

Railtalk Magazine

Issue 87 | December 2013 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 87 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports. As I write this, I look out of the window thinking... Where is all that snow that we were promised(?). I, unlike many, do like a sprinkling on the white stuff at this time of the year. If nothing else, it gives something different for the old lens to focus on. More importantly, it's adds a certain something to the Santa Specials, now seemingly to be big events for virtual all the preserved railways across the UK, and the only events for some as pictured in this issue of the magazine.

Whilst on the subject of the magazine, another of our little competitions, although just for fun and with no prize. The questions is... How many moustaches feature in this issue of the magazine? Possibly more than you think. As we have arrived at the last month of the year, it's only fitting to say thank you to everyone for their support in the past year, without you, the magazine wouldn't be the magazine it is today. So thank you and I guess all that is left to say, is from everyone at Railtalk Magazine, we wish you a Merry Christmas & A Happy New Year.

Oh and finally, our 2014 Calendar is now available for purchase. If you are interested, please see page 27.

Andy Patten

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

Front Cover: Class 59 103 is seen working a Burngullow to Exeter Riverside stone train passes Keyham on October 14th. [Steve Andrews](#)
This Page: Class 60 039 is seen working the 6M57, 07:15 Lindsey - Kingsbury at Branston on a sunny November 19th. [Steve Madden](#)

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Charter Scene



Branch Line Society - The BLS Power Hall Tracker
Class 37 706 and Class 47 760 top'n'tail the 1262 heading to the Manchester,
Museum of Science and Industry. Seen here storming through Leyland station
on November 3rd. [Alan Naylor](#)



Branch Line Society - The BLS Power Hall Tracker

Above: Class 47 760 idles at Mosi Manchester, while Agecroft No. 1 runs pleasure trips during the BLS tour on November 3rd. [Colin Irwin](#)

Below: Class 37 706 departs Mosi station while 47 760 waits to be attached to the rear after the Class 37 has drawn the train forward. [Colin Irwin](#)



Branch Line Society - The BLS Power Hall Tracker
West Coast's Class 37 706 is seen at the Manchester Museum of Science and Industry on November 3rd, during the Branch Line Society's visit. [Colin Irwin](#)



Branch Line Society - The BLS Power Hall Tracker
'Agecroft' No. 1, a Robert Stephenson 0-4-0 saddle tank engine built in 1948 that used to haul coal from Agecroft pit to Agecroft power station, is seen giving rides to the BLS tour around the MOSi complex on November 3rd. [Colin Irwin](#)





Branch Line Society - The BLS Power Hall Tracker

Above: West Coast's Class 37 706 arrives at Bolton with the 1262 Branch Line Society's excursion from Carnforth to Manchester (MOSi) Liverpool Road on November 3rd. [Michael Lynam](#)

Below: Class 47 760 is seen on the rear of the tour as it departs Bolton, November 3rd. [Michael Lynam](#)



Foot-Ex

Above: Class 86 259 'Les Ross' stands at Newcastle with the Virgin Pretendolino set having worked a Foot-Ex from London King's Cross, November 2nd. [Alex Thorkildsen](#)

Below: Class 86 259 (No. E3137) sits at platform 2 of Newcastle Central Station, with the return Foot-Ex service from Newcastle – London Kings Cross, for the football match Newcastle United v Chelsea. [Liam Coates](#)





Railway Touring Company - The Blue Bell Explorer

Above: BR Standard Class 7 No. 70013 'Oliver Cromwell' heads through West Brompton on November 2nd with this Bridgnorth (Severn Valley Railway) to Sheffield Park (Bluebell Railway) tour. [Richard Hargreaves](#)

Below: Seen on the rear of the tour as it past through West Brompton, was Class 47 580. [Richard Hargreaves](#)



Railway Touring Company - The Blue Bell Explorer

Above: Britannia No. 70013 'Oliver Cromwell' runs into Coventry with the Bridgnorth - Sheffield Park 'Bluebell Explorer' on November 2nd. [Chris Morrison](#)

Below: BR Standard Class 7 No. 70013 'Oliver Cromwell' powers past Woldingham with the Bridgnorth - Sheffield Park Bluebell Explorer on November 2nd. [Chris Morrison](#)





