bovington Tank Museum near Wareham.

Peter Sills said: "Everyone on the Swanage Railway is delighted to win this coveted award which is a real accolade, the recognition rewarding the hard work and commitment that our staff and volunteers put into running and maintaining our heritage line throughout the year.

"Visitors can enjoy the award-winning Purbeck Mineral and Mining Museum next to Norden station while at Corfe Castle station there is the superb Swanage Railway museum, housed in the restored Victorian good shed, and a fascinating cinema coach – all of which have free admission," he added.

Richard Jones explained: "Our dedicated staff and volunteers work very hard to ensure that our many visitors have an enjoyable and value for money visit to the Swanage Railway.

"The Swanage Railway has so much to offer – reduced price travel for families as well as groups of 15 people or more, special events for all the family, dining trains, cream tea trains and our festive 'Santa Special' steam trains which take to the rails from the end of November to Christmas Eve.

"The Swanage Railway is not only a great day out in itself but by leaving your vehicle in the attended car park next to Norden station it's so easy to hop on the train to enjoy the many delights of Corfe Castle and Swanage," he added.

Each competition entrant had been through a rigorous three-stage judging process involving the initial scoring of entry forms, a programme of visits – often mystery visits – and ending with decisions by an independent judging panel composed of tourism industry leaders, experts and past winners.

In winning its bronze trophy for quality, the Swanage Railway was judged on how well it inspired and encouraged visitors, the quality of information given to visitors as well as accessibility.

The Swanage Railway will now be entered into the South West Tourism Excellence Awards in February, 2015, and then possibly on to the National Visit England Awards to be held later next year.

In its second year, the special Dorset Tourism Awards 2014 evening saw a total of 46 trophies awarded at the Bovington Tank Museum on Thursday, 16 October, 2014.

Swanage Railway train times – and special event details – are available online at [www.swanagerailway.co.uk](http://www.swanagerailway.co.uk) or by telephone on 01929 425800.





Ex Potter Group Class 08 202, seems to have taken up residence at the line, seen here in the yard at Brownhills West. Andrew Wilson

