

Railtalk Magazine

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Submissions & Contributions

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

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

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

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Front Cover
Colas Rail's Class 56 113 and 56 087 top'n'tail the 3S71 21:20 Shrewsbury to Shrewsbury via Holyhead, past Shotton on November 12th. *Andy Parkinson*

This Page
LMS Stanier Pacific No. 6201 'Princess Elizabeth' powers through Sheering with a 'Cathedrals Express' charter to Norwich on November 11th. *Charlie Robbins*

Next Page
Class 31 452 stands at Bristol Temple Meads hauling 45 060 and 33 035 on 0Z33 Barrow Hill - Okehampton for Polar Express duties on November 18th. *Sam Bilner*

Railtalk Magazine

Welcome

Welcome to Issue 123 and your monthly roundup from across the UK.

So that's it another year done! I'm sure I'm not the only one here that will be thinking, thank goodnes it's over! It's been a strange year both within and outside the Railway Scene.

Let's look back at the highlights of 2016. "How?" I hear you ask. Well I'd say one of the best pictorial ways would be with our Railtalk 2017 Calendar. A fantastic collection of photos, from across to year showcasing some of the finest photos published in the Magazine by our regular contributors. Please see the advert situated within this Magazine for more information and to purchase a copy please visit the website.

A sad sight, if I might say so myself, was the view of the first Eurostar sets arriving at Kingsbury for scapping. Only 22 years old, these trains, are still fairly young in comparison to some of the stock we operate across the county. However I have to agree that they will have covered a lot of miles but it is a shame that they can't be re-purposed for use in the UK. If not, back on their old East Coast stomping ground.

As we head to the 3rd issue since the rebrand of the Magazine, we have received a number of feedback suggestions regarding the full page photos. Hopefully we may have a solution this in issue, which resulted in it being slightly delayed. However as always



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do get back to us we any feedback, good or bad. As we always say, this is a Magazine for the readers, so let us know your thoughts.

So I feel the only thing left, would be to wish everyone a very Merry Christmas and let's hope that 2017 is a better year than this one.

So finally, as always, thanks to everyone for their continued support and for all the feedback we are still receiving for the updated magazine. Should you wish to submit material, please do get it touch (the email addresses are on Page 2) it's always greatly appreciated.

Andy Patten
Editor

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Railway Touring Company
The Cheshireman

On November 5th, LMS Pacific No. 6201 'Princess Elizabeth' passes Attenborough with a Norwich-Chester railtour.
Mark Pichowicz

Railway Touring Company
THE ROYAL WESSEX

On November 12th, BR (S) Rebuilt Light Pacific 4-6-2 No. 34046 Braunton (as 34052 Lord Dowding) leans to the curve at Ashurst New Forest with a Three Bridges to Weymouth excursion. Exhaust steam clings to the smokebox in typical Bulleid fashion on what was a pretty damp and dismal day. The West Coast 47 bringing up the rear was obscured by steam too. Of course, the preceding and following days were both bright and sunny! *Stewart Smith*

Railway Touring Company
THE CHRISTMAS CHESHIREMAN

LMS Class 5MT Nos. 44871 and 45407 with the late running 1Z40 Bristol Temple Meads to Chester, speed through Lawrence Hill on November 19th. *Sam Bilner*

Railway Touring Company
THE CHRISTMAS CHESHIREMAN

LMS Class 5MT Nos. 44871 and 45407 arrive into Chester on November 19th with the 1Z40 from Bristol Temple Meads.
Brian Battersby

Belmond British Pullman
The Northern Belle

Class 68 025 (with 68 023 on the rear) passes through Buckshaw Parkway on November 13th working a Manchester Victoria - Manchester Victoria via Carlisle Northern Belle outing.
Alan Rigby

Railway Touring Co.
The Tin Bath

At 4degC there is plenty of steam in evidence but much of the train is obscured by drift caused by the northerly wind as Stanier Class 5 Nos. 44871 and 45407 are dodging shadows in charge of 'The Tin Bath' special approaching Westhoughton on November 6th.
Gerald Nicholl

Charter Scene

Railway Touring Co.

The Tin Bath

LMS ‘Black 5s’ Nos. 44871 and 45407 pass Westhoughton Golf Club working The Tin Bath 1Z44 09:09 Preston to Sheffield on November 6th. *Andy Parkinson*

The pair of ‘Black 5s’ head through Fairfield in the persisting rain, November 6th.
Brian Hewertson

Steam Dreams
The Cathedrals Express

BR (S) Rebuilt Light Pacific 4-6-2 No. 34046 Braunton (as 34052 Lord Dowding) stands at Salisbury on November 29th about to depart with the return working to West Brompton.
Stewart Smith

Vintage Trains
THE PANNIER RAMBLER IV

On December 12th, GWR 8750 Class 0-6-0T No. 9600 and GWR 94xx Class 0-6-0T No. 9466 speeds through Hall Green with a Stratford upon Avon to Worcester working. However, No. 9600 was failed with a hot box and swapped at Tyseley for a Class 47.

Richard Hargreaves

Vintage Trains
THE PANNIER RAMBLER IV

Having taken over from GWR No. 9600 at Tyseley due to a hot box, Class 47 773 leads GWR 94xx Class 0-6-0T No. 9466 into Worcester on November 12th. *Richard Hargreaves*

UK Railtours
THE BATH SPA CHRISTMAS EXPRESS

On December 1st, 'The Bath Spa Christmas Express', hauled by LNER A1 No. 60163 'Tornado' approaches the Dundas Aqueduct, near Limpley Stoke, Bath heading from London Victoria to Bath.
Brian Turner

ECS and Light Engine Moves

On November 1st, Class 37 518 heads through Bowling with the 5Z37 09:08 Fort William Junction Yard - Carnforth Steamtown empty coaching stock. This was a rake of stock from the Jacobite heading for winter storage after the last runs of the 2016 season.
Jonathan McGurk

ECS and Light Engine Moves

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' works the 5M05 Carnforth to Carnforth via Hellifield through Bamber Bridge on November 15th. *Alan Naylor*

ECS and Light Engine Moves

At Dumbarton East, Class 37 518 hauls LMS Stanier Class 5 4-6-0 No. 45407 ‘The Lancashire Fusilier’ and coaching stock, working the late running 5Z45 06:15 Fort William Junction Yard - Carnforth Steamtown. This consist was the empty Jacobite loco and stock after the 2016 season had ended. *Jonathan McGurk*

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December



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

Calender 2017

Arriva Trains Wales

Another newcomer to the Arriva Trains Wales Manchester - North Wales circuit is Class 67 010 seen here glinting in the early morning frost and sun at Winwick on November 25th. *Jeff Nicholls*

Arriva Trains Wales



Doing a brilliant impression of a steam loco, Class 67 010 climbs up towards the bridge over the Mersey, just south of Warrington Bank Quay, with the 09:50 from Manchester Piccadilly to Holyhead on November 29th. The steam effects are by courtesy of the PQ factory on the other side of the line. *Jeff Nicholls*



Class 67 010 passes through Helsby on November 25th with the Holyhead bound loco hauled service. *Brian Battersby*



Class 67 010 working the Manchester Piccadilly - Holyhead service passes Winwick on November 29th. *Alan Rigby*

Caledonian Sleeper





On November 25th, whilst Virgin Trains Class 390 020 finished its days work upon arrival into Glasgow Central, Freightliner's Class 90 044 prepares to work the 1M11 23:40 Glasgow Central to London Euston sleeper service. *Jonathan McGurk*

Class 73 971 and Class 92 038 work the 0S73 Crewe to Craigentinny T&R.S.M.D. through Leyland station on November 9th. *Alan Naylor*

Chiltern Railways

Class 68 013 stands at Birmingham Moor Street on November 12th, with a service from London Marylebone. *Class47*

Colas Rail

On October 21st, Class 56 113 and 56 087 pass Waverton with the North Wales RHTT working. *Brian Battersby*

Colas Rail



Class 56 113 and 56 087 top'n'tail through Ty-Croes on October 28th working the Shrewsbury Coleham - Shrewsbury Coleham RHTT. *David Wood*





Class 56 113 is seen at Crewe on November 12th on the rear of the Shrewsbury - Shrewsbury RHTT working. *Class47*

Class 56 087 stands at Crewe on November 12th working the North Wales RHTT circuit. *Class47*

Colas Rail





Class 56 113 and 56 087 top'n'tail the 3S71 21:20 Shrewsbury - Shrewsbury via Holyhead RHTT past Holywell Jct. on October 21st. *Nick Clemson*



Class 66 850 'David Maidmet OBE' is seen stabled on Eastleigh Yard, November 4th.
Derek Elston

Class 56 105 (with 56 087 on the rear) is photographed near Whitchurch on November 18th working the 21:20 Shrewsbury Coleham Ss to Shrewsbury Coleham Ss RHTT.
Colin Irwin

Colas Rail

Class 37 099 hauls 70 804 through Burton on November 4th as 0F84 Derby - Bescot via Toton. *Stuart Hillis*



Class 50 050 ‘Fearless’ and 50 017 ‘Royal Oak’ haul 56 302 for tyre turning, as 0Z50 Washwood Heath - Derby Etches Park, seen passing through Burton on November 4th. *Stuart Hillis*



Class 70 810 eases it’s way into Eastleigh Yard on November 4th. *Derek Elston*



Colas Rail

Class 70 808 with the Moorswater cement is pictured arriving at Moorswater, Cornwall on November 30th. *Steve Andrews*

DB Cargo



On November 4th, Class 66 114 hauling the 10:50 Knowsley Freight Terminal - Wilton Efl Terminal, passes Winwick Quay. *Nick Clemson*



Class 60 015 and 60 024 'Clitheroe Castle' are amongst the many locos seen stabled at Toton on November 6th. *Stuart Hillis*



Class 66 005 passes through Eastleigh on November 4th whilst working the 09:30 Southampton MCT to Garston FLT. *Derek Elston*

DB Cargo

The weekly trip working from Arpley Yard to Wigan Springs Branch, 6F50,is hauled north through Red Bank by Class 66 152 on November 9th, the load consisting of three EWS coal hoppers from Arpley's massive stockpile of redundant wagons. Full steam ahead from Fiddlers Ferry in the distance! But not for too much longer. *Jeff Nicholls*

DB Cargo

Class 90 024 and 90 040 hauling the 4M25 06:07 Mossend Euroterminal - Daventry Intl Rft Reception passes Winwick Quay on November 12th. *Nick Clemson*



Class 66 066 climbs Battlefield Bank on November 19th with the 6M90 06:33 Avonmouth Hanson Sidings - Clitheroe Castle Cement. *Keith Davies*



Brightening up the morning murk on November 22nd, Class 66 058 heads through Scunthorpe with the 6X01 Trent Yard - Eastleigh, conveying an unusually empty RDT and 5 loaded YEAs at the rear. *Steve Thompson*

New rail contract keeps equivalent of 190 lorry loads a day from busy roads

DB Cargo UK will run more than 15 train services a week under a new 10 year deal with Day Group, keeping the equivalent of more than 190 lorry loads a day from the congested roads of South East England.

David Fletcher, Head of Construction at DB Cargo UK, said: “We are delighted that the long relationship between DB Cargo and Day Group has been renewed for another decade and we look forward to continuing to play a key part in the construction supply chain. The contract also strengthens DB Cargo UK’s market leading position.”

Nick Sadler, Operations Director at Day Group, said: “The strong relationship with DB Cargo is essential to our business and the flexibility of DB Cargo to meet the changing requirements of the South East construction market was key to the renewal of our contract.”
Under the contract DB Cargo is providing rail services moving sea dredged aggregates from Cliffe in Kent to depots at Crawley, Purley, Tolworth and Battersea. The aggregates are used for the production of concrete and in general construction. The material is currently being used to support high profile construction projects in London including the Battersea Power Station development and the Northern Line extension.

Additional services transport incinerator bottom ash from the energy to waste plant at Newhaven to Brentford where the material is processed into aggregates for use in construction. The train that delivers the ash is then reloaded with recycled aggregates for distribution from Newhaven. This provides an unusual two way rail movement of bulk products and further increases the environmental benefits of rail transport.

The contract includes growth in traffic volumes through additional services to new concrete plants and for further ash services. DB Cargo is also introducing high capacity wagons to support the expected growth in volumes.