Railway Touring Company - The Bluebell Explorer

Above: SR West Country Pacific 34046 'Braunton' eases through Hurst Green with the 13:48 Oxted - Uckfield, part of the 'Bluebell Explorer' tour on November 9th. [Chris Morrison](#)

Below: LMS Black 5 No. 44932 arrives back at London Victoria with the 'Bluebell Explorer' from Uckfield on November 9th. [Chris Morrison](#)



Statesman Rail - Bath & Bristol Christmas Statesman

Above: Class 57 313 top'n'tails maroon Class 57 314 with the 1268 Scarborough - Oxford railtour through Burton on Trent, November 23rd. [Stuart Hillis](#)

Steam Dreams - THE CATHEDRALS EXPRESS

Below: LMS Black 5s Nos. 44871 and 45407 hurtle through Watford Junction at the head of 1290 The Cathedral Express from London Euston to Chester on November 30th. [Derek Elston](#)



Steam Dreams - THE CATHEDRALS EXPRESS
LMS Black 5s Nos. 44871 and 45407 arrive into Chester with the London
Euston - Chester charter on November 30th. [Brian Battersby](#)





Steam Dreams - THE CATHEDRALS EXPRESS

Above: LMS Class 5MT 4-6-0s Nos. 44871 and 45407 (replacing No. 70000 'Britannia') charge through Milford with the London Euston - Chester section of the tour on November 30th. [Colin Irwin](#)

Below: After setting down the passengers at Chester, the tour is seen being stabled in the sidings at the rear of the station. [Brian Battersby](#)



Railway Touring Company - THE CHESHIREMAN
BR Britannia Class 4-6-2 No 70013 Oliver Cromwell, working from Chester -
Doncaster charges through Delamere Forest after a heavy rainstorm,
with nothing but rainbow all the way home, October 19th. [Colin Irwin](#)





Railway Touring Company - THE CHESHIREMAN

Above: On October 19th, BR Britannia Class 4-6-2 No. 70013 'Oliver Cromwell' climbs Chinley Bank with this Cleethorpes - Chester charter. [Colin Irwin](#)

Below: Working the return journey, BR Britannia Class 4-6-2 No. 70013 'Oliver Cromwell', heading from Chester - Doncaster charges through Mouldsworth after a heavy rainstorm. [Colin Irwin](#)



Railway Touring Company - THE CHRISTMAS CHESHIREMAN

Above: BR Britannia Class 4-6-2 No. 70013 'Oliver Cromwell' arrives into Chester with the tour, having arrived from Bristol via Shrewsbury and after Chester the tour headed to Crewe, November 30th. [Brian Battersby](#)

Below: West Coast's Class 37 516 is seen on the rear of the charter as it departs Chester heading for its final stop at Crewe. [Brian Battersby](#)



Railway Touring Company - THE CHRISTMAS CHESHIREMAN
On November 30th BR Class 7 No. 70013 'Oliver Cromwell' races past Beeston
Castle with the Christmas Cheshireman railtour from Bristol to Crewe
via Chester. [Mark Pichowicz](#)



Railway Touring Company - THE CHRISTMAS CHESHIREMAN
BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen at Shrewsbury
with the return working to Bristol on November 30th. [Phil Martin](#)



Railway Touring Company - THE CHRISTMAS CHESHIREMAN
Class 37 516 assists BR Britannia Class 7MT 4-6-2 No. 70013 'Oliver
Cromwell' up Gresford Bank running 62 minutes late. [Colin Irwin](#)



Vintage Trains - The Cumbrian Jubilee

Above: Class 47 773 is seen at Crewe on November 9th with this Vintage Trains tour to Carlisle. The tour was diesel hauled from Birmingham to Carnforth and then steam hauled via the S&C. [Richard Hargreaves](#)

Below: Class 47 773 heads the tour through Preston, heading for Carlisle on November 9th. [Brian Battersby](#)



Vintage Trains - THE CUMBRIAN JUBILEE

Under mixed skies Jubilee Class 4-6-0 No. 45699 'Galatea' catches the sun whilst getting to grips with the gradient at Mealbank heading for Carlisle with the 'Cumbrian Jubilee' on November 9th. [Gerald Nicholl](#)