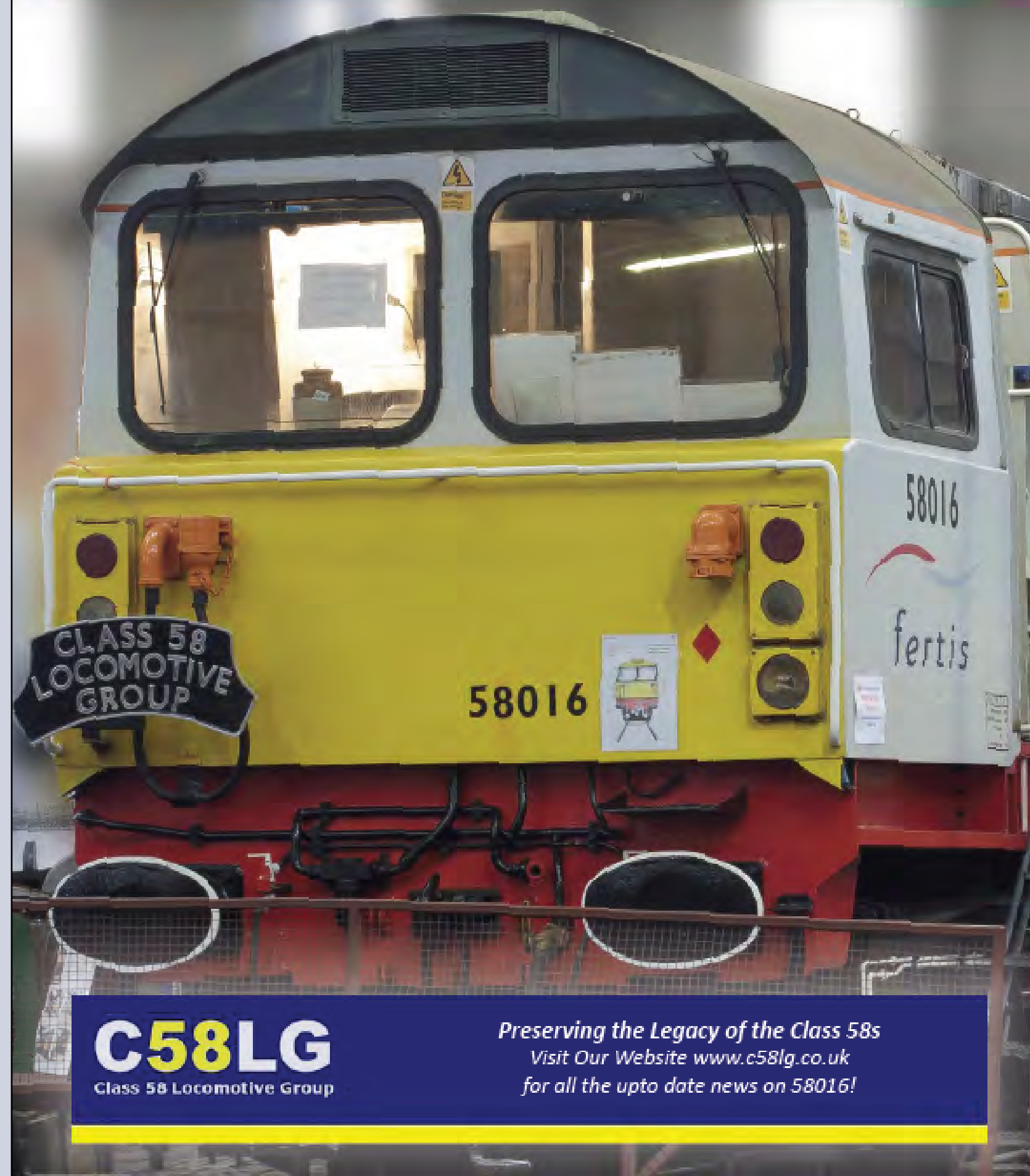


The other Potter Rail Class 08, No. 08 598 is also still on site at Chasewater, again seen in the yard at Brownhills West. Andrew Wilson

## 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!





Stored Ruston 0-4-0DE No. 544998, built in 1969, stands in the station at Brownhills West. [Andrew Wilson](#)



Hawthorn Leslie 0-4-0ST No. 2780 'Asbestos', built in 1909, is currently in storage at the line. [Andrew Wilson](#)



## LEICESTER'S RAILWAY MUSEUM LOTTERY BID RESUBMITTED

### SUCCESS WOULD KICK START A DEVELOPMENT WORTH £43 MILLION TO THE LOCAL ECONOMY.

The Great Central Railway has resubmitted a bid for ten million pounds to the Heritage Lottery Fund to create a world class museum in Leicester. Working in partnership with Leicester City Council and the National Railway Museum in York, the railway plans to open the new attraction at its terminus at Leicester North in 2019. The new museum will be filled with priceless locomotives and hundreds of artefacts from the national collection, illustrating the story of how railways helped Leicester thrive and changed the lives of the people who call it home.

Managing Director of the Great Central Railway Bill Ford said, "We had some really constructive feedback from the Heritage Lottery Fund Trustees following our last bid and we are confident we have made this visionary project even better! Not only will the museum help people reconnect with their railway story, sitting right alongside our thriving heritage line it will be a unique attraction. We're confident tens of thousands of people will visit every year." Work is already underway with local schools and community groups to ensure the project engages with everyone across the city and captures railway memories that might otherwise be lost.

300 short-term construction jobs will be created while the museum is built and 9 full-time posts once open. As part of the bid process an economic impact study has been carried out which demonstrates the museum and railway will be worth £43million for the local economy over five years. In turn this additional spending could create more than 900 jobs in the area. Annual visitor figures for the railway and museum combined are expected to reach around 230,000. The total cost of the project is expected to be around £16 million. £6 million of match funding would be required alongside the lottery grant. City Mayor Sir Peter Soulsby said: "This is a really exciting opportunity to create a railway experience of national standing in Leicester. The museum will house items which are of both national importance and local interest, complementing the nearby National Space Centre and Abbey Pumping Station and helping to enhance the city's reputation as an important visitor destination. It will also create hundreds of new jobs, both during construction and on opening, while providing training opportunities in the rail industry for dozens of young people. We're fully committed to this project and will be working with the Great Central Railway to help them deliver this ambitious scheme."

A striking building is planned to sit right alongside the Great Central Railway's Leicester North station, close to the Greenacres centre. Uniquely, steam hauled passenger trains will arrive right alongside the exhibition halls giving the displays a vibrant context. With the completion of the separate GCR reunification project, it will be easily accessible from the national railway network. The museum will be connected to the running lines to allow displays to be changed, locomotives and carriages moved and even operated over the tracks of the Great Central. Star exhibits will include V2 class steam locomotive 'Green Arrow' and the sole surviving GCR passenger engine "Butler Henderson" A stylish wooden carriage which is more than a century old will be actively restored in front of visitors demonstrating the craft skills necessary to keep Britain's railway heritage alive.