DB Cargo

On November 5th, the 6T24 iron ore was just ahead of the 6M00 HOR - Kingsbury loaded TEAs. The red signal half way up Appleby Bank ensured a struggle and Class 60 059 was eventually forced to concede defeat across Foreign Ore Junction, tantalisingly close to the summit. Quite fortuitously, the next working was 0D04 Immingham - Belmont, comprising Class 66 132 and 66 015 (inset photo) and these were brought up behind this behemoth and, in due course, gave rear-end assistance to 60 059 and it’s 30 TEAs. From North Lincoln Jct., the Class 60 was able to carry on alone.
Steve Thompson

DB Cargo



Filthy Class 67 018 ‘Keith Heller’ and 67 002 are seen working the 3J93 11:53 West Hampstead North Jct. to Toton TMD RHTT, passing IrtIrchester on November 3rd. *Derek Elston*





A dark old morning on November 23rd greeted 6D75 Ent C - Up Decoy loaded RDT hauled through Scunthorpe by Class 60 007. *Steve Thompson*

Class 66 063 runs light round the back of Eastleigh station on November 4th. *Derek Elston*

DB Cargo

The 13:40 Luton Crescent Road to Humberstone Road empties are seen at Irchester with Class 66 119 in charge on November 3rd. *Derek Elston*



Class 66164 departs a wet Eastleigh on November 4th hauling the 6M48 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars). *Derek Elston*



Class 60 100 working Seaforth - Tinsley empty steel wagons, passes St. Helens Jct. on December 2nd. *Alan Rigby*

DB Cargo



Class 90 040 and 90 035 hauling a Mossend - Daventry working, head through Winwick on November 29th. *Alan Rigby*



Class 60 067 heads the line of 14 long stored Class 60's at Toton, as viewed on November 6th. *Stuart Hillis*



On a damp and miserable November 4th, Class 66 005 is held just outside Eastleigh whilst working the 09:30 Southampton MCT to Garston FLT. *Derek Elston*

DB Cargo



Class 66 111 works the 4M00 Mossend to Clitheroe empty cement tanks through Cherry Tree on November 23rd. *David Hollowood*

Best of British: DB Cargo UK rehired to haul Belmond British Pullman

DB Cargo UK has retained its contract with luxury travel company Belmond to haul the iconic Belmond British Pullman, sister train to the Venice Simplon-Orient-Express.

The deal continues a partnership with Belmond that has spanned over 20 years and demonstrates the excellent service DB Cargo UK provides to passenger operators.

The five year contract renewal will see DB Cargo UK, which is also the country's leading rail freight provider, transport Belmond British Pullman on services across the UK.

The train operates all year-round, offering trips to destinations such as Bath, York and Sandringham and signature lunch and dinner journeys from London Victoria Station. Guests are transported back to the golden age aboard the vintage 1920s and 30s carriages with intricate marquetry and original fittings.

Around 140 trips will run each year and approximately 10 per cent of these services will be steam-hauled.

Richard Corser, Account Manager Charters, Special Trains and Resource Hires at DB Cargo UK, said:

"We are proud to support Belmond British Pullman. DB Cargo UK is a specialist operator in this area and the renewal of this contract is testament to the first class service we provide. Belmond British Pullman is a magnificent train and passengers can re-live the experience of the film stars who were transported in these 'palaces on wheels' during the 1920s and 1930s. We are looking forward to continuing our work with Belmond on this unique service."

DB Cargo



Class 66 107 passes Winwick on November 29th with the Knowsley Freight Terminal - Wilton EFW Bin Liner. *Alan Rigby*





Class 66 154 working the Knowsley Freight Terminal - Wilton EFW Bin Liner, passes through Acton Bridge on November 7th. *Alan Rigby*

On November 13th, Class 66 151 works a diverted 6B06 Toton - Brent autoballaster, through Moira. *Stuart Hillis*

DB Cargo



Class 66 086 hauling the 6X01 Scunthorpe to Eastleigh welded rails is seen passing through Mexborough on November 3rd. *David Hollowood*

Rail freight rocks

Two million tonnes of aggregates delivered by DB Cargo UK

DB Cargo UK trains have delivered a record breaking 2 million tonnes of construction materials on behalf of CEMEX UK this year, taking the equivalent of 65,000 truck movements off our congested roads.

The rail freight operator works in partnership with CEMEX running approximately 40 trainloads per week, mostly out of Dove Holes Quarry in the High Peak district to 11 locations around the country. The aggregates transported are primarily used in construction projects, mostly in concrete, the most consumed commodity in the world after water.

Jon Clarke, Account Manager at DB Cargo UK, said: "This is a tremendous effort from everyone involved. We are proud to be an integral part of Cemex's supply chain, responsible for moving this product by rail safely, efficiently and in a way that minimises the effect on the environment."

Mark Grimshaw-Smith, Head of Rail and Sea at CEMEX, said: "Rail has considerable economic and environmental benefits compared to road transportation with significant CO2 savings and on our busy roads, is a major time saving. The 2 million tonnes by rail is equivalent to 65,000 truck movements taken off our congested road network. It's great to see even more moving across the UK by rail."

DB Cargo

The Roxby spoil train keeps up it's weekly appearance, On November 24th, Class 66 015 is seen after running round in Trent Yard and approaching Frodingham Jct. with the 6D29 empty SSA/MEA/MBAs returning to Belmont. The BYAs on Goods Yard Reception No. 2 were detached from 6E20 Llanwern - Immingham SS earlier in the week and were picked up again the following day.
Steve Thompson

DB Cargo

Class 66 162 approaches Scunthorpe on November 10th with the 6X01 Trent Yard - Eastleigh long-welded rails. *Steve Thompson*



On November 24th, Class 66 105 heads north through Doncaster running light engine from Belmont Down Yard - Wakefield Europort. *Michael Lynam*



Class 66 068 running light engine from Arpley Yard - Ravenhead Sidings, passes through St. Helens Central station on November 15th. *Alan Rigby*

DB Cargo

Class 66 197 heads through Acton Bridge on November 7th, working from Dollands Moor to Ditton. *Alan Rigby*



On November 17th, Class 185 114 on a Manchester - Cleethorpes TPE service passes Class 66 103 working 6X01 Trent Yard - Eastleigh long-welded rail train at Frodingham Jct. At first glance, it looks like an RDT but, in fact, it is conveying a power wagon and manipulator. *Steve Thompson*



Class 66 018 heads the Doncaster Decoy - Tyne SS daily engineers train through Doncaster on November 24th. *Michael Lynam*

DB Cargo

Class 66 144 passes Attenborough on November 5th at the head of the Toton based RHTT working. *Mark Pichowicz*



DB Cargo

Class 59 201 passes through Chadwell Heath on November 16th as it approaches Goodmayes hauling a brand new set of box wagons working the Chelmsford - Acton stone empties. *Charlie Robbins*

Direct Rail Services

On November 18th, Class 37 218 and 37 612 pass through Middlesborough with the Nunthorpe - Low Gates Northallerton RHTT working.
Michael J Alderdice





On November 7th, Class 20 302 and 20 312 are seen passing through Scunthorpe with the 3S13 Wrenthorpe - Grimsby Town RHTT.
Steve Thompson

Class 37 402 ‘Stephen Middlemore 23.12.1954 - 8.6.2013’ stands at Lancaster on November 14th working the 10:04 Preston - Barrow service.
John Balaam

Direct Rail Services



Class 20 302 and 37 609 top'n'tail the 3S26 Malton - York Thrall RHTT through York Station on November 1st. *Michael J Alderdice*



On November 30th, Class 68 001 stands at Leeds on the rear of the Gascoigne Wood Sidings to Hall Royd Jct. RHTT *Class47*



After a reversal at Bradford Interchange, Class 68 021 is now on the rear of the Gascoigne Wood Sidings to Hall Royd Jct. RHTT on November 30th. *Class47*



Direct Rail Services

Class 37 604 and 37 601 skirt the Cumbrian Coast with a southbound flask working on November 15th. *Neil Scarlett*

Direct Rail Services

On November 4th, the 3S14 Grimsby Town - Bridlington had Class 37 716 in the lead with 20 312 bringing up the rear. Here they approach Frodingham Jct. on the Down Goods to await the passage of the TPE service. *Steve Thompson*

Direct Rail Services



Class 68 003 and 37 605 top'n'tail the 3S13 Sheffield Midland - Stocksbridge Jct. as it departs Sheffield Midland station on November 1st. *Michael J Alderdice*



Recently put up for sale, Class 37 609 and 37 607 work the weekend 3S77 RHTT around Teesside and Middlesbrough on November 26th. *Michael J Alderdice*

Direct Rail Services



You can almost smell the paint! Masquerading as 37 558, and renumbered in honour of the Avro Vulcan bomber, Class 37 424 is sandwiched between 57 310 and 57 312 at Crewe on November 16th. *Jeff Nicholls*



Class 37 716, 20 312 and 20 303 arrive into Doncaster on November 1st working the 6Z50 York Thrall Works - Doncaster Down Decoy. *Michael J Alderdice*

Direct Rail Services

Class 68 021 passes Scunthorpe on November 16th working the 6Z55 Trent Yard - York Works with a power wagon and manipulator.
Steve Thompson

Direct Rail Services

Class 68 003 and 68 022 approach Preston on a frosty November 26th working the Daventry to Mossend ‘Tesco’ train. *Class47*



On November 4th, Class 20 312 and 37 716 top’n’tail the 3S13 Wrenthorpe - Grimsby Town through Althorpe. *Steve Thompson*



What can be achieved with 6400 ISO ! Class 66 426 passes through Warrington Bank Quay with the 6K05 from Carlisle to Crewe on November 2nd. *Jeff Nicholls*

Direct Rail Services



On November 21st, Class 37 716 takes E Line at Scunthorpe West Jct. with the 6Z54 York Works - Trent Yard, conveying an RDT set, albeit with the power wagon and manipulator the wrong way round! *Steve Thompson*



On November 9th, Class 37 605 and 37 606 work the 6Z45 flask from Immingham Reception to Kingmoor, seen approaching Scunthorpe station. *Steve Thompson*



Class 68 023 works the 6U77 Mountsorrel - Crewe Basford Hall loaded IOA's of aggregates through Burton on November 17th. *Stuart Hillis*

Direct Rail Services

On November 23rd, Class 20 312 and 20 305 pass Scunthorpe working the 3S13 Wrenthorpe - Grimsby Town RHTT. *Steve Thompson*





On November 3rd, Class 37 609 and 37 605 depart Sheffield station with a RHTT working from Stocksbridge - Hull. *Michael Lynam*

On November 3rd, Class 37 716, 20 312 and 20 303 pass through Doncaster working light engine from Roberts Road to York. *Michael Lynam*

Direct Rail Services



On November 4th, Class 66 301 passes Sutton Bridge with a diverted 4V38 08:20 Davenrty Drs (Tesco) - Wentloog. *Keith Davies*



On November 17th, Class 68 008 works the 6Z96 Bescot - Toton engineers train of open wagons through Burton. *Stuart Hillis*

Freightliner



Original two tone green livery still sits perfectly on Class 47 830 'Beeching's Legacy' as it passes through Golborne with a route learning/driver training working from Crewe to Bamfurlong via the Chat Moss route on November 2nd.
Jeff Nicholls



Class 66 610 departs Buxton on November 1st hauling a stone train from Downlow Briggs Sidings to Peak Forest. *Michael Lynam*



Class 66 543 approaches Eastleigh working the 4O51 09:56 Wentloog (Freightliners) to Southampton MCT on November 4th.
Derek Elston

Freightliner

Almost at its destination,Class 66 562 passes the boats in Fiddlers Ferry Marina on November 11th with coal from Ferrybridge to Fiddlers Ferry. *Jeff Nicholls*



Class 66 613 is seen passing Irchester at the head of the 6M91 11:13 Theale Lafarge Fhh to Hope (Earles Sidings) discharge tanks on November 3rd. *Derek Elston*



On November 19th, Class 66 955 hauling the 6O26 10:50 Hinksey to Eastleigh passes through Mottisfont & Dunbridge. *Stewart Smith*

Freightliner

With autumn showing its colours in the foreground, Class 70 006 heads towards Warrington Bank Quay station with the 4M34 04:26 from Coatbridge to Daventry, on November 2nd. Since moving to a new timing, punctuality on this service has vastly improved. And yes, there were plenty of containers further back on this train! *Jeff Nicholls*





The 12:54 Southampton MCT to Trafford Park FLT arrives at Eastleigh behind Class 66 595 on November 4th. *Derek Elston*

Class 66 561 working a Ferrybridge - Fiddlers Ferry loaded coal, passes Sankey Bridges on November 15th. *Alan Rigby*



With frost on the ground and backlit by early morning sunshine, Class 66 544 forges north through Winwick with the 4S51 from Daventry to Coatbridge on November 2nd. *Jeff Nicholls*

WW1 Railway Workers Remembered at Freightliner Locomotive Naming

On 11 November, Armistice Day, Freightliner locomotive 66418 was named 'Patriot' in honour of railway workers who lost their lives in World War 1.

The naming ceremony, which took place at Freightliner's new maintenance facility in Crewe, was attended by more than 40 people, including Graham Wood, whose grandfather, Wilfred Wood VC, a former employee of London North Western Railways, was awarded the Victoria Cross on 28 October 1918 for conspicuous bravery and initiative on the Italian front against Austro-Hungarian forces in World War 1.

Following a remembrance service and observation of the two-minute silence, Graham and Freightliner UK MD Adam Cunliffe officially unveiled the name plaque.

"Freightliner is honoured to name locomotive 66418 'Patriot' in commemoration of the 20,000 railwaymen who made the ultimate sacrifice in WW1," said Adam Cunliffe. "It is particularly poignant that the naming ceremony took place at our new maintenance facility in Crewe, where the original war memorial steam locomotive 'Patriot 1914' was built, in remembrance of the fallen of the London and North Western Railway."

The naming is part of an initiative entitled 'Project Railway Honour', the brainchild of Corporal Gareth Atkinson who serves in the 1st Battalion of the Mercian Regiment. Under the scheme, model railway manufacturer Dapol will produce a detailed scale model of locomotive 66418 'Patriot'. For every model sold, a donation will be made to ABF – The Soldiers' Charity – the national charity of the British Army.