Northern Belle

Class 47 832 and 47 805 are seen working the 5Z66 Newport - Crewe through Bromfield on November 10th. [Carl Grocott](#)



Steam Dreams - THE CATHEDRALS EXPRESS

Steam Dreams have run excursions in connection with Ludlow's Medieval Fayre for a number of years; on November 23rd, the 07:17 London Waterloo to Shrewsbury running as 1Z30 fulfilled this role with BR Pacific No. 70000 'Britannia' as the replacement locomotive for the failed A1 No. 60163 'Tornado.' Unfortunately, a loaded coal train blocked the line around Pontrilas and delayed several passenger services and this excursion. In this image No. 70000 is seen at Cheney Longville (north of Craven Arms) running about 70 minutes late, the sun having dipped behind a hill a few moments earlier. [Stuart Warr](#)



Railway Touring Company - THE TYNESIDER
On November 23rd, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa'
speeds through Newark North Gate with 1Z60 07:00 Newcastle
to London Kings Cross. [Colin Irwin](#)



Railway Touring Company - THE TYNESIDER

Above: LNER A4 60009 'Union of South Africa' top'n'tailed with West Coast Railway's Class 47 854 'Diamond Jubilee' prepare to depart Newcastle heading to London King's Cross on 'The Tynesider', November 23rd. [Alex Thorkildsen](#)

Below: West Coast Railway; Class 47 854 'Diamond Jubilee' stands at Newcastle having worked the return 'The Tynesider' raitour from London King's Cross on November 23rd. [Alex Thorkildsen](#)



Railway Touring Company - THE BATH and BRISTOL CHRISTMAS MARKETS
On November 28th, running 66 minutes late due to slipping on the bank at Parkstone,
Black 5 No. 44871 heads RYTC's 'The Bath and Bristol Xmas
Markets' from Poole to Bristol as it arrives into Southampton. [Wayne Radford](#)



Railway Touring Company - THE DARTMOUTH EXPRESS
BR Standard Class 7 No. 70000 'Britannia' is seen passing Barn Owl Bridge
working this Poole - Kingswear tour on November 19th. [Steve Andrews](#)



GBRf Staff Special

Class 66 721 is seen at Acton Central station on a London Victoria - London Victoria circular tour around the London suburbs on November 5th. [John Coleman](#)



GBRf Staff Special

Class 66 718 is pictured at London Victoria station after doing a special London Victoria to London Victoria circular tour on November 5th. [John Coleman](#)



ECS and light engine moves

LMS Class 5MT 4-6-0 Nos. 44871 and 45407 arrive at Ordsall Lane Jct. working the 5244 10:50 Castleton Hopwood Gf. to Southall Loco Services on November 26th. [Colin Irwin](#)



ECS and light engine moves

Heading south on November 26th to work a couple of tour from the London area owing to the unavailability of other steam locos, Riley's International Rescue comes to the aid once again. [Colin Irwin](#)





ECS and light engine moves

Above: Class 40 145 leads Class 40 No. D335 over Saddleworth Viaduct heading for home at the East Lancs from Barrow Hill on November 8th. [Colin Irwin](#)

Below: Following the Severn Valley diesel gala, Class 55 002 heads Class 37 No. D6700, Deltic No. D9009 and Class 37 109 over Twemlow viaduct back to the East Lancs Railway at Bury. [Colin Irwin](#)



ECS and light engine moves

Above: Class 55 002 'The Kings Own Yorkshire Light Infantry' leads the locos returning back from the Severn Valley diesel gala through Ashton Moss back to Bury on October 7th. [Colin Irwin](#)

Below: Great Western's Class 57 604 'Pendennis Castle' is seen working light engine as 1257 Old Oak Common - Derby RTC through Burton on Trent, November 13th. [Stuart Hillis](#)





ECS and light engine moves

Class 47 375 leads 31 459 and 31 452 passing Upton Pyne on November 13th, heading for the Dartmoor Railway and the commencement of Polar Express services. [Steve Andrews](#)