The Director of the National Railway Museum is Paul Kirkman. "We're delighted to be part of this project. Leicester had one of the world's earliest railways," he said. "It was also a hub of the Midland line. When the GCR opened in 1899 it was a key calling point on the high speed railway of the time. We want to put key parts of the national collection on display at the heart of the country for the first time, but just as important we hope to inspire a new generation to get involved in our nations railway story." As part of the bid a full programme of educational activities has been devised. "We already welcome visitors from around the county and country but the museum will help us achieve so much more for Leicestershire. It will be a living experience telling relevant stories, which are interpreted in the ultimate way, with a ride on a steam train! We hope the whole city will get behind the bid."

The project partners will learn if they've been successful in April 2015. Initially a small grant will be released allowing the plans to be developed further. A successful second round application would see the full grant unlocked with the museum expected to be open around summer 2019.



# Telford Steam Railway



Ruston Hornsby 0-4-0DM No. D2971 is seen giving Brake Van rides at the line on November 2nd. [Andrew Wilson](#)





BR Class 104 DMCL No. 50531 is seen operating with Sentinel 48-ton 0-6-0DH 'Tom'. Andrew Wilson



# Severn Valley Railway



GWR 15XX Class No. 1501 passes Northwood Lane working the 12:20 Kidderminster – Bridgnorth service on November 1st. [John Alsop](#)



SR Battle of Britain Class No. 34053 'Sir Keith Park' heads the 12:15 Bridgnorth to Kidderminster service on November 1st. [John Alsop](#)



# ITV ON TRACK AT GREAT CENTRAL RAILWAY THIS CHRISTMAS

## ITV are hopping on board the Santa Express at the Great Central Railway in December

The award winning railway always welcomes Father Christmas during the festive season. On December 10th a camera crew and presenter Lucy Kite joined them for a magical steam train ride through the Leicestershire countryside.

Kate Tilley, Marketing Manager of the Great Central Railway said, "Our Santa Specials are very popular and our passenger figures continue to grow. The event runs for four weeks, is one of our most important activities for the business, and gives us a real boost going into the New Year."

The ITV film crew interviewed passengers on trains running on Wednesday December 10th and the feature, on ITV Central's 'Love Local' is expected to appear on television shortly before Christmas Day. The programme is set to highlight the importance of Christmas to the local economy.

The Great Central Railway's Santa Special trains can be booked at [www.gcrailway.co.uk](http://www.gcrailway.co.uk)

Photo: 45231 departs Rothley ©Mike Spencer





# Appleby Frodingham



Former South Devon Railway's Class 20 No. D8110 is seen giving brake van rides at TATA's Scunthorpe complex on November 29th. [Steve Thompson](#)





## PLEDGES TOWARDS BUILDING BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE REACH £1.5M

### 24 castings delivered and £69k machining contacts let for No. 2007 Prince of Wales

The campaign to raise £5m by 2021 to build brand new steam locomotive No. 2007 Prince of Wales remains on track as pledges reach the £1.5m milestone. The Founders Club was launched in September 2013 to raise the initial £100,000 to kick off the project and had raised £460,000 from over 360 supporters; over 600 'P2 for the price of a pint' £10pcm (or more) covenantors have already signed up worth over £100,000pa before Gift Aid; Dedicated Donations from existing supporters – the sponsorship of individual components – has passed the £100,000 mark; and donations to The Boiler Club, only launched a few weeks ago, has passed 15% of its £600,000 target.

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.