"Seeing this project come to life with this very special naming at the most apt of times was both an emotional and proud day for me," said Gareth Atkinson. "Without the support shown by all parties, especially Freightliner, this project would still be just an idea on a piece of paper."

Phillip Naylor, Regional Director North West, ABF said: "It was an absolute pleasure to take part in the naming ceremony of the locomotive, Patriot, named in memory of fallen railway employees. The whole team at Freightliner Crewe should be very proud of the immaculate turnout of the engine and a really moving naming ceremony that caught the spirit of Remembrance perfectly. Moreover, the nameplate will be a lasting reminder of the sacrifice made by those who have gone before.



"ABF The Soldiers' Charity are very pleased to be beneficiaries of the initiative to fundraise through the sale of replica engines, and this will help us in our mission to support soldiers, veterans and their families in times of need. Dapol are proud to be involved in the project that both honours those that have fallen in the defence of our country and raises much needed funds to support our service men and women, our veterans and military families alike. The model allows the modelling community to directly support the cause; it will act as a mark of remembrance on layouts across the land.

"I sincerely hope that all N Gauge modellers will take the opportunity to support Corporal Gareth Atkinson, 1st Battalion the Mercian Regiment in this very noble cause."

Freightliner's new maintenance facility at Crewe provides cost effective, bespoke rolling stock maintenance solutions for its fleet of locomotives.



Catching the last rays of sunshine, Class 66 542 crosses Dutton Viaduct over the River Weaver with a late running Ditton - Felixstowe service on November 29th. *Jeff Nicholls*

Freightliner



On the sunny morning of November 25th, Class 66 597 heads north through the frosty landscape of Winwick with the 05:06 Daventry - Coatbridge service, running late-as usual. *Jeff Nicholls*





Class 66 606 drifts down Appleby Bank on November 5th working the 6K24 Foreign Ore Terminal - Immingham Bulk Terminal. *Steve Thompson*

Class 90 049 working a Trafford Park - Felixstowe liner, passes through Manchester Piccadilly on November 28th. *Alan Rigby*

Freightliner



Class 86 608 heads south along the WCML at Acton Bridge with the 6K74 11:46 from Garston to Crewe Basford Hall on a cold but sunny November 29th. *Jeff Nicholls*



Class 66 610 stands alongside Buxton signal box, while running round its stone train from Downlow Briggs Sidings to Peak Forest on November 1st. *Michael Lynam*



On November 19th, Class 70018 working a Leeds to Maritime liner passes through Mottisfont & Dunbridge. The freight was diverted via Andover and Laverstock Curve due to engineering works between Basingstoke and Winchester.
Stewart Smith

Freightliner

On November 15th, one of those ridiculous little trains that are great to photograph! Class 66 546 working 6Z52 Midland Road - Scunthorpe CHP with one HXA coal hopper, nears its destination..
Steve Thompson

Freightliner



With its place of origin visible in the distance, Class 66 622, complete with large patches of missing paintwork on the front, passes Ferry Inn Crossing with the 09:51 working from Fiddlers Ferry to Ferrybridge on November 11th. *Jeff Nicholls*





On November 9th Class 90 016 heads through Manchester Piccadilly working a Trafford Park to Felixstowe liner. *Brian Hewertson*

Class 66 552 passes through Acton Bridge on November 8th working a Ferrybridge to Fiddlers Ferry MGR. *David Wood*

Freightliner



Class70013worksthe4O95Leeds-Southampton liner through Burton on November 17th. *Stuart Hillis*



Class 66 614 ‘Poppy’ enters Sheffield station with a stone train from Tunstead Sidings - Brentford Town, November 3rd. *Michael Lynam*



Class 66 589 and 66 502 stand in Doncaster Decoy with a Leeds - Felixstowe liner. *Michael Lynam*

Freightliner



Class 66 617 passes Kempseye Shrewsbury with the 6Y41 08:16 East Usk Jct. N.Y - Crewe Basford Hall on November 4th. *Keith Davies*



On November 13th, Class 66 415 and 66 603 top'n'tail the 6Y07 Bedford South Junction - Stapleford self discharge HOBC train through Moira. *Stuart Hillis*



Class 66 415 stops to talk to the 'Bobby' at Moira West signalbox on November 7th whilst working the 0F66 Bardon Hill - Burton route learner. *Stuart Hillis*

Freightliner



Class 66 531 hauling Fiddlers Ferry - Ferrybridge coal empties, passes Sankey Bridges on November 15th. *Alan Rigby*





On November 6th, Class 66 547 passes Heyrod working a rake of bin containers from Bredbury to York Holgate sidings. *Brian Hewertson*

Class 86 622 working a Garston FL Terminal - Crewe Basford Hall liner, passes through Acton Bridge on November 7th. *Alan Rigby*

Freightliner



Class 70 004 working a Daventry - Coatbridge liner is seen heading through Acton Bridge on November 7th. *Alan Rigby*



Class 66 622 heads a loaded 6T24 Immingham Bulk - Santon Foreign Ore Terminal up Appleby Bank on November 5th. *Steve Thompson*

GBRf

Class 66 709 stands at Stafford on November 12th working a Trafford Park bound liner. *Class47*

Class 66 779 ‘Evening Star’ eases through Harrowden Junction in the gloom working 6M54 12:20 Colnbrook Lafarge Gbrf to Bardon Hill Gbrf on November 1st. *Derek Elston*

GBRf

Class 66 701 working Liverpool Bulk Terminal - Drax loaded Biomass passes through St. Helens Jct. on November 9th. *Alan Rigby*



On November 12th, Class 66 742 creeps through Manchester Victoria working a Drax to Liverpool empty Biomass. *Brian Hewertson*



Class 66 706 with a Drax - LBT Biomass empties working, trundles through Manchester Victoria on November 28th. *Alan Rigby*

GBRf



Aggregate Industries livered Class 66 711 working the 6M83 Tinsley - Bardon Hill Quarry with empty stone hoppers, passes Moira on November 14th. *Stuart Hillis*



On November 7th, the driver of Class 66 766 stops to talk to the 'Bobby' at Moira West signalbox whilst working the 6M83 Tinsley - Bardon Hill. *Stuart Hillis*



Not many of these working left now, as Class 20 107 and 20096 lead barrier wagons, S class tubestock and 20 311 and 20 905 on rear of 7X09 Old Dalby - West Ruislip passing Moira West Junction signalbox on November 9th. *Stuart Hillis*

GBRf







Class 66 755 and Colas Rail's Class 66 849 are seen stabled on Eastleigh Yard, November 4th.
Derek Elston

Class 66 742 working LBT - Drax loaded Biomass heads through Lea Green on November 15th.
Alan Rigby

Class 59 003 with the 6M83 10:51 Tinsley Yard - Bardon Hill passes Duffield on October 31st.
Nick Clemson

GBRf



On November 1st, Class 66 740 ‘Sarah’, approaches Dumbarton whilst working the 6S45 06:25 North Blyth Alcan - Fort William Alcan loaded aluminium tanks train. *Jonathan McGurk*





Class 66 775 (rarely used since arriving in UK) and ship liveried 66 709 work 0K50 Toton - Crewe Basford Hall,in near dark conditions at Burton on November 3rd. *Stuart Hillis*

Class 59 003 with the 6V09 Tinsley - Coton Hill empty stone hoppers heads through Burton on November 4th. *Stuart Hillis*

GBRf



Class 66 708 approaches Colton Jct., York, with the 13:15 Drax power station to Tyne Dock empty coal working on a gloomy November 24th. *Neil Scarlett*

GB Railfreight announces two-year deal with PUMA energy

GB Railfreight (GBRf), the third largest rail freight operator in the UK, recently announced it has signed two-year deal with extension options with global energy company PUMA Energy to run fuels services from Interterminals, Immingham East.

From December GBRf will be providing a hook and haul service going to Bedworth, near Coventry and Theale, near Reading.

The deal is evidence of GBRf's continuing growth in the rail freight industry. It follows the company's recent investment in wagons to service a contract extension with Sibelco Europe as well as securing a five-year contract with Belmond Royal Scotsman.

GBRf operates over 1,000 trainloads a week, moving 15% of UK's rail freight.

John Smith, Managing Director of GBRf, said:
"We are pleased to announce this new deal with PUMA Energy to support the delivery of fuels from on the terminal at Immingham docks. We've grown extensively over the past few years, driven by a number of factors including strong relationships with leading companies like PUMA.

Roy Brooke, Puma Energy UK General Manager at PUMA Energy added: "Puma Energy UK are pleased to be working with GBRf to supply quality, competitively priced fuels to their inland terminals from a new supply location at Interterminals, Immingham East.
This new supply route will help increase supply capacity and support further growth in the UK market.

GBRf have been chosen as a key partner for this activity, bringing a wealth of expertise in rail logistics and a "can do" attitude to match that of Puma Energy."

GBRf



Class 20 107, 20 096, 20 905 and 20 314, along with LUL Barrier Vehicles are seen stabled at Derby on November 19th. *Richard Hargreaves*



Class 66 738 sits in Doncaster Decoy Yard with a rake of coal hoppers, November 3rd. *Michael Lynam*



Class 66 742 working Drax - Liverpool Bulk Terminal Biomass empties, heads through St. Helens Jct. on November 9th. *Alan Rigby*

GBRf

Class 66 752 working the 4N61 Drax power station to Tyne Dock Biomass service passes Fairburn Ings, Castleford, on a gloriously sunny November 25th. *Neil Scarlett*





On November 15th, Class 66 762 working the 4R79 Doncaster Down Decoy - HIT, passes Scunthorpe. *Steve Thompson*

On November 24th, Class 66 755 passes through Doncaster with an empty coal train from Doncaster Decoy - North Blyth. *Michael Lynam*

GBRf

On November 4th, Class 59 003 speeds through Telford Central heading working the Coton Hill - Tinsley. *Richard Hargreaves*



On December 3rd, Class 66 742 passes through Hyde Central with a Bredbury to Doncaster empty stone working. *Brian Hewertson*



Class 66 742 heads through Lostock Gralam on November 8th with the 6E10 Biomass to Drax. *David Wood*

GBRf

Class 66 773 hauling the 6E42 Stud Farm to Doncaster, passes through Mexborough on November 3rd and believed to be its first proper working undertaken since being delivered.
David Hollowood

Great Western Railway

Power car No. 43027 displaying its 90 Glorious Years celebrating Queen Elizabeth II livery is seen here at London Paddington on November 26th. *Derek Elston*

GWR Green HST power car No. 43188 sits atop a First liveried rake forming the 10:57 departure to Bristol Temple Meads at London Paddington on November 26th. *Derek Elston*

Network Rail



Class 37 025 (with DBSO No. 9702 on the rear) works the 3Z05 Derby to Ayr test train through Leyland station on November 15th. *Alan Naylor*



Class 37 099 is seen stabled at Doncaster on November 3rd with a Network Rail test train. *Michael Lynam*

Network Rail



Class 97 302 and 97 303 top'n'tail the 3S71 Coleham - Coleham RHTT working, pausing at Newtown on November 10th. *Carl Grocott*



On November 1st, the 1Q48 Derby RTC - Tyseley was worked by Class 37 421 and 37 025, seen here passing Moira West Junction signalbox on the Leicester - Toton section. *Stuart Hillis*



On November 24th, Class 97 304 arrives into Doncaster running light engine from Derby. *Michael Lynam*

Network Rail



Class 37 421 and 37 219 top'n'tail the 1Q55 Tyseley - Derby, pausing at Shrewsbury on December 2nd. *Carl Grocott*



A Network Rail Crewe - Crewe working via most of the North West passes through Birchwood (Warrington) as it heads west on the chilly evening of November 24th with Class 73 962 at the head and 73 965 at the rear. *Jeff Nicholls*



Loco hauled trains are extermely rare on the former CLC route between Manchester and Liverpool so to see two Class 73s on a Network Rail working on November 24th was like discovering the proverbial rocking horse droppings! Class 73 962 tops and tails with 73 965 at Birchwood (Warrington) heading towards Warrington and Liverpool on a Grand Tour of the north west. The photo taken at 6400 ISO. *Jeff Nicholls*

Rail Operations Group



Pushing the ISO on the camera to max! Class 47 812 speeds through Preston on November 26th working the 5M59 from Glasgow Works to Leicester. *Class47*



Class 37 884 gets the road at Eastleigh station on November 4th hauling Class 47 812 and 442 420 as the 5L46 12:33 Eastleigh Arlington (Zg) to Ely Mlf Papworth Sidings. *Derek Elston*

Units: DMUs and EMUs

First Great Western's Class 158 950 working the 12:23 Portsmouth Harbour to Cardiff General service arrives into Mottisfont & Dunbridge on November 19th. *Stewart Smith*



Northern's Class 158 752 in the new Northern livery, stands at Manchester Victoria on November 28th. *Alan Rigby*



London Midland's Class 172 214 departs Jewellery Quarter with the 2V30 13:18 Whitlock's End - Great Malvern service on November 11th. *John Balaam*

Units: DMUs and EMUs







On November 12th, Virgin Trains' Pendolino Class 390 040 'Virgin Radio' is seen at Crewe working a service to Manchester Piccadilly.
Richard Hargreaves

On November 15th, Northern's Class 319 378 working a Wigan North Western - Liverpool Lime Street service, arrives into St. Helens Central.
Alan Rigby