ECS and light engine moves

Above: On November 1st, Class 47 580 passes through Castlethorpe near Milton Keynes leading the 5282 Southall - Kidderminster ECS, with No. 70013 'Oliver Cromwell' in light steam on the rear of the train. [Matthew Bird](#)

Below: West Coast Railways Class 33 207 'Jim Martin' stands at Euston on November 30th, having brought in stock for a charter. [Alex Thorkildsen](#)



ECS and light engine moves
Class 55 No. D9009 'Alycidon' hauls Class 40 No. D335 through
Smithy Bridge heading from the ELR at Bury to Barrow Hill.
[Colin Irwin](#)

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GBRf's Class 73 119 'Borough of Eastleigh' and 73 207 are seen working a Tonbridge West Yard - Tonbridge West Yard rail adhesion train, heading for East Grinstead as they pass through Hurst Green on November 9th. [Chris Morrison](#)

Network Rail wanderings

Top Right: Class 31 105 passes Castlethorpe near Milton Keynes running as 0Z31 11:00
Hither Green - Tyseley, November 10th. [Matthew Bird](#)

Bottom Right: Class 37 194 and 97 301 arrive at Wigan North Western after testing
Manchester Deansgate's new overhead wires on November 21st. [Colin Irwin](#)

Below: Network Rail's two-car Class 950 Track Assessment and Recording Unit No. 950001 heads
north at a healthy pace through Harringay, working the 2Q08 09:12 Peterborough
to Derby on November 3rd. [James Wise](#)



Network Rail's Class 97 304 and 97 302 are seen working the 3S71 Crewe - Crewe RHTT through Wardle on November 9th. [Carl Grocott](#)





Class 97 301 top'n'tails 37 194 working the 1Q18 Crewe - Crewe OHLE inspection train passing Parkside Curve on November 21st. [Dave Harris](#)



Above: Class 31 465 working the 3Z55 Bristol to Plymouth Laira is seen arriving into Laira on November 29th. [Steve Andrews](#)



Top Right: Class 57 312, 57 301 & 57 306 head two Arlington barrier vehicles through Kensington Olympia en route from Peterborough to Eastleigh Works, November 5th. [Derek Elston](#)

Bottom Right: Class 97 301 along with 975091 and 37 194 are seen in the bay at Wigan North Western station having worked over the newly electrified line via Eccles on November 21st. [Steve Stepney](#)

Below: On November 19th the NMT is seen passing through Burton on Trent with power cars Nos. 43013 and 43014 working Derby RTC - Derby RTC via Crewe. [Stuart Hillis](#)



On November 30th, Class 97 303 passes Beeston Castle on the rear of the Holyhead - Crewe RHTT working, 97 304 can be seen leading at the far end of the train. [Mark Pichowicz](#)



A filthy Class 97 303 stands at Chester on November 30th whilst working the North Wales RHTT. [Brian Battersby](#)





Class 67s out and about

Above: 'Royal Skip' Class 67 005 'Queen's Messenger' stands at Newcastle on Thunderbird duties, November 2nd. [Alex Thorkildsen](#)

Top Right: On November 10th, 'Royal Skip' Class 67 006 leads classmate 67 019 through Castlethorpe near Milton Keynes running as 0Z98 12:00 Wembley EFT - Bescot. [Matthew Bird](#)

Bottom Right: On November 2nd, Class 67 018 is seen at London Marylebone station ready to depart with a service to Birmingham Moor St. [Richard Hargreaves](#)

Below: Class 67 005 'Queens Messenger' passes Freightliner's Class 66 519 at Kensington Olympia whilst working from Acton T.C. to Stewarts Lane TRSD on November 26th. [Derek Elston](#)





Above: Class 67 006 and 67 026 top'n'tail the 1Q18 Derby RTC - Derby RTC via Manchester test train through Stenson on November 25th. [Stuart Hillis](#)

Top Right: For the Wales against Argentina Rugby Union international match being held at Cardiff's Millennium Stadium on November 16th, the Welsh Assembly sponsored train worked 1V54 08:07 Holyhead to Cardiff Central, led by Class 67 001 and seen at Duffryn having departed from Newport a few minutes earlier. On the rear of the train can just be 67 029, which was expected to haul the return working later that day, but this was not to be as the service was led by a DVT with 67001 tailing. [Stuart Warr](#)