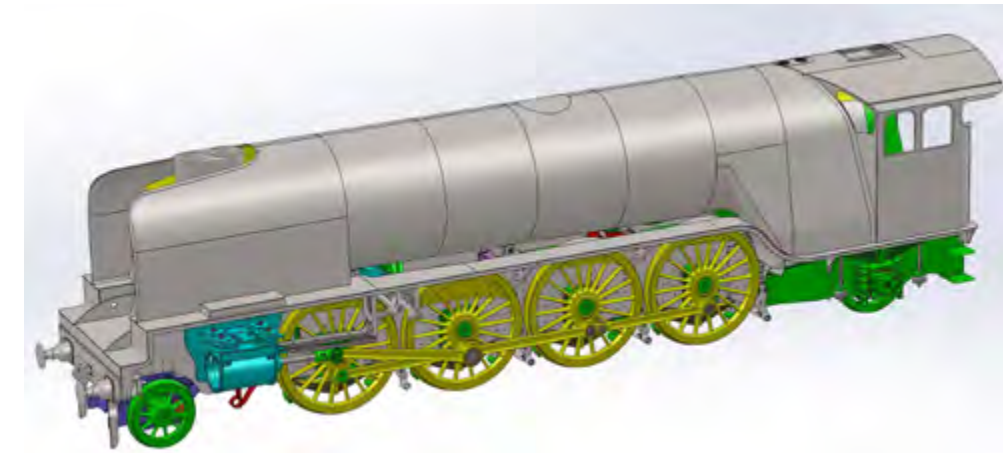
In addition to the concerted fund raising campaign, design work has been concentrated in two areas over the past month; drawing and modification of the cab to comply with the reduction in overall height from 13ft 1in to 13ft as was done with No. 60163 Tornado to ensure the widest possible route availability on Network Rail tracks and redesign of major frame stays as full penetration welded fabrications (rather than castings) with modifications to carry air pumps and air brake cylinders.

The last of the initial batch of 24 frame stay and bracket castings - the drag box - has been completed by William Cook Cast Products including stress relieving and is due to be delivered to MultiTech at Ferrybridge along with other larger frame castings for machining. MultiTech will also be proof machining the small locomotive carrying wheels and tender wheels ready for wheelset assembly next year. Smaller frame brackets will be machined by companies in the Darlington area. The total cost of machining is £69,000.

Tyres, axles, crank pins and crank sweep forgings have been ordered to the value of £80,000 and quotations are being sought for assembly of the wheelsets.

One of the problems experienced with the original class P2 locomotives was fracture of crank axles. We are aware of at least four occasions when a crank axle broke immediately behind the wheel - such occurrences were not uncommon in the days before routine non-destructive testing of axles by ultrasonic and more recently magnetic particle inspection. The design of the class P2 'Mikado' crank axle is essentially the same as that for the contemporary class A3 'Pacifics' which were not prone to axle failure. The P2's larger cylinders would have resulted in higher maximum piston forces and hence torque in the axle, and whilst a 'Pacific' at high axle torque will slip dissipating the torque, the additional pair of coupled wheels on the P2s made them one of the most sure footed locomotives ever built. Hence higher sustained torques were possible. The fact that all these failures took place at low speed when the locomotives were accelerating hard had the fortunate consequence that none of the failures resulted in derailment.

The crank axle on No. 60163 Tornado has several significant design improvements developed by the Timken company including a better keyway design and a stress relief groove the surface of which was rolled to compress the material. These features improved the fatigue resistance by at least 60%. The Trust intends to further improve the design by incorporating the BR BASS 504 wheel/axle design techniques. In order to assess that the improved design will fully address the problem, the Trust has commissioned an independent design study by one of the leading railway engineering consultancies to examine and compare the original and improved designs to give us (and the certification authorities) confidence that the axle failure problem will be overcome.



Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:

"Reaching £1.5m marks a significant milestone in the project to build Britain's most powerful steam locomotive. The next few months 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."



Public interest in seeing a new Gresley class P2 steam locomotive become a reality sooner rather than later is high, with over 360 members of The Founders Club each having given £1,000 and over 600 people already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month) covenant scheme since its launch eight months ago. This means that the project has already received pledges of over £1.5m of the £5m needed over the next seven years.

Photo: L Hunt & Sons collect castings from William Cook Cast Products. ©A1SLT





# RAILWAY BRIDGE APPEAL TOPS SEVEN HUNDRED THOUSAND POUNDS

## 2015 is the Year of the Bridge!

The Great Central Railway's long held ambition to become an eighteen mile railway will take a huge step forward in 2015, as contractors move onto site to build a bridge over the Midland Main Line.

The bridge is the key component in a string of new infrastructure which will allow two halves of the award winning line to reunite, creating an eighteen mile heritage line. Working in full partnership with Network Rail, this first structure is expected to be completed towards the Autumn of next year.