East Midlands Trains' Class 222 010 working the 1D39 13:29 London St. Pancras International to Nottingham passes Irchester on November 3rd.
Derek Elston

Units: DMUs and EMUs

An unidentified East Midlands Trains' Meridian passes Irchester working the 1B46 13:05 Nottingham to London St. Pancras International service on November 3rd. *Derek Elston*



Northern's Class 155 341 and 153 316 working the 2C16 08:59 Leeds to Knaresborough service, arrive at Hornbeam Park on November 28th. *Derek Elston*



On a wet November 11th, London Midland's Class 172 332 passes Tyseley working the 2V24 11:46 Dorridge - Great Malvern service. *John Balaam*

Units: DMUs and EMUs







Northern's Class 156 463 and 156 428 are seen at Buxton station on November 1st. *Michael Lynam*

CrossCountry's Class 220 008 stands at Stafford on November 5th working the 1O18 12:27 Manchester Piccadilly - Bournemouth service. *John Balaam*

TransPennine Express Class 185 112 working the 1B74 10:55 Manchester Airport - Cleethorpes service approaches Deansgate Bridge, Chinley on October 31st. *Nick Clemson*

Units: DMUs and EMUs



Northern's Class 155 341 and 153 316 ease past Knaresborough signal box on November 28th forming the 2C19 10:06 Leeds service.
Derek Elston



At Manchester Piccadilly on November 3rd, Northern's Class 323 234 heads a service to Crewe whilst Class 142 029 departs to New Mills Central and TransPennine's Class 185 104 waits departure time with a service to Hull.
Michael Lynam

Units: DMUs and EMUs



London Midland's Class 350 104 waits time at Stafford on the evening of November 16th with a service from London Euston to Crewe via Stoke-on-Trent. *Jeff Nicholls*



Northern's Class 319 386 with the 2F30 11:47 Liverpool Lime St. - Warrington Bank Quay service, passes Winwick Quay on November 12th. *Nick Clemson*



South West Trains' Class 444 019 hurries the 1W65 12:05 London Waterloo to Weymouth service through a wet Eastleigh on November 4th. *Derek Elston*

Units: DMUs and EMUs

On November 19th, an Arriva Trains Wales Class 158 crosses the Cefn Mawr viaduct.
Colin Irwin

First Great Western's Class 180 105, on loan to Hull Trains, pauses at Doncaster with a London Kings Cross - Hull service on November 3rd.
Michael Lynam

Units: DMUs and EMUs



On November 24th, Wabtec's Class 08 669 manoeuvres refurbished Abellio Greater Anglia's Class 321 304 out of the works. *Michael Lynam*



TransPennine Express' Class 185 122 passes over the King George V Bridge over the River Trent and approaches Althorpe station working 1B73 Cleethorpes - Manchester Airport service on November 4th. *Steve Thompson*



East Midlands Trains' Class 153 376 departs Crewe several minutes late with the 09:07 service to Derby. *Jeff Nicholls*





South West Trains' Class 444 028 calls at Southampton Airport (Parkway) with a London Waterloo - Weymouth service on November 7th. *Michael Lynam*



After a very quick turn around, Arriva Trains Wales' Class 153 323 departs from Crewe with the 09:14 to Swansea on November 16th. The unit is still displaying its red tail lamps! *Jeff Nicholls*

Northern's Class 142 093 approaches Hornbeam Park with the delayed 2C15 08:47 York to Leeds service on November 28th. *Derek Elston*

Units: DMUs and EMUs

Units: DMUs and EMUs

On November 29th, a Royal Mail Class 325 EMU crosses Dutton Viaduct, just south of Weaver Junction, with an empty working from Crewe to Warrington Royal Mail Terminal, from whence it will take mail on to Shieldmuir, Glasgow. *Jeff Nicholls*

Animal-loving Brits put pets before plans at Christmas as kennel costs, airfares and separation anxiety thwart yuletide travel

Nearly half of UK pet owners have sacrificed or changed their plans for the sake of their pet

Cost of flying with pets from London to Scotland can reach almost £1,500

Over half of pet owners (59 per cent) admit to avoiding travel to prevent separation anxiety

Owners hit with £100-plus per week bill to leave their pets behind

Thinking about flying with your pet this Christmas? New research from Virgin Trains suggests you should think again as the financial and emotional costs for owners and pets joining the big Christmas getaway are revealed. In Britain, nearly half of pet owners (47 per cent) have sought to avoid these and missed out on Christmas with family and friends from putting their pets' needs first. While the cost of flying with a pet between London and Scotland can add almost £1,500 to an airfare, which worries 28 per cent of owners, more concerning for them is their pets' anxiety during the flight. Over half (56 per cent) admit they would fret about their pet getting stressed in an aircraft hold when travelling.

Leaving your furry friend behind isn't cheap either. With boarding kennel costs, pet sitters' fees and vets' vaccination bills adding to anxiety about pining pets, it's a dog's life for the millions of pet owners in the UK at this time of year.

Compounding this, nearly two-thirds (59 per cent) report separation anxiety when leaving their pets behind, 21 per cent cut their trip short, while over a quarter (27 per cent) have avoided travelling and pet sitting entirely, and asked friends and family to visit them instead.

Animal behaviour expert, Marc Abraham said: "Being apart from your pet can be a very stressful experience. Many people report suffering from anxiety when separated from their pet, making them reluctant to leave them over Christmas. When it comes to flying, our furry companions can also get a little anxious whilst in the hold and away from their owners, so it is always best to travel together if possible."

Virgin Trains welcomes two dogs, cats or other small domestic animals with every customer on the east and west coast routes between London and Scotland at no extra cost. The rail operator has worked with Marc Abrahamto create some top tips on how owners can prepare themselves and their pets for travel over Christmas:

Prep your pet for long trips:

Take your pet on a series of short trips before covering long distances by train - animals will feel at ease in a train carriage if they have experienced practice rides

Ensure your pet is happy spending time in a travel carrier e.g. by placing their food dish inside the carrier and leaving them in the confined space for brief periods

Provide identification for your pet

As well as ensuring your pet is micro-chipped for identification, buy a temporary travel tag for the duration of the train journey and carry a current photograph of your pet so that if you are separated they can be easily identified

Pack a pet-friendly travel kit

Pack pet food, treats, bottled water, bedding, litter box, leash, and any necessary medications. Animals will also need a container to eat and drink from. Packing a few of your pet's favourite toys will comfort your animal, giving them something familiar to play with, reminding them of home

Practise socialising your animal

Ensure your pet is used to busy places. Ideally, this should be done from a young age as socialising your pet develops their confidence in dealing with all types of new conditions



Get your pet used to new experiences they may encounter outside of the home and in a train carriage. This will teach them to be outgoing and friendly, compared to a lack of socialisation that may lead to anxiety and fear of the unknown

Graham Leech, Group Commercial Director of Virgin Trains, commented: "At Virgin Trains, we're all about providing the best possible customer experience, whatever your species. We've welcomed cats, dogs, birds and even the odd snake on board, all with their owners of course! With frequent services between London and many destinations in Scotland, including Edinburgh and Glasgow, we believe we provide the happiest, most comfortable and affordable option for customers and their pets heading off for Christmas."

Virgin Trains

Virgin Trains unveils vision for station of the future

Virgin Trains on the west coast has unveiled its vision for the station of the future. In a radical new open plan design, Birmingham International's ticket office has been transformed, the traditional booking office window now a thing of the past. In their place a 'Welcome Desk' supported by service pods for customers wanting to buy tickets, more user friendly information screens, improved ticket machines and touch screen information points. With more staff presence on the concourse, floorwalkers armed with tablets to assist with onward travel requests, the £1m plus investment has also seen the introduction of wireless charging for customer devices, cashless payment up to the value of £30 at the car park barriers to reduce queues, free station Wi-Fi and the refurbishment of concourse toilets.

"We've never been afraid to challenge traditional thinking," explained Natasha Grice, Virgin Trains General Manager for the West Midlands route. "We are committed to innovation and the 'Station of the Future' project is just another example, coming on the back of the launch of Beam, our free onboard content service, the introduction of Automatic Delay Repay and the roll out of m-tickets including our new web to wallet facility."

"More importantly these changes are being driven by our customers. In the last year alone we've seen a fivefold increase in the number of customers using paperless tickets. More and more are now arriving at the station having bought their tickets."

Simon Greaves, Virgin Trains Station Manager at Birmingham International added, "With less reliance of the traditional booking office, with the support of our team at International, this new approach is about how we make the best use of our people, backed by the very latest in new technology for the benefit of our customers. We want to make it as easy as possible for them."

Rt Hon Dame Caroline Spelman MP was on hand to formally open the new facility.

'I was delighted to have the opportunity to officially open Virgin's new 'Station of the Future' at Birmingham International Railway Station in my constituency of Meriden," she commented. " I am certain that the new and improved ticketing facilities and more accessible concourse will not only improve the experience of rail passengers travelling to and from the station, but will also encourage more people to make journeys by rail.

'Virgin Trains has a strong reputation for providing its customers with an outstanding service, and I am delighted to welcome further investment in this important regional transport hub".

The project was made possible thanks to the support of a number of local businesses including architects AHR, main contractors Overbury and Infotec, manufacturers of the 96" TFT screens, the largest ever made by the Ashby based electronic display systems specialists. Ian Whitehead Contract Furnishing also oversaw the construction of the stylish new furnishings with Mace in charge of the overall project management.



9 car AZUMA unit No. 800 101 passes Temple Hirst, Selby, on an Old Dalby to Darlington test working on October 24th. *Neil Scarlett*

Virgin Trains comments on news that West Coast franchise will partner with HS2

Virgin Trains acknowledges the Department for Transport's announcement that the new West Coast franchise will partner with HS2. The DfT has said that the new franchise will run from April 2019, and include the initial operation of high speed services. The current West Coast franchise ends in March 2018.

Virgin, in partnership with Stagecoach, has run the West Coast line for almost 20 years. In that time passenger numbers have almost tripled, thanks to a relentless focus on customer service and satisfaction.

When Virgin took over the franchise, the West Coast was a struggling rail service which many doubted could be turned into a success – some dubbed it 'mission impossible'. Virgin Trains brought in a new fleet of rolling stock – the iconic Pendolinos, a new ethos centred around the customer and high frequency timetables which saw trains between London and Birmingham / Manchester every twenty minutes.

Over the years Virgin Trains has consistently outperformed competitors and innovated continuously for the benefit of customers. The train operator has led the industry with initiatives such as the introduction of automatic compensation for delayed passengers, m-tickets across all routes and BEAM, a revolutionary on-board content system that allows passengers to watch TV and films for free on their own devices.

Patrick McCall, co-chairman of Virgin Trains, said: "We're immensely proud of what Virgin Trains has achieved over the last two decades and the unique and unrivalled focus on the customer we've brought to communities along the line. There are clearly huge advantages in having continuity of service during HS2's critical enabling works – both up to the start of the new franchise in 2019 and beyond.

"We firmly believe the franchise system has brought unparalleled success to the UK rail industry, with public-private partnerships between Government and franchisees like Virgin Trains delivering success, innovation and growth that would simply never have happened under public ownership."

Scotrail



Virgin Trains Class 390 132 working the 1M15 14:40 Glasgow Central H.L. to London Euston service is seen standing at Glasgow Central on November 25th. *Jonathan McGurk*





On a frosty November 25th, Class 318 262 approaches Hyndland working the 2V52 13:26 Dumbarton Central to Cumbernauld via Yoker, Glasgow Queen Street Low Level and Springburn service. *Jonathan McGurk*

Class 320 417 and 320 412 working the 2B79 13:51 Ex Lanark service and Class 314 212 working the 2I19 14:15 Cathcart Circle service arrive into Glasgow Central on November 25th. *Jonathan McGurk*

Scotrail

On November 25th, from nearest to farthest, Class 320 412 and 320 417 (at the rear and out of view) standing at platform 4, having just worked the 2B79 13:51 passenger service train from Lanark via Shieldmuir and Bellshill, an unidentified Siemens-Desiro Class 380 Electric Multiple Unit and an unidentified Class 156 Sprinter Diesel Multiple Unit stand at Glasgow Central. *Jonathan McGurk*

Scotrail



On November 30th, Class 37 604 and 37 601 (at the rear), stand at Balloch whilst working the 1Q08 14:28 (previous day) Mossend Down Yard to Mossend Down Yard Network Rail Plain Line Pattern Recognition (PLPR) test train. *Jonathan McGurk*





Network Rail's NMT with power cars Nos. 43062 and 43014 stand at Glasgow Central on November 8th working the 1Q26 06:12 Derby RTC to Edinburgh Waverley via Derby, Preston, Carlisle, Carstairs, Glasgow Central High Level and Slateford. *Jonathan McGurk*

On November 1st, Class 318 263 and 318 255 approach Dumbarton working the 2E58 13:37 Balloch to Airdrie via Singer and Glasgow Queen Street Low Level service. *Jonathan McGurk*

Blackpool Trams

Balloon Tram No. 723 stands at Fleetwood on November 25th waiting departure time with a Heritage service to Pleasure Beach.
Brian Battersby