Bottom Right: On November 23rd, Class 67 012 is seen at Solihull at the rear of a Birmingham - London Marylebone service. [Paul Godding](#)

Below: Class 67 015 is seen heading a Darlington - Derby test train through Doncaster on November 16th. [Brian Battersby](#)



Top Right: Class 67 003 passes Sharnbrook Junction whilst working the 3J92 Toton TMD to West Hampstead RHTT on November 4th. [John Coleman](#)

Bottom Right: On November 8th, Class 67 026 passes Ruston working the 3J92 Toton TMD to West Hampstead RHTT service in some nice autumn sunshine. [John Coleman](#)

Below: Rugby Union international matches held at the Millennium Stadium in Cardiff attract many additional passengers from all over Wales; to cope with this demand some trains are strengthened and a limited number of extra trains are operated. On November 9th, Wales played South Africa and one of the extra services utilised the stock from the Welsh Assembly sponsored train, the only locomotive hauled service operated by Arriva Trains Wales and it is seen at Penpergwm (a mile south of Abergavenny) whilst working 1V54, 08:07 Holyhead to Cardiff Central with Class 67 002 leading. [Stuart Warr](#)



Class 67 008 is seen working the 3J92 23:44 Toton TMD to West Hampstead
North Jct. RHTT through Rushton on November 21st. [Steve Madden](#)





Freightliner's GE locos

Above: On November 7th, Class 70 013 arrives at Carlisle with a Crewe Basford Hall - Carlisle NY infrastructure train. [Michael Lynam](#)

Top Right: Class 70 016 is seen leaving Warrington Arpley Yard on a Ellesmere Port - Fiddles Ferry PS loaded coal working, November 12th. [Michael Lynam](#)

Bottom Right: Class 70 016 powers through Wigan North Western with the 6N23 Crewe Basford Hall to Carlisle on November 21st. [Colin Irwin](#)

Below: Class 70 016 with a Crewe - Carlisle engineers passes through Preston on November 20th. [Michael Lynam](#)



Class 70 008 passes the Kingsland shopping centre as it pulls away from Dalston Kingsland station working 4L89 Coatbridge to Felixstowe intermodal on October 30th. [James Wise](#)



Top Right: Class 70 016 working the 6U77 Mountsorrel - Crewe loaded ballast is seen passing Stenson Junction on November 25th. [Stuart Hillis](#)

Bottom Right: Class 70 008 leads 66 571 working the 4055 Leeds - Southampton modal through Burton on Trent, November 22nd. [Stuart Hillis](#)

Below: On November 14th, Class 70 013 passes through Stafford working a Crewe Basford Hall - Toton North Yard infrastructure train. [Michael Lynam](#)



Recent Class 60 workings

Top Left: Class 60 039 working the re-routed 6E32 Preston Docks (Lanfina) to Lindsey oil refinery via the WCML, is seen here passing through Leyland station on November 22nd. [Alan Naylor](#)

Bottom Left: On November 16th, Class 60 044 is seen at Doncaster with at the head of a late night engineers working. [Class47](#)

Below: Class 60 039 is seen passing through Burton on Trent working the 6M57 Lindsey - Kingsbury loaded oil tanks on November 4th. [Stuart Hillis](#)



Class 60 020 is seen working the 6E32 Preston - Lindsey tanks diverted via Chat Moss due to engineering work at Holme Tunnel on the Copy Pit line, November 20th. [Dave Harris](#)





Above: Class 60 065 'Spirit of Jaguar' working the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery, is seen here on a very wet and gloomy morning passing through Bamber Bridge, November 6th. [Alan Naylor](#)

Top Left: Class 60 049 passes Gobowen on November 2nd with a rake of steel empties from Dee Marsh, heading for Margam. [Phil Martin](#)

Bottom Left: Class 60 039 working the 6E32 Preston - Lindsey tanks, diverted via the WCML due to major work at Holme Tunnel on the Copy Pit line, is seen passing Golborne Jct. on November 18th. [Dave Harris](#)

Below: EWS-liveried Class 60 045 is seen working the 6X01 Trent Yard - Eastleigh LWR train through Scunthorpe on November 25th. [Steve Thompson](#)