The railway's one million pound 'Bridge to the Future' appeal to raise the funds to build the bridge has now reached seven hundred and five thousand pounds. A new design solution for the bridge has been agreed which will see an entirely new thirty metre bridge deck being built. This will eliminate the costs and risks involved with building a central pier, which would have originally been needed to support two previously recovered bridge decks. It will also reduce long term maintenance requirements. Meanwhile the two recovered decks will be used elsewhere in the reunification project speeding up the project and reducing costs. Initial work on site will focus on establishing a contractors compound and enabling the major construction work which is likely to follow in Spring. Bill Ford, Managing Director of the Great Central Railway said, "After three decades of waiting for action, we are almost in 'The Year of the Bridge' We just have to be patient a little while longer but soon spades will go into the ground. With the support of everyone who has donated the total raised by the appeal continues to rise. These are truly exciting times for what we believe is one of the most high profile projects in national railway preservation. However we can't be complacent and we urgently now need to raise the remaining two hundred and ninety five thousand pounds to reach our one million pound target."

To complete the reunification project another new bridge is required over Railway Terrace in Loughborough and three hundred metres of embankment needs to be reinstated. Trains could be running across the entire completed link before the end of the decade providing funds for the rest of the work can be found.



Locomotives carried 1930s livery during the ELR's LMS theme weekend. Hughes Crab 2-6-0 No. 13065 is headed by LMS A Class 0-6-0 No. 12322 at Heywood with the first train of the day on November 23rd. [Gerald Nicholl](#)



LMS Class 5MT 'Crab' 2-6-0 No. 13065 hauls a Heywood to Rawtenstall service through Burrs on November 22nd. [Robert Bates](#)



On a gloomy November 22nd, L & Y Class 27 0-6-0 No. 12322 heads through Burrs country park with a Heywood to Rawtenstall service. [Robert Bates](#)









Class 31 No. D5631 stands in the platform at Weybourne during an EMRPS photo charter on November 8th.  
Laurence Sly







# South Devon Railway

Visiting from the Paignton and Dartmouth Railway, Class 25  
No. D7535 passes Hood Bridge on November 8th.

Steve Andrews



Visiting Class 25 No. D7535 leads the lines resident Class 25 No. D7612 as the pair power through Hood Bridge on November 7th. [Steve Andrews](#)





## From the Archives

Class 37 114 and 37 042 pass Walcott working a  
6W90 Pwllheli - Bescot ballast on April 12th 2003.  
[Carl Grocott](#)







Above: Class 31 275 and 31 201 are pictured upon arrival into Inverness with an A1A Charter on August 13th 1995. [Paul Godding](#)



Left: Class 37 668 and 37 669 head along the Dawlish seafront on April 11th 1995 with a rake of China Clay tanks. [Brian Hewertson](#)

Main: Class 47 434 passes Shipton on the down slow East Coast main line with an cement empty wagon working, August 22nd 1989. [Dave Felton](#)





Hauling a rake of tanks through Aldwarke Jct. on a sunny November 18th 1993 is Class 60 016. [Paul Hewertson](#)



Class 40 111 is seen stabled at Reddish on January 25th 1981. [Steve Stepney](#)



British Rail Brush Class 31 No. D5652 seen inbetween duties at London Kings Cross station on May 6th 1961. [Dave Felton](#)



Class 86204 'City of Carlisle' departs Crewe working a Cross Country service to Manchester on July 20th 1997. [Paul Godding](#)





Above: A large number of Class 25s are seen stabled on Eastfield shed, Glasgow in 1979. [Brian Hewertson](#)

Left: Thameslink's Class 319 433 calls at Three Bridges on June 14th 1998 working a service to Brighton. [Paul Godding](#)

Main: Class 47 843 passes Mickwood on October 11th 2003 working the 1Z47 09:40 Crewe - Cardiff. [Carl Grocott](#)







Above: Class 56 004 passes Aldwarke Jct. with a loaded coal train on November 25th 1993. [Paul Hewertson](#)



Right: A Longsight based DMU on a Manchester Piccadilly - Chester service is seen approaching Altrincham on August 25th 1991. [Michael Lynam](#)



Main: Class 31 203 hauls an engineers working through Warrington Bank Quay on October 3rd 1997. [Paul Godding](#)





Above: Class 47 628 and 47 501 sit outside Bolton Parcel Depot having arrived with empty vans from Longsight, August 6th 1991. [Michael Lynam](#)

Left: Pictured lined up at Stratford on August 1st 1987 are Class 47 583, 31 272 and 47 634. [Derek Hopkins](#)

Main: BR Class 37 063 passes through Seamer on a light engine movement, August 5th 1982. [Dave Felton](#)