Blackpool Trams







Centenary Car No. 648 stands at Bispham on November 26th. *Brian Battersby*

Balloon Car No. 717 stands at Cabin on November 25th, working a Heritage service to Bispham. *Brian Battersby*

In Blackpool Transport livery, and both part of the 'B' fleet, Balloon trams Nos. 700 and 719 stand in the sunshine at Pleasure Beach on November 25th. *Brian Battersby*

Blackpool Trams



Flexity tram No. 001 heads along Lord Street, Fleetwood, working the 12:15 Fleetwood Ferry - Starr Gate service on November 18th. *John Balaam*



Blackpool heritage Balloon tram No. 723 rounds Orion Curve, Cleveleys, working a private tour on November 18th. *John Balaam*



Balloon tram No. 719 stands at North Pier on November 26th, heading for Manchester Square after another successful day of Heritage Tram Tours. *Class47*

Midland Metro







CAF built tram No. 36 calls at Jewellery Quarter with a service to Grand Central on November 11th. *John Balaam*

On November 11th, tram No. 29 waits departure time at Grand Central with a service to Wolverhampton. *John Balaam*

Tram No. 19 is seen in Stephenson Street on November 28th. *Richard Hargreaves*

Midland Metro





CAF built tram No. 24 stands at the Bull Street stop on November 19th. *Richard Hargreaves*

On November 28th, tram No. 23 stands at the Wolverhampton terminus with a Birmingham bound service. *Richard Hargreaves*

In and out of Grand Central on November 11th as tram No. 29 heads for Wolverhampton and No. 22 arrives into Grand Central. *John Balaam*

Manchester Metrolink







Tram No. 3010 arrives into Manchester Victoria with a service to Bury on November 19th. *Alan Rigby*

Tram No. 3105 arrives into Manchester Victoria with a service to Oldham on November 19th. *Alan Rigby*

As tram No. 3047 departs Manchester Victoria heading towards Piccadilly, tram No. 3074 arrives with a service to Rochdale. *Alan Rigby*

New Thameslink train transforms passenger journeys on suburban route

Thameslink's new generation of train is now running on the Wimbledon and Sutton 'loop' and on stopping services to and from St Albans and Luton, via stations such as Radlett and Elstree & Borehamwood, offering passengers greater space and a modern travelling environment.

Delivered as part of the Government-sponsored Thameslink Programme, the eight-carriage Siemens-built Class 700 replaces trains 29 years old and features climate control, the latest passenger information system and meets the latest requirements for people with disabilities with a fully accessible toilet and wheelchair spaces.

Engineering Director Gerry McFadden said: "I'm delighted that the first Thameslink train is now operating on the suburban route between Wimbledon, Sutton and St Albans and Luton. More will soon follow and we hope passengers enjoy the step change in travelling environment they provide."

Dave Hooper, Siemens' Thameslink Programme Director, said: "This is another milestone in our delivery of the Class 700 trains. These new trains are designed with the passenger in mind and we look forward to working closely with Thameslink to introduce more onto the route."

The new train is ideal for the busy suburban route where, at certain stations such as Loughborough Junction, services have been so busy passengers have not always been able to board the first train of their choice. The new trains resolve this because they are much more spacious with wider doors, wide aisles and easy-to-reach grab handles.





Fares Advice with RailUK

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

Questions about a RailSail ticket to Belfast

I live in Worcester and want to visit both Dublin and Belfast by ferry and train.
I know the whole journey is going to take me maybe 12 to 13 hours, but I don't mind. One way of going from Worcester to Belfast would be to go on the route Worcester - Birmingham - Glasgow - Ayr - bus to Cairnryan - ferry to Belfast. I might go that way that on the return journey. I've seen an excellent value ticket, an advance purchase SailRail for one way from Worcester to Belfast for £55, which is routed Worcester - Smethwick GB - Sandwell & Dudley - Crewe - Chester - Holyhead - ferry to Dublin - train Dublin to Belfast.

My questions are:

1. There are several tight connections. Who is responsible if I miss them, is it the individual train operators? (I'll be using London Midland, Virgin and Arriva Trains Wales). So, given there are lots of tight connections, what exactly do I do if I miss one, do I have to go into a ticket office to sort it out, or can I just get on the next available train and explain what's happened? Also, do I assume If I miss the ferry at Holyhead, I'll just have to get the next one a few hours later?

2. One of the tickets in question gives only a 30-minute connection time at Holyhead. The ferry company say I have to book into my ferry a minimum of 30 minutes before departure. I know the train station in Holyhead is right next to the ferry terminal, but even if my train arrives into Holyhead on time, isn't this not giving me enough time to get to the ferry? That's even assuming I get to Holyhead on time and it's not a minute late.

3. I'll be staying in Belfast for at least one night, but I want to see Dublin too. This ticket in question gives me just over an hour to get from Dublin's ferry terminal to Dublin Connelly train station. This obviously wouldn't give me enough time to have a look around Dublin. So, can I get the next train from Dublin to Belfast, two hours later than than planned, so I can have a look around Dublin? [Basically, what I'm asking is - on this advance purchase ticket, would the booked trains that I must travel on be the Virgin Trains service from Sandwell & Dudley to Crewe and/or the Arriva Trains Wales train from Chester to Holyhead, and I can take any train from Dublin to Belfast as long as it's before the day ends?]

A: As you've seen the Sailrail tickets are excellent value. It is a through ticket and if there's a delay somewhere then it should not be a problem. A friend recently was delayed on the London-Holyhead leg of such a ticket and it was endorsed over to the next ferry without any problems. Of course, these are a bit unusual tickets and it may be that little bit more challenging to find someone who can make the change/endorsement. I personally wouldn't be cutting the connection times too fine. The ferry companies aren't usually too strict about exactly a 30 minute cut off but it's not something I'd rely on. I've never missed a ferry yet, despite pushing my luck a few times, but I know it will happen... The Dublin-Belfast service is pretty laid back. I don't think that you get a specific reservation for this bit. And if you do the system here is pretty flexible and if you say nicely that you just missed a ferry earlier they're likely to have no trouble. Normally I travel Belfast - Cairnryan - Ayr - Glasgow - London. I find this simpler than having to mess about in Dublin. Of course, if you want to spend time in Dublin that's not an issue!

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!

TransPennine Express Class 185 116 passes Althorpe on November 4th working the 1B68 Manchester Airport - Cleethorpes service.
Steve Thompson

Glasgow Central pulls ahead as station retail sales grow

Network Rail reports further strong retail sales growth for July-September 2016
Like-for-like station retail sales have risen for 18th successive quarter
Nationally, 31% of station users – over 64 million people - visited a station retailer in the quarter

New results released today by Network Rail show that like-for-like retail sales for the period July – September 2016 at Glasgow Central station grew by 6%. In the last year 37million people have visited the station, enough to fill a sold-out Hampden Park over 700 times. Edinburgh Waverley also saw a huge number of passengers pass through its doors, with station footfall of 28million over the same time period.

Sales growth across all of Network Rail's managed stations grew by an average of 3.5%, more than 17 times greater than the British Retail Consortium results for the same period, which showed like-for-like growth of 0.2%.
This equates to total sales of over £166million up from £160million in the same period last year.

•Nationally, coffee shops and 'food on the go' purchases showed the strongest growth with the equivalent of 4.8 million cups of coffee* sold in the quarter.

•Asian food outlets and grocery sales were also strong sector performers across Network Rail's managed stations, with 10% and 6% growth recorded respectively.

•Overall sales growth was strongest in London with King's Cross (+13%) and Paddington (+9%) leading the way. Outside London, Manchester (+10%), Birmingham (+8%) and Glasgow (+6%) also performed well.

•The largest Network Rail managed stations by sales value were Waterloo (£27million), Liverpool Street (£23million) and Euston (£21million).

•The number of people shopping at stations – as a percentage of total station visitors – remains strong and in line with the previous quarter at 31%.

Over the last five years, Network Rail's ongoing investment at stations across the UK, including Glasgow Central, has helped deliver stations that are not just places to travel to and from, but destinations in their own right.

This investment is continuing with retail enhancement projects well underway at Glasgow Central and at London's Liverpool Street, Paddington, Euston and London Bridge stations.
At the same time, the company is investing in digital technology, recently launching a trial of free Wi-Fi at Euston station which aims to significantly improve the passenger experience

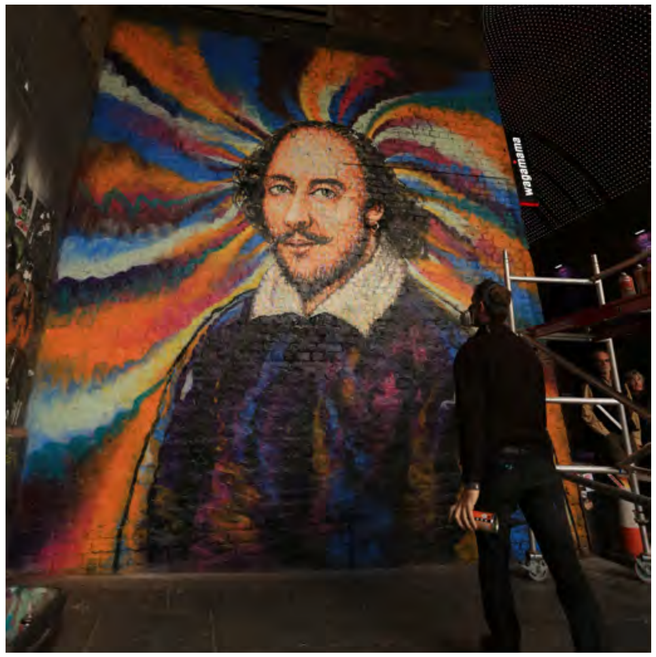
David Biggs, Network Rail's managing director of property, said: "The trend in our results reflect the changes in how consumers are choosing to shop. Busy commuters and other people who use the station want to be able to shop at a time and place that works for them. And that is why the upgrades we've made and are continuing to make to stations across the country are proving so popular. Station retail investment is improving stations for our customers, while crucially generating vital funds to reinvest back into the railway."



With the famous Transporter Bridge in the background, Class 37 688 and 37 667 work the 3S77 Nunthorpe - Low Gates Northallerton. away from Middlesborough on November 12th.
Michael J Alderdice

All the world is a stage - and so is this bridge

A railway arch under a bridge in Southwark, London, has been given a dramatic makeover thanks to street artist Jimmy C and William Shakespeare. In the year of the 400th anniversary of Shakespeare's death, Jimmy has sprayed a colourful image of our greatest playwright just round the corner from The Globe theatre in Southwark.



Jimmy C, who is best known for his portrait of David Bowie in Brixton, approached Network Rail to ask permission to create the mural on a wall on Clink Street, under the tracks to Cannon Street station. Jimmy, originally from Adelaide, Australia, said: "This year we're celebrating 400 years of Shakespeare and I thought it would be the ideal time to do a portrait of him on the street. As far as I know I've not seen a picture of him on the street before so it's also unique.

"I've been looking at this wall over the years and I then found out it was owned by Network Rail. I asked permission and I was very surprised when they met me on site and they said yes, yes please do it. I was thrilled and really excited.
"We're in the heart of Shakespeare territory right here. The Globe is nearby, the Rose Theatre was nearby and his brother is buried in Southwark Cathedral so this is the ideal spot."
The idea proved popular, with crowds of tourists turning up to watch Jimmy at work.

Network Rail South East's Eddie Burton, who worked with Jimmy C to help the work come about, said: "It's great to see this wall looking so good and I'm really pleased we could do this. We're always happy to talk to artists about their ideas and we help them where we can.

"There's a process we go through before we grant people a licence to do the work, including making sure they have the right insurance in place and a safe plan for doing the work, but any artists who are interested in working with us should get in touch."

On November 29th, Freightliner's Class 66 620 crawls at snail's pace through Crosfields complex, Warrington, with more coal from the Ferrybridge stockpile heading to Fiddlers Ferry. The signal box behind the loco is no longer manned but houses electrical equipment for the crossing gates. November 29th. This freight only line is now so quiet that the previous day it had only seen two light engine movements in a 12 hour shift! *Jeff Nicholls*

More than a quarter of a million people use Birmingham New Street in one day during busiest weekend ever



More than a quarter of a million people used Birmingham New Street on Saturday 26 November, the highest ever number to have used the station in 24 hours.

The figure - the equivalent to the population of Wolverhampton - was an increase on the 230,000 recorded on the Saturday before.

In total, nearly 650,000 people used the station over the weekend with 242,000 on Friday; 258,000 on Saturday; and 142,000 on Sunday.

The record figures were prompted in part by Black Friday sales, the last pay day for many before Christmas, the German Market and Aston Villa playing at home. It was expected to be the busiest weekend of the year at the station.

In the run-up to Christmas and the New Year, Network Rail continues to urge passengers to plan their journeys and check before they travel to help make their journeys as easy as possible. When catching trains home from Birmingham New Street, it's vital to know the times of the last few trains and not rely on the last one.