Above: Class 60 039 with the 6M57 Lindsey - Kingsbury loaded oil tanks crosses Stenson Junction on November 8th. [Stuart Hillis](#)

Top Left: On November 10th, the 6D37 Lackenby - Ent C, conveying 26 empty BBAs, produced the spectacle of Class 60 045, in EWS livery, and DB blue 60 074 as it passes through Scunthorpe. [Steve Thompson](#)

Bottom Left: Class 60 020 is seen passing through Manchester Victoria on November 20th whilst working the Preston Docks - Lindsey oil tanks. [Steve Stepney](#)

Below: Class 60 063 passes Stenson Jct. on November 2nd working a Kingsbury - Humber empty oil tanks service. [Phil Martin](#)





Above: Class 60 099 is seen at Manchester Victoria on November 25th working the diverted Preston to Lindsey oil tanks. [Brian Hewertson](#)

Top Left: On November 12th, Class 60 059 opens up whilst passing through Warrington Bank Quay with a Liverpool Bulk Terminal - Fiddles Ferry PS loaded coal hoppers working. [Michael Lynam](#)



Bottom Left: Class 60 092 is seen approaching on the Up Main at Scunthorpe with the 6E32 Preston Tanks, heading for Lindsey Refinery, only to be turned onto the Up Goods to allow uninterrupted passage of a TPE service. [Steve Thompson](#)

Below: DB Schenker's Class 60 092 is pictured waiting to depart from Preston Docks exchange sidings with 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 15th. [Dave Felton](#)



Class 60 099 passes through Willington on November 19th, working the
6Z65 09:18 Earles Sidings to Walsall. [Steve Madden](#)





Above: Class 60 044 recently painted into DB livery, heads light engine through Stenson as OF54 Bescot - Toton on November 8th. [Stuart Hillis](#)

Top Left: Class 60 010 heads south through Euxton hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 13th. [Dave Felton](#)



Bottom Left: Class 60 044 is at the head of 6M00 Humber - Kingsbury loaded oil tanks passing through Burton on Trent, November 19th. [Stuart Hillis](#)

Below: Class 60 065 in a rather weather weary EWS livery passes Pleasington station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on November 6th. [Dave Felton](#)



Direct Rail Services

On November 4th, a dirty Class 20 305 top'n'tails 20 304 on the
3S14 Grimsby Town - Malton through Scunthorpe and in the sun!

Steve Thompson





Above: Class 66 434 in Malcolm livery heads the northbound 4S44 Daventry - Coatbridge intermodal through Nuneaton on November 5th. [Michael Lynam](#)

Top Left: Class 37 611 leads 37 609 through Preston on November 9th with a single loaded flask, heading for Crewe. [Richard Hargreaves](#)



Bottom Left: In rapidly fading light and with the glow of the setting sun, Class 37 601 'Class 37 – Fifty' and 37 604 working 6K05 Carlisle N.Y to Crewe Basford Hall pass through Leyland station, November 28th. [Alan Naylor](#)

Below: Class 66 421 with 66 303 arrive into Carlisle on November 7th with a RHTT working. [Michael Lynam](#)





Above: Class 66 426 and 37 604 pass through Carlisle on November 7th working the 6K05 engineers train from Carlisle NY to Crewe Basford Hall. [Michael Lynam](#)



Top Right: On Thunderbird duties, Class 57 304 'Pride of Cheshire' and Class 47 813 'Solent' are seen in the north bay at Preston station on November 24th. [Alan Naylor](#)

Bottom Right: Class 37 259 and 37 605 passes Hatherley on November 12th with the 6M63 Bridgwater - Crewe flasks. [Lewis Mitchell](#)

Below: A filthy Class 20 305 is seen at Bradford Interchange on the Leeds RHTT circuit, November 12th. [Andrew Wilson](#)





Above: Class 47 810, 47 813 and 66 129 plus support coach work a 5Z58 from Carlisle Kingmoor to Crewe Coal Sidings through Carlisle on November 7th. [Michael Lynam](#)



Top Right: On November 22nd, Class 37 405 is seen at Crewe working the 3Z81 Derby RTC - Crewe CS test train. [Richard Moxon](#)