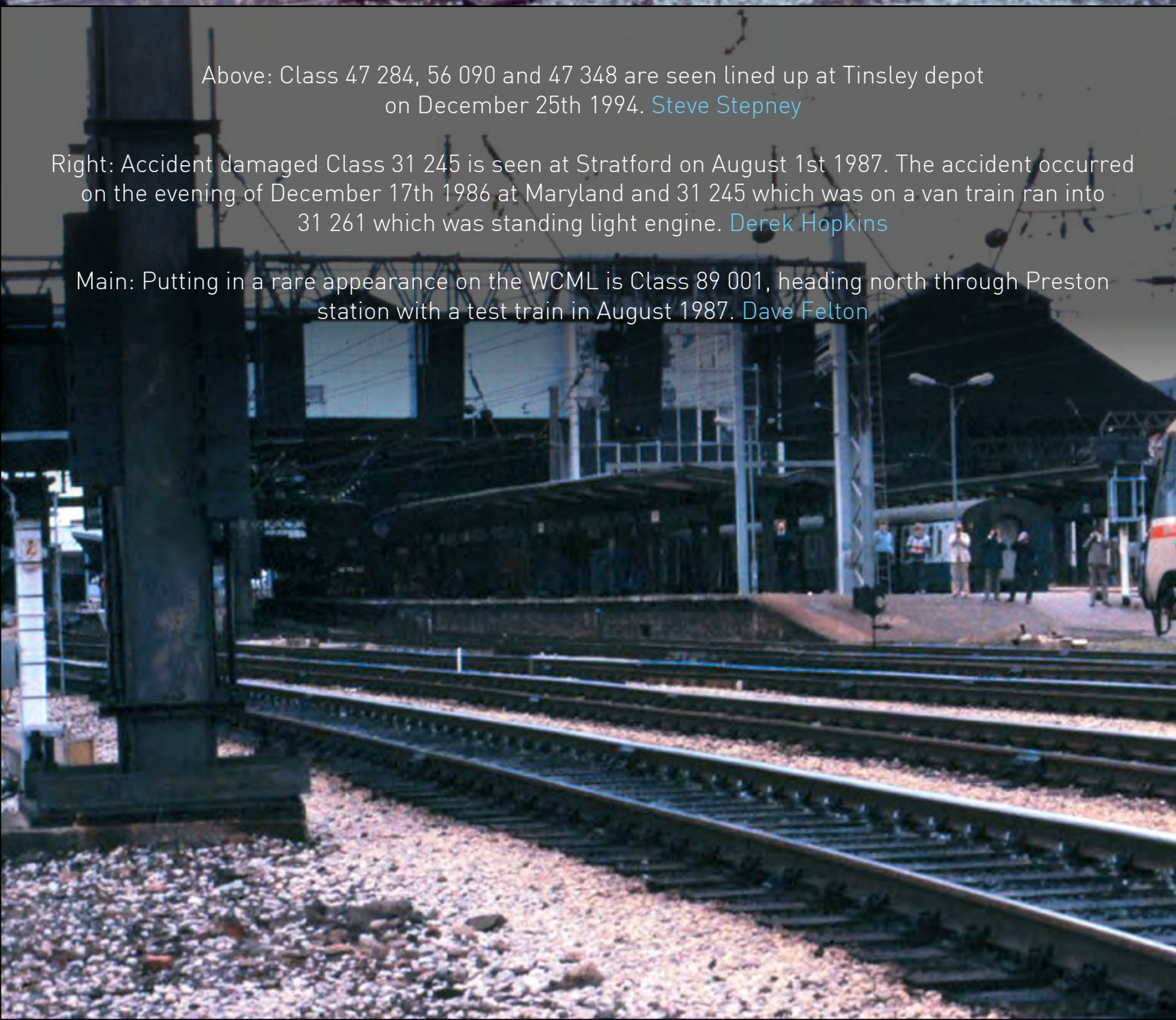




Above: Class 47 284, 56 090 and 47 348 are seen lined up at Tinsley depot on December 25th 1994. [Steve Stepney](#)



Right: Accident damaged Class 31 245 is seen at Stratford on August 1st 1987. The accident occurred on the evening of December 17th 1986 at Maryland and 31 245 which was on a van train ran into 31 261 which was standing light engine. [Derek Hopkins](#)



Main: Putting in a rare appearance on the WCML is Class 89 001, heading north through Preston station with a test train in August 1987. [Dave Felton](#)