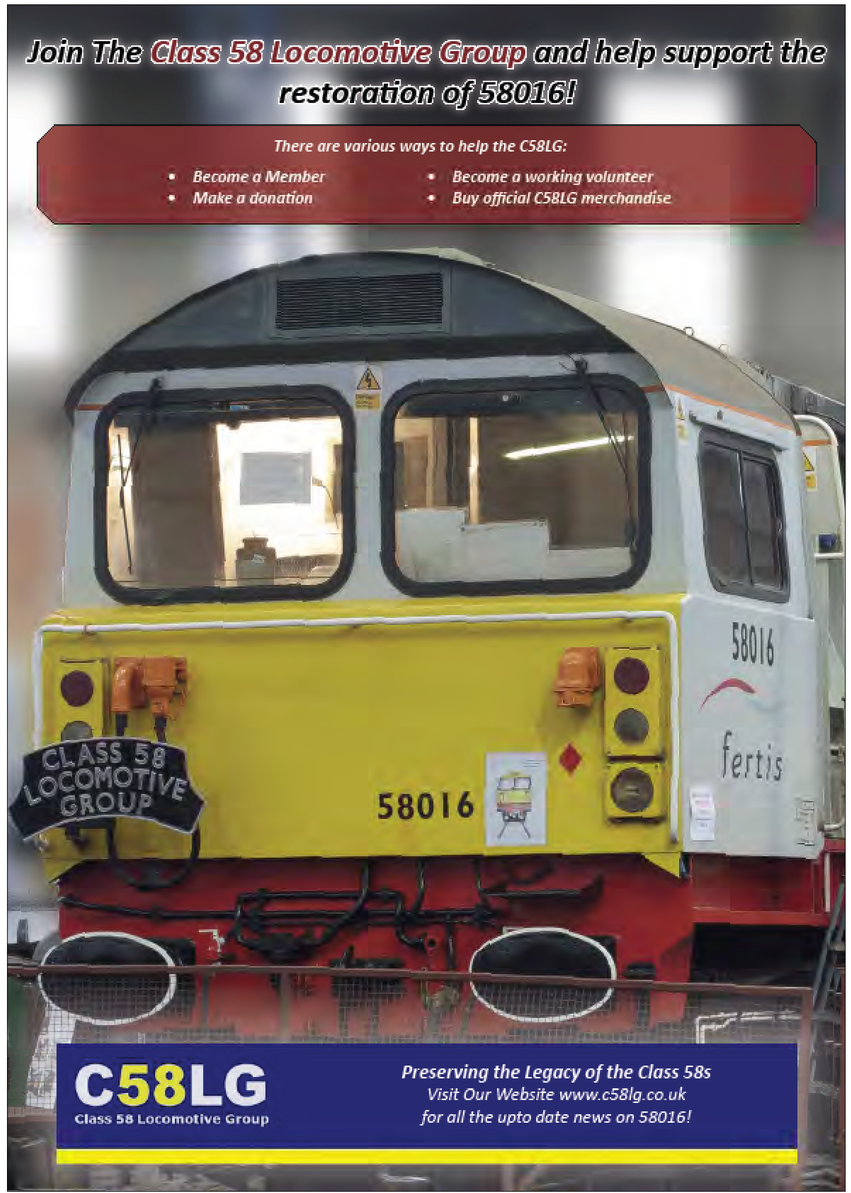
Patrick Power, Network Rail's station manager at Birmingham New Street, said: "A quarter of a million people using the station in one day - the same as the population of Wolverhampton, Plymouth or Newcastle - is a huge figure and sets a new record for the second weekend running. Over the whole record-breaking weekend, our careful planning, extra staff and focus on safety meant passengers were able to safely catch their trains and use the station.

"New Street will continue to be very busy in the build-up to Christmas and I urge everyone who is planning to use the station to plan their journey, check before they travel and always know their last few trains."

Phil Cavender, general manager for Virgin Trains, said: "The run up to Christmas is always an exciting and busy time. With so much to see and do in Birmingham we would encourage anyone looking to travel by train to plan ahead, leaving a bit of extra time and of course book their tickets in advance to guarantee themselves a seat and avoid any queues at the station. Our team at New Street, working closely with Network Rail, will be on hand to say hello and ensure a smooth passage through the station."

London Midland's West Midlands general manager, Mark Goodall, said: "We want everyone to have a good time visiting the shops and attractions this Christmas. We will be doing everything we can to help, including running extra carriages on the Snow Hill lines on the four weekends leading up to Christmas. Just remember, this is a busy time of year for everyone, so make sure you know your travel options and don't rely on your last train home or you could be disappointed."

Passengers are also being urged to think ahead and plan their journeys if they will be travelling over Christmas. As part of its Railway Upgrade Plan, Network Rail will be carrying out a significant amount of improvement work across Britain between 24 December and 2 January which may affect journeys. Passengers can plan their Christmas travel at www.nationalrail.co.uk/christmas.







New data reveals sharp rise in alcohol related incidents across the rail network in December

Christmas should be a time of year when everyone can enjoy themselves and have fun. But for some festive revellers it can spell danger, with Network Rail reporting a 25 per cent increase in alcohol related incidents across the rail network in December, compared to the beginning of the year.

Data collected over the last 10 years also shows that on average there are more incidents reported involving intoxication in December than any other month. As a result Network Rail, British Transport Police and RSSB are joining forces to urge party goers to take extra care when travelling on or around the railway. Network Rail is issuing a warning to those who live near or may be out near level crossings. Many people may be out visiting family and friends in areas they are unfamiliar with and with many crossings located within a mile of pubs and clubs it's important that people take extra care. Passengers should also be careful when around the platform edge after having a drink, with 25 people killed due to alcohol related incidents and a further 82 people seriously injured over the last 10 years.

According to British Transport Police, there is also a rise in violence at many of the busiest stations over the festive season, much of which is fuelled by excess alcohol. Between 24 November 2015 and 2 January 2016, the number of violent offences reported at railway stations across England, Scotland and Wales increased by 8% compared with the same period in 2014/15. At least one in 10 of those offences involved alcohol.

Allan Spence, head of public and passenger safety at Network Rail, explains: "We want everyone to have fun over the festive season and trains are the safest way to get around.
But passengers and people living near the railway must remember that it can be a dangerous place. After a few drinks people can take more risks.

"Taking a short cut across the tracks, chancing it at level crossings or tripping as you get onto trains can kill you or change your life forever. Don't let the drink take bad decisions for you – keep a clear head."

•Over 4,000 alcohol related incidents reported over the past five years
•Almost half (44%) of all incidents reported last winter involved alcohol
•Nearly 250 incidents recorded at level crossings last December
•Passengers boarding and alighting were trains involved in 395 alcohol related accidents in the last five years

Chris Dos Santos, 30, received a 750 volt electric shock through his leg and into his body after deciding to cross the railway after a day out drinking. He now works with Network Rail to warn others about the dangers of drinking and crossing the railway. I fell and landed on the electrified rail that powers the trains that go along the track. I didn't even know there was an electric rail on the railway. I received a 750 volt electric shock through my leg and into my body. I had a cardiac arrest. Three of my friends came and tried to help me but also received a shock. They thought I was going to die. I remember the smell of burning skin. It was awful. I received severe burns to my legs, back and arm. When I got to hospital they thought they were going to have to amputate my leg. A year later and things are starting to improve. I have started to work with Network Rail to support safety events and try and warn others about how dangerous the railway can be. I feel like this has really helped with my recovery. If I could go back to that night, I would never have walked along the railway. People should understand how dangerous it is. You don't just put your life in danger, but others as well. No matter how many drinks you've had, making the wrong decision can leave you with consequences that you have to live with for the rest of your life. If my story can make just one person more aware of the dangers, then it's worth sharing."

In response to the seasonal surge in incidents, Network Rail and British Transport Police will be holding alcohol awareness events at the UK's busiest rail stations in the run up to Christmas. Both organisations will also be targeting Christmas revellers in pubs, clubs and stations with a reminder to 'keep a clear head'.

Officers from British Transport Police are stepping up patrols at stations across the country.

Detective Chief Superintendent Jason Bunyard, from British Transport Police, said: "Unfortunately, during the festive season, we see a rise in public order offences and antisocial behaviour. We put much of this down to the people involved drinking more than they normally would and behaving in a way they wouldn't dream of if they were sober. Our priority is to make sure everyone gets to their destination safely. You can expect to see our officers out on the network helping people to enjoy the festivities safely and encouraging them to think about how alcohol can affect the way they behave and the effect this has on other passengers. We are asking you to keep a clear head. Think about what you would do and how you would behave if you were sober. There is no excuse for spoiling other people's journeys or behaving any differently because you've drunk alcohol. We want you to have fun but it's more important to get where you're going safely."

Class 37 605 and 68 003 working the 3S12 Wakefield - Sheffield RHTT is seen arriving into Sheffield on November 1st. *Michael J Alderdice*

On Display at the NEC Birmingham for the Warley Model Railway Show, GWR new build No. 6880 'Betton Grange' seen here after arriving on November 25th. *John Alsop*



On November 24th, the "Riley Rescue" Black 5s Nos. 44871 and 45407 approach Westbury with a Poole to Bristol charter in dull dismal weather.
Stewart Smith

Transformation of train services across the north

Plans for a phased programme of benefits to be delivered to customers as part of Northern Programmes - the largest railway upgrade in the north of England since Victorian times, have been unveiled in November. As part of the programme, Network Rail, supported by train operators TransPennine Express (TPE) and Northern, has announced that changes expected in December 2017, a key milestone in service development in the north, will be delivered in phases to enable the fastest possible deployment of a series of major improvements to services. The Northern Programmes will transform rail transport in the north delivering more trains with more spaces to more towns and cities. From December 2017 there will be improved services, including electric trains with more space for customers running between Manchester and Preston via Bolton.

There will also be new direct services to Manchester Airport from across the north enabled by the Ordsall Chord, a vital new rail link connecting Manchester's three main stations, Victoria, Piccadilly and Oxford Road, for the first time, as well as new connections into Manchester from the Calder Valley.

Martin Frobisher, Network Rail's London North Western route MD, said: "Rail investment in the north is at its highest level right now since tracks were first laid in the 1800s."Already customers in the north are benefitting from faster, more frequent, more reliable trains services. And there is a host of further improvements still to come. Seeing the economy-boosting Northern Programmes unfold is really exciting."

Alex Hynes, Managing Director for Northern said: "This programme will deliver transformational improvements to the services we offer our customers. The phased approach will enable us to launch new services, such as new direct routes into Manchester, as infrastructure upgrades are delivered."

Leo Goodwin, Managing Director for TransPennine Express commented: "Investment in our railway is vital to improving the North's connectivity, bringing our towns and cities closer and in turn improving our customer's journeys with us. These improvements will help to provide additional and faster services, transforming rail travel across the North and into Scotland."

Rail North Director David Hoggarth said: "The Northern Programmes represents the start of a transformation of rail services across the north. Both Rail North and Transport for the North are clear that this type of long term investment in transport is exactly what is needed to drive economic growth. In a project of this scale, there will be challenges, but the rewards this project will bring will last for generations to come."

Further service improvements are planned for 2018. Customers will see extensive change in the number of trains and new routes across the north. This will include:

•an hourly direct service from Newcastle to Manchester Airport, providing an extra service per hour between Leeds and Newcastle

•six trains per hour between Manchester Victoria and Rochdale
•frequency and capacity improvements across the Northern network

•a 'weekday service' seven days a week for TransPennine Express, more than double existing capacity on Sundays

There will be further improvements delivered each year up to 2022:

•Following the upgrade of Liverpool Lime Street station it will have the capacity for an extra three services an hour, including a Liverpool to Glasgow direct service along with a direct service to Edinburgh

•More trains between Manchester and Blackburn

•A new station at Low Moor due to open in 2017

•Due to future-proofing the Wirral line for the next 40 years, the track will require low maintenance meaning less disruption for passenger journeys.

•A new station will be built at Maghull North, serving the thousands of commuters who travel between Maghull and Liverpool.

•Customers will have an improved experience at Newton-le-Willows thanks to an improved platforms, ticket office and car park, meeting the demand between Manchester and Liverpool.

•Passengers travelling between Liverpool and Manchester will benefit from faster inter-city services and less congestion due to a fourth track being built between Huyton and Roby stations.

•Major re-signalling work between Weaver Junction and Wavertree junction (South Liverpool), which will help improve passenger journey times, will mean a major step towards a 'digital railway' where signalling will be managed at one control centre.



On November 19th, Class 57 305 and 57 312 top'n'tail the Crewe - Edinburgh Northern Belle, seen here passing through Eccleston Park.
David Wood

Loco Fleet List 2017

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 2017 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 using Paypal when visiting the Loco Fleet Shop website.

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

Next stage of work to upgrade the railway in Lancashire starts in 2017

Passengers are being advised to plan their journeys in advance as the next phase of the major work to upgrade the line between Preston and Blackpool gets under way in January. The Northern Programmes project, part a £1bn+ investment across the north has already delivered the electrification of the line linking Wigan with Manchester and Liverpool, allowing extra services to run and boosting train capacity. The next phase will upgrade the track and improve drainage on the line between Poulton-Le –Fylde and Salwick. Work will also be carried out to prepare the line for electrification. To deliver this major upgrade there will alterations to train services for ten weekends from 21 January 2017. This means that buses will replace trains between Preston and both Blackpool North and Blackpool South stations. Passengers are advised to plan ahead and to check before travelling.