Bottom Right: Class 20 304 and 20 305 are seen working a RHTT service from Wrenthorpe to Grimsby Town past Knabbs Bridge, just east of Barnetby, on November 8th. [Robert Bates](#)

Below: Class 66 425 passes through Stafford on November 14th with a Coatbridge - Daventry 'Malcolm's' intermodal working. [Michael Lynam](#)





Class 37 601 sits at platform 7 of Liverpool Street station on November 12th having just led the 1Q88, 09:02 Network Rail test train from Norwich to East Ham EMUD via London and Essex. Classmate 37 604 was at the other end of the train. [James Wise](#)



Above: On November 12th, Class 66 423 heads south through Warrington Bank Quay with the 4M44 'Malcolm's' Mossend Yard - Daventry intermodal. [Michael Lynam](#)



Top Right: Class 20 304 and 20 305 are seen at Bradford Interchange on RHTT duties, November 12th. [Andrew Wilson](#)

Bottom Right: On November 8th, Class 20 304 and 20 305 are seen working the 3S13 Wrenthorpe - Grimsby Town RHTT down Appleby Bank. [Steve Thompson](#)

Below: Class 66 434 heads the 4M44 Mossend - Daventry intermodal service through Preston on November 20th. [Michael Lynam](#)



A rather unusual working on November 19th, as the 4240 Shirebrook to Mossend Yard sees Class 37 668 hauling refurbished liner flats through Barrow on Trent. [Steve Madden](#)





Above: Malcolm liveried Class 66 434 hauling a late running 4M34 the 04:28 Coatbridge F.L.T. to Daventry DRS passes through Euxton on November 18th. [Dave Felton](#)



Top Right: A rather filthy Class 20 305 passes Kneb Wood Crossing on November 8th working the 3S14 Grimsby Town - Malton, with 20 304 on the rear. [Steve Thompson](#)

Bottom Right: On November 13th, Class 20 312 and 20 302 work the 3S13 Wrenthorpe - Grimsby Town through Scunthorpe. [Steve Thompson](#)

Below: Class 37 688 'Kingmoor TMD' working as 4Z80 Shirebrook - Mossend with 5 new wagons, passes Burton on November 19th. [Stuart Hillis](#)



Colas Rail

Class 56 105 passes through Wombridge on November 11th working the 6C37 Chirk - Carlisle empty logs. [Carl Grocott](#)





Above: Class 66 846 pauses at Nuneaton on November 5th whilst working the 6M50 Westbury - Bescot departmental train. [Michael Lynam](#)



Top Right: Class 66 847 passes through Kensington Olympia working a short 6L37 Hoo Junction to Whitemoor departmental service on November 5th. [Derek Elston](#)

Bottom Right: Now owned by Colas Rail, Class 56 302 heads the 6S96 Sinfon - Grangemouth Ineos aviation tanks through Stenson Junction on November 25th. [Stuart Hillis](#)

Below: On November 7th, Class 56 105 heads south through Carlisle working a Carlisle Yard - Chirk Kronospan log train. [Michael Lynam](#)



Class 56 113 working 6Z29 Hackney Yard to Westbury is pictured passing through Dawlish on November 5th. [Steve Andrews](#)



Running about a hour late, Class 47 727 heads the 6283 West Ealing Plasser Works to Fairwater Yard with five HOBW wagons in tow through Acton. [Wayne Radford](#)



Class 59s

Top Right: Class 59 201 leads the 09:35 Angerstein Wharf to Acton through Kensington Olympia on November 5th. [Derek Elston](#)

Bottom Right: Class 59 205 leads the 7V66, 10:52 from Purley to Acton Yard through Kensington Olympia on November 5th. [Derek Elston](#)

Below: Class 59 101 'Village of Whatley' heads through Kensington Olympia working from Angerstein Wharf to Acton T.C. on November 26th. [Derek Elston](#)





Above: Class 59 206 is seen stabled at Acton on November 16th, having arrived earlier with a loaded aggregates working. [Paul Godding](#)



Top Right: Class 59 206 'John F. Yeoman - Rail Pioneer' passes Kensington Olympia working the 10:52 from Purley Foster Yeoman to Acton Yard, November 26th. [Derek Elston](#)