Alison Rowley, programme manager for Network Rail said: "We are working closely with Northern to minimise the disruption to passengers and raise awareness of these changes to weekend train services between Preston and Blackpool. The upgrade and wider investment will result in a better and more reliable railway that will serve passengers for many decades to come and help boost the economy across the north of England. There is never a good time to affect journeys but we have planned the work to affect the least amount of passengers for the shortest amount of time. This is essential work and I'd like to thank passengers in advance for their understanding."

Sharon Keith, Regional Director at Northern, said: "The upgrade between Preston and Blackpool is a vital part of the plans to modernise the service we offer to our customers. "We have pledged to refurbish our trains, phase out the Pacers and introduce 281 new, purpose built carriages across the network, and are committed to delivering these improvements to give rail travellers in the north the 21st Century service they have been calling for. But our improvements will only have the desired impact if they are supported by infrastructure modernisation, and the 10 weeks of work, carried out by Network Rail at weekends to keep disruption to a minimum, is absolutely crucial."

The work will allow electric train services to run between Preston and Blackpool North from May 2018.
The full upgrade will see tracks into Blackpool, Kirkham and Wesham remodelled and major changes to platforms. The changes to track, signalling and the platforms will allow trains to run more efficiently and reduce delays, providing a better services for passengers.
Further work, which will require the closure of the railway, will take place in late 2017 in order to complete this important upgrade.



Railway upgrade completed ahead of historic Oxford-London Marylebone train service launch

Chiltern Railways has begun the final countdown to the launch of its historic new train service between central Oxford and London Marylebone - after Network Rail engineers finished their latest railway upgrade on time and on budget.

A new section of track between the old Oxford station, in the city centre, and the new Oxford Parkway station, on the outskirts, was completed at 2.37am on Mon 21 November. With the new infrastructure now successfully commissioned, Chiltern's direct connection between central Oxford and London is almost a reality. Chiltern Railways will launch its new service - two fast trains an hour to and fro - on Monday 12 December. On that day history will be made: this is the first new rail link between London and major British city for more than 100 years.

Train passengers will then have two ways to get to London - via Bicester into London Marylebone or on the existing route via Reading into London Paddington.

This is the latest service improvement for customers resulting from Britain's Railway Upgrade Plan.

It was made possible by a £320m joint investment by Network Rail and Chiltern Railways.

Chiltern conceived the plan for the new route based on what its customers wanted. They later teamed up with Network Rail, who brought the infrastructure skills and experience needed to ensure the scheme was delivered on time and on budget.

Martin Frobisher, route managing director for Network Rail's London North Western route, said: "This paves the way for our partners Chiltern Railways to launch their new central Oxford-to-London Marylebone services in December. "This railway upgrade will boost business and create exciting new opportunities for people in the Oxford region."

Dave Penney, managing director of Chiltern Railways, said: "Over 10 years in the making, this is a major milestone for both Network Rail and Chiltern Railways with less than a month to go before the launch of services from Oxford city centre. The current service from Oxford Parkway has been phenomenally successful with over 1.5 million passengers using the line to date. The completion of the historic project allows provides an alternative route to London for over 100,000 people and reopens a key commuting line between the growing town of Bicester and Oxford."

As well as new services for customers, the project has also seen new stations built, Oxford Parkway and Bicester Village.

In December 2015 a new service between Oxford Parkway and London Marylebone was launched. A new station on the outskirts of the city, Oxford Parkway is designed to be attractive to motorists who want easy access to the railway. Immediately adjacent to the congested A34, it is close to the A40 and A44 trunk roads and has 1,500 car parking spaces on site.



The 3S81 05:28 Eastleigh Arlington (Zg) to Eastleigh Arlington (Zg) RHTT formed of MPV Nos. DR98914 and DR98964 awaits departure from Eastleigh on November 4th. *Derek Elston*





Did you Know - Ken Mumford

Car Ferry

Although the Severn Tunnel car ferry service was probably a pioneer on the G.W.R., a similar arrangement had applied over the Connel Ferry Bridge on the Oban to Ballachulish branch, in Scotland, 15 years earlier (from 1st July 1909); the bridge was converted so that cars, etc., might proceed across it 'under their own power' from 22nd June 1914.

Thriller Gaffs!

A BBC2 TV "thriller" showed an actor boarding a train for London in February 1986 at Yeovil Junction station. This train was hauled by a Class "50" locomotive but heading away in the Exeter direction, followed by the "59" turning into a "47" travelling at high speed. Finally this train was noted entering Waterloo hauled by a class "73" though it had the correct headcode (62) incidentally!

Sugar Beet assistance

Sometime during 1972 The British Sugar Corporation Sugar Beet Factory was, initially, the home of preserved 4-6-0 No. 73050 which had been given the name City of Peterborough by its preserved owner. A boiler combustion explosion there caused could have caused a shut-down of production; BUT prompt action caused 73050 to be lit-up and connected to the factory's steam line three days after the shut-down.
This interesting, though maybe unusual, industrial boiler was in use for eight days whilst emergency repairs were carried out. This use was a way in which Peterborough Railway Society could 'repay' the BSC for its hospitality over the previous two years.

Barry's Asbestos Bed

How many folk who went to the Barry Scrapyard (or, for that matter, anywhere else) to work on their loco and slept rough? Coming back from the pub in the dark after working on such a loco, one person climbed into a box van. In the morning he discovered that he was sharing this box van with asbestos lagging that had been removed from locos in the yard!

Ken Mumford's PowerPoint presentations

DATE	TIME	VENUE	POWERPOINT TITLE
14th March	7.45 pm	Bishop's Waltham	Railway Allsorts
18th April	7.30 pm	Aberaeron	The Devon Belle
19th April	T.B.A.	Penarth	Omnibus Allsorts
15th April	7.30 pm	Thatcham	The Devon Belle

Other PowerPoint presentations available as at December 2016
SIBERIAN YORKSHIRE. MORE RAILWAY ALLSORTS.
TRANSPORT ALLSORTS. WELSH RAILWAY ALLSORTS.
7 DAMS & A RAILWAY (The Elan Valley Railway)

Future PowerPoint presentations in preparation:-
STEAM ALLSORTS. THE RED DRAGON.

Non-railway PowerPoint presentations include:-
DORSET DELIGHTS. CORNISH CAPERS. DEVON DELIGHTS.
POMPEY PICTORIAL. NORTH WALES. MID-WALES. SOUTH WALES.

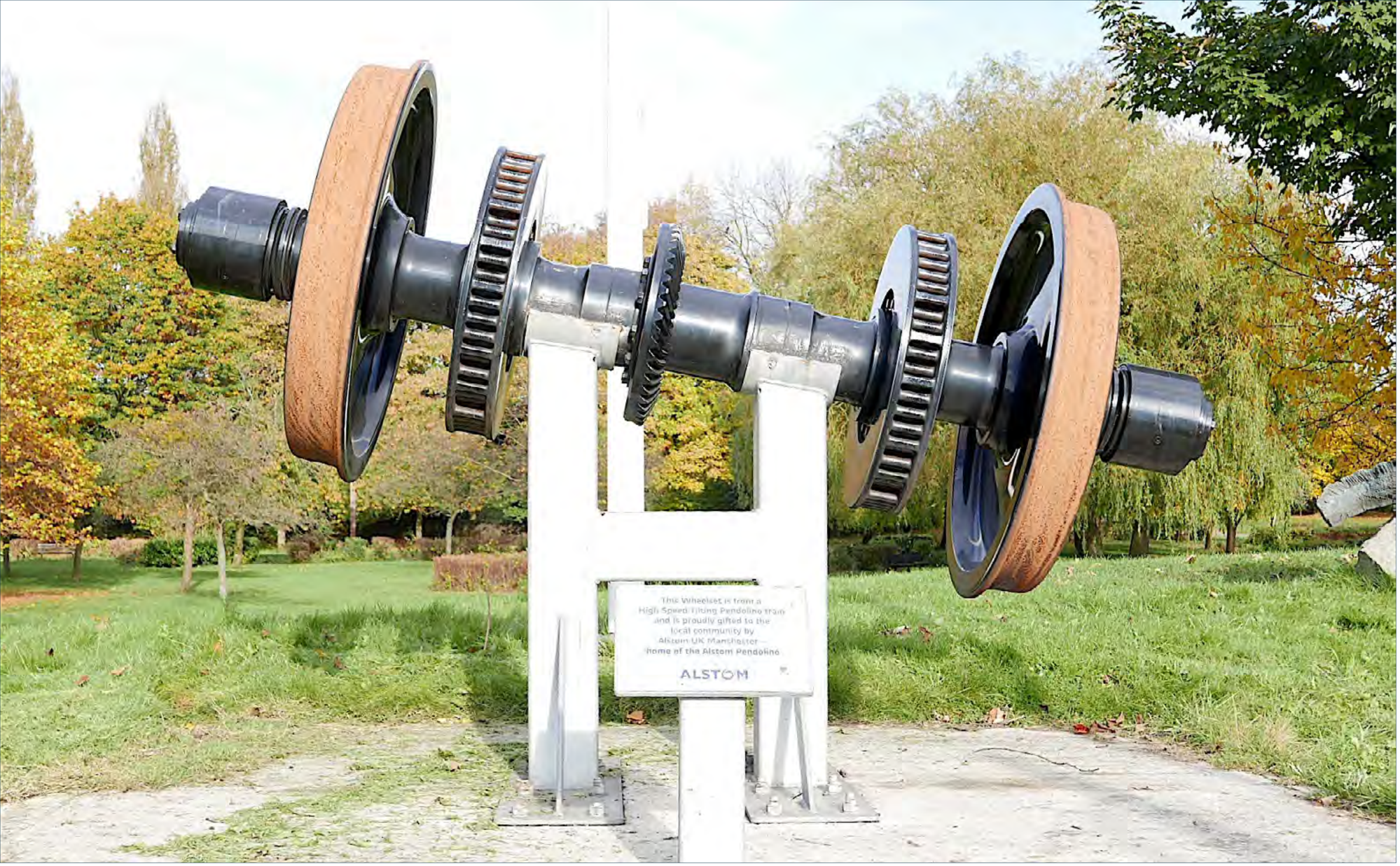
Class 56 087 and 56 113 pass Rhyl on November 5th working the 3S71 Shrewsbury Coleham - Shrewsbury Coleham RHTT. *Carl Grocott*

BR Mk 1 Brake Corridor Second Carriage No. 34606, now numbered DB975481, is seen stabled in the station at Kidderminster on November 4th. *Richard Hargreaves*

A Different View

For rail fans of a “Certain Age” the best seat on the train! Sitting behind the driver while travelling on a first-generation DMU. Taken on Class 117 DMU No. W51339, at Ramsbottom on the East Lancs Railway on November 13th. *Keith Chapman*

A Different View



A wheelset from a Pendolino is seen on display in Debdale Park, Gorton, Manchester on November 2nd. *Keith Chapman*



LMS Black 5s Nos. 44871 and 45407 are seen working 'The Welsh Marches' tour to Cardiff through Birmingham International on November 27th. *John Alsop*



Photographed between two wagons of a passing coal train, Class 90 037 is at rest in Warrington Arpley Yard on a cold November 29th. *Jeff Nicholls*

A Different View

GBRf Class 66 757 arrives with Eurostars Nos. 373 020 and 373 019 at Kingsbury for scrapping by EMR on December 3rd. *John Alsop*

LNER A1 No. 60163 'Tornado' approaches Arley on November 5th, working a Bridgnorth to Kidderminster service. *Class47*

Preserved Railways

Severn Valley Railway



GWR Small Prairie No. 4566 and GWR 4-6-0 Manor Class No. 7812 ‘Erlestoke Manor’ depart Kidderminster on November 5th, heading for Bridgnorth. *Class47*





On November 6th, LMS Hughes Crab No. 13065 arrives into Bridgnorth. *Richard Hargreaves*

GWR 0-4-2-T No. 1450 sandwiched between ‘Autocoaches’ Nos. W238 and W178, arrives into Kidderminster on November 5th. *Class47*

LATEST 3D PRINTING TECHNOLOGY USED TO BUILD BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales continues to make rapid progress in Darlington Locomotive Works. The most recent innovation by The A1 Steam Locomotive Trust is to use the latest 3D CAD and 3D printing technologies to assist in the manufacture of components for Britain's most powerful steam locomotive.
The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Whilst several of the bronze boiler fittings are presently being made using patterns originally made for Tornado, new patterns are required for steam valve hand wheels. As several hand wheels are needed, wooden patterns would normally be the chosen method, however as all the components for Prince of Wales are being drawn in 3D CAD, the opportunity has been taken to use up-to-date manufacturing methods in the form of 3D printing. Ideally the hand wheels would be made by 3D printing bronze, however this technology is still in its early stages, and conventional casting is presently the most cost-effective solution. However, the patterns are strong candidates for 3D printing in plastic and have been made for the Trust by Shildon Manufacturing Company and the castings by South Lincs Foundry at Spalding. Further use of 3D printing technology will be made as the project progresses.