Bottom Right: Class 59 204 enters Acton Yard on November 16th with an empty aggregates working. [Paul Godding](#)

Below: The 12:29 Hither Green to Whatley Quarry is seen passing Kensington Olympia on November 26th in the capable hands of Class 59 001 'Yeoman Endeavour' and 59 004 'Paul A. Hammond'. [Derek Elston](#)



DB Schenker's fleet

Top Left: On November 23rd, Class 66 053 top'n'tails 67 008 with the 3J92 23:18 Toton - West Hampstead RHTT, seen as they approach Wellingborough. [Matthew Bird](#)

Bottom Left: Class 66 020 leads the 12:56 Acton T.C. to Hothfield sidings through Kensington Olympia on November 26th. [Derek Elston](#)

Below: During nearly 50 years of railway enthusiasm, the largest convoy of light-engines seen by this photographer is featured in this image taken on November 16th at Duffryn, a couple of miles west of Newport showing Class 66 184 leading 7 other Class 66s whilst working 0X12, 10:25 Margam to Eastleigh. [Stuart Warr](#)





Above: Class 66 102 leads 66 113 and 66 186 through Doncaster on November 16th, heading for the depot.
Brian Battersby



Top Right: On November 26th, Class 66 100 leads the Hothfield to Stud Farm through Kensington Olympia. *Derek Elston*

Bottom Right: Class 66 135 hauls the 6276 Newbiggin to Warrington Arpley through Pleasington on November 18th. *David Hollowood*

Below: Class 66 134 and 66 140 top'n'tail a RHTT working into Crewe on November 14th. *Michael Lynam*





Above: Class 66 171 passes Kensington Olympia whilst working the 12:53 Acton to Grain on November 5th. [Derek Elston](#)



Top Right: On November 7th, Class 66 055 leads the 4H10 Bletchley to Peak Forest empties approaching Finedon Road, Wellingborough. [Derek Elston](#)

Bottom Right: Class 66 103 top'n'tailed with 66 058 pass Finedon Road, Wellingborough with the 3J92 Toton to West Hampstead RHTT on November 15th. [Derek Elston](#)

Below: Class 66 184 is seen tasked with delivering Southern's Class 377 615 as 7X71 from Bescot Downside to Wembley Euro Freight Centre on November 7th. [Derek Elston](#)





Above: Class 66 019 top'n'tailed with 66 017 pass Northwood with the Rail Head Treatment Train from Marylebone to Aylesbury on November 29th. [Alex Thorkildsen](#)

Top Right: The daily 6D44 engineers train from Bescot to Toton was worked by Class 66 145, 60 059 and 67 008 as it passed Chelleston on November 19th. [Steve Madden](#)



Bottom Right: An all too common sight in many parts of the UK is an EWS liveried Class 66 working a freight service and as a railway photographer there is a duty to record the mundane for the benefit of future generations. On November 16th at Duffryn, near Newport Class 66 144 leads the 11:34 Cardiff Docks to Llanwern slab train. [Stuart Warr](#)

Below: Class 66 100 working the 4M11 Washwood Heath - Peak Forest empty hoppers passes through Burton on Trent, November 4th. [Stuart Hillis](#)





Above: Class 66 053 heads through a sunny Stenson Jct. with a light engine move from Toton - Bescot, November 4th. [Phil Martin](#)



Top Right: Class 66 058 is seen approaching Luton with 67 008 on the rear working the MML RHTT, 3J93 11:53 West Hampstead North Jct. to Toton TMD on November 22nd. [Steve Madden](#)

Bottom Right: Class 66 113 arrives at La Farge, Salford with 6P49 09:54 Peak Forest Cemex Sidings to Hope St. Peakstone P. Sdgs. on November 26th, crossing the soon to be demolished Ordsall Chord. [Colin Irwin](#)

Below: Class 66 067 passes through Stafford on November 14th hauling the Halewood Jaguar Cars - Southampton Eastern Docks loaded car flats. [Michael Lynam](#)





Above: Class 66 037 approaches Blackburn hauling 6Z94 from Warrington Arpley (originally from Avonmouth) to Castle Cement at Clitheroe with empty cement