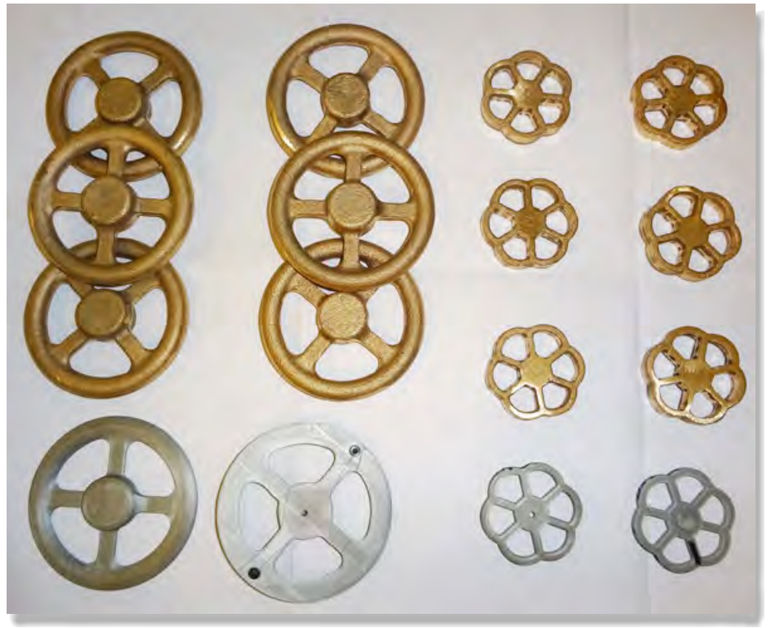
The A1 Steam Locomotive Trust has also announced that it will be holding a series of presentations on the project to build new Gresley class P2 No. 2007 Prince of Wales along the route of the East Coast Main Line from London to Edinburgh and all the way to Aberdeen during 2017. Each presentation will feature key Trust personnel including Mark Allatt (Chairman) and David Elliott (Director of Engineering) and will cover the background to the project, progress to-date, future plans and details of how to get involved. The presentations will run from 11:00hrs to 13:00hrs on each of the days listed below and are open to existing supporters and interested members of the public:

Saturday 14th January 2017 – The London Transport Museum, London
Saturday 18th February 2017 – The Great Northern Hotel, Peterborough
Saturday 18th March 2017 – Doncaster Museum & Art Gallery, Doncaster
Saturday 22nd April 2017 – York Railway Institute, York
Saturday 13th May 2017 – Darlington Locomotive Works, Darlington
Saturday 17th June 2017 – Newcastle Mining Institute, Newcastle
Saturday 1st July 2017 – Edinburgh Jury's Inn, Edinburgh
Saturday 14th October 2017 – Dundee Heritage Trust Discovery Point, Dundee
Saturday 25th November 2017 – Aberdeen Jury's Inn, Aberdeen.

In the meantime, work has continued on No. 2007 at Darlington Locomotive Works, including riveting of the smoke lifting plate joint strips and permanent riveting and bolting of the front footplating. The chimney has also had all its mounting bolts and studs fitted. Following delivery from North View Engineering of the remaining coupled wheel manganese steel faced hornblock liners, detail fitting of them is underway. This involves ensuring that the liners are making full contact with the hornblocks followed by opening out the bolt holes and reaming to take driven bolts. Once all 16 of them are fitted, the gaps between the liners will be accurately measured and mapped. The aim is to have both liners in each hornblock truly square to the frames and parallel with each other. Individual liners will then be surface ground where necessary to achieve this. Additionally, the plain coupled axles have been delivered from South Africa and are presently at Unilathe at Stoke-on-Trent for finish machining. In the meantime, Unilathe has completed the initial machining of the crank axle stubs and crank pin, which along with the crank webs have been sent to South Devon Railway Engineering for assembly. Meanwhile in order to assist in balancing the coupled wheels, they have been laser scanned to confirm that the centre of mass of each wheel is where it should be. Unilathe is also making good progress with machining the crank pins which are made from axle material – specifically from axle stock made for HST power car wheelsets.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 790 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (well over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (105 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £180,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges almost 50% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:
"One of the more fascinating aspects of the project to develop, build and operate an improved Gresley class P2 steam locomotive is the use of the latest technology. When building No. 60163 Tornado, the Trust used polystyrene patterns for a number of components. Now we are using the latest 3D CAD and 3D printing technology to improve accuracy and reduce costs in the production of patterns for selected bronze boiler fittings.



"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, well over £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight.
"We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in Spring 2017 having reached two-thirds of our target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club. It's time to get on board! Next year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

Preserved Railways

Great Central North



On November 19th, power car No. 41001 eases out of the sidings at Ruddington to work a special charity running day in conjunction with East Midlands Trains. *Richard Hargreaves*



Class 47 292 is seen in the yard at Ruddington on November 19th. *Richard Hargreaves*



East Midlands Trains' power car No. 43082 reverses into the station at Ruddington on November 19th. *Richard Hargreaves*

East Midlands Trains' power car No. 43048 is seen on the rear of the special charity day at the GCR (North) with prototype power car No. 41001 leading as the train departs. *Richard Hargreaves*

Great Central North

Class 37 009 is seen stabled in the yard at Ruddington on November 19th. *Richard Hargreaves*

Great Western Hall No. 6990 'Witherslack Hall' storms away from Loughborough with the 10:05 departure to Leicester North on November 19th. *Mark Pichowicz*

Great Central Railway

BR Standard Britannia Class Pacific No. 70013 ‘Oliver Cromwell’ accelerates away from Loughborough with a mixed freight on November 19th. *Mark Pichowicz*

Keighley and Worth Valley Railway

Great Western 7800 Class No. 7822 'Foxcote Manor', with a train for Oxenhope, departs Oakworth on October 7th. *Alan Naylor*

Keighley and Worth Valley Railway

LMS 5MT ‘Black 5’ 4-6-0 No. 45212 works the early morning goods train from Keighley to Oxenhope on October 7th. *Alan Naylor*

Preserved Railways

Keighley and Worth Valley Railway





On the first day of the ‘Santa Specials’ on November 26th, US Army Transport Corps S160 class ‘Big Jim’ suitably decked-out with tinsel, races alongside the River Worth between Ingrow and Damems Junction. *Ben Bucki*

Class 25 059 brings up the rear of the train hauled by steam loco ‘Big Jim’ (the USATC S160-class loco), as it races alongside the River Worth between Ingrow and Damems Junction on November 26th. *Ben Bucki*

BUY THE POWER OF STEAM THIS CHRISTMAS

This Christmas members of the public will once again be able to sponsor a component for Britain's newest and most powerful express passenger steam locomotive. For a limited time only parts for giant new Gresley class P2 No. 2007 Prince of Wales will be available for sponsorship to people who are not members of The Founders Club which funded the project's dramatic racing-start or its 'P2 for the price of a pint' monthly covenantors. Components sponsored through the Dedicated Donation scheme range in price from one of over 1,000 driven bolts & nuts for £25 to a 6ft 2in driving wheel casting for £12,000 – an ideal Christmas present for the railway enthusiast in your family. People who subscribe to the Dedicated Donation scheme will have their names (or that of the gift's recipient) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components for sponsorship will become available as construction progresses.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and 790 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (well over 110 people have pledged £2,000 each - target of 300 people), The Mikado Club (105 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £180,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges almost 50% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.



Construction progress to-date includes: Frame plates for engine and tender rolled, profiled and machined; Engine frames erected at Darlington Locomotive Works with most frame stays permanently fitted; Footplate angles and plates profiled and fitted, splashers made; All 20 wheels for engine and tender cast and machined ready for pressing onto axles; Engine tyres, axles and material for crank pins delivered; Engine hornblocks, axleblocks and cannonboxes cast and machined, roller bearings delivered; Contract placed to assemble wheelsets; Over 1,000 fitted and driven bolts and nuts delivered, over 630 fitted; Cab built, all glazings and window frames procured; Preliminary discussions held with boiler manufacturers, forged foundation ring corners manufactured; Vampire study into ride and suspension and finite element analysis of crank axle completed with redesigned components to comply with modern standards; Assessment and Notified Body appointed to oversee certification, preliminary meeting held with ORR; Smokebox, chimney and smoke lifting plates manufactured with sponsorship from The Gresley Society Trust; Well over £2.0m already pledged; Nameplates and chime whistle delivered!

The plan for the next 12 months includes the following, costing around £500,000: Completion of wheelsets and fitting to frames; Finish cab and smokebox; Complete design, make and fit outside motion brackets; Finish re-design and fabricate pony truck frame; Make and fit spring hanger brackets and spring gear; Make and fit brake linkage; Boiler procurement; Complete design for valve gear; Place order for cylinder block.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "This Christmas you can buy a part of giant new steam locomotive No. 2007 Prince of Wales for the railway enthusiast in your family before it is completed - what could be a more appropriate present than helping to recreate the lost days of the steam age. One of the key ways in which we are raising funds for the new locomotive is by supporters sponsoring particular components either on their own behalf or as a gift for others."

"The lucky recipient of this gift will receive a drawing of the component sponsored and certificate recognising the sponsorship with the dedication worded however the giver wishes. The recipient will have the satisfaction of pointing to the part of the locomotive they sponsored when the locomotive enters service on Britain's main line railway in 2021. We have many parts on offer, which have in the past ranged from individual nuts and bolts to the wheels and axles, ranging in price from £25 to £12,000."



Components available for sponsorship this Christmas include:

- Two 3½in Ross Pop Safety Valves at £3,600 each (Pictured Right)
- Three cylinder crosshead castings at £1,200 each
- Pony truck axle at £4,440
- Leading coupled axle at £6,100
- Cartazzi axle at £5,820
- Two Crank axle sweep forgings at £3,600 each
- Two Cartazzi axlebox castings £1,300 each
- Pony truck cannonboxes, axle and bearings assembly at £500
- Two pony truck wheelset roller bearings at £550 each
- Five splashers at £400 each
- Four lots of cab beading machining and bending at £950 each (Pictured Left)
- 29 6ft 2in driving wheel spokes at £600 each
- Two 6ft 2in driving wheels cast and proof machined at £12,000 each
- RH Cartazzi wheel at £3,000 and all tender wheels at £3,600 each.
- 17 handrail knobs (various engine and tender) at £75 each
- Two water gauge handle castings at £40 each
- 27 wash out door escutcheons at £70 each
- Six splasher joining strips at £25 each
- Multiple 1in BSW driven bolt/nut hornblock to frame x loads at £25 each
- One sanding valve at £180
- Multiple ashpan and tender sprinkler valves at £150 each
- Various valves on steam stand body castings at £180 - £200 each
- Cab side window wood frame and details front RH and rear RH at £400 each and associated glazing front and rear RH side windows at £180 each
- Seven upper superheater elements at £900 each
- Six lubricator atomisers at £350 each.

…with other parts at prices to suit all pockets, however deep.

To sponsor a P2 component this Christmas email dedicated.donations@p2steam.com for further information.

North Yorkshire Moors Railway

With the sound echoing around the dale, BR Standard 4 Class 2-6-0 No. 76038 pilots 76084 through Newtondale on a recent Matt Fisher charter on November 3rd. *Shep Woolley*

North Yorkshire Moors Railway

On November 3rd, the final location of an excellent charter, BR Standard 4 Class 2-6-0 No. 76084 pilots 76038 through Fen Bog.
Shep Woolley

S160 Class No. 6046 is seen at Horsehay on November 27th, on test in preparation for 'The Polar Express' season. *Richard Hargreaves*

Lakeside and Haverthwaite Railway

With snow still lying on 'Gummers How', BR Fairburn 4MT Class 2-6-4T reflects in the River Leven as it works towards Lakeside during an excellent Peter Van Campenhout charter on November 10th. *Shep Woolley*

Lakeside and Haverthwaite Railway

Seen from the summit of Astleys Plantation, BR Fairburn 4MT Class 2-6-4T runs alongside the River Leven towards Lakeside on November 11th. *Shep Woolley*

West Country Pacific 4-6-2 No. 34092 ‘City of Wells’ is pictured running around her train at Heywood on Remembrance Sunday, November 13th, the reason why the loco is dressed with a poppy wreath and UK and France flags. *Keith Chapman*

Class 45 148 departs Sheffield Midland on November 17th 1985 with an unidentified relief working. *Nick Clemson*

From the Archives



Class 57 601 calls at Dawlish on September 17th 2001 with a service to London Paddington. *Brian Hewertson*





InterCity liveried Class 86 259 departs Crewe on September 17th 1994 working a CrossCountry service to Edinburgh. *Paul Godding*

Class 37 185, 08 900 and 47 626 ‘Atlas’ are photographed stabled in the parcel sidings at Bolton on June 18th 1992. *Michael Lynam*

BR Class 4MT No. 80086 is seen stored at Beattock motive power depot after being withdrawn from service on March 25th 1967.
Dave Felton

From the Archives

English Electric Type 4, later to become Class 40, No. 358 stands alongside Deltic Class 55 No. 9006 'The Fife & Forfar Yeomanry' at Haymarket (Edinburgh) Motive Power Depot on August 28th 1971. *Dave Felton*

Class 37 717, 37 402 and 37 707 pause at Warrington Bank Quay on November 28th 2001 hauling an engineers train. *Brian Hewertson*

From the Archives



Class 31 454 and 31 432 with 07:38 Hull - Carlisle service pass through Leeds on November 9th 1985. *Nick Clemson*





LMS Stanier 8F Class No. 48621 passes through Accrington station with a parcels train and only a few months to go before being withdrawn from service on July 7th 1967. *Dave Felton*

Class 60 045 heads out of Warrington's Arpley South Yard on February 25th 1992 with a coal train to Fiddlers Ferry. *Michael Lynam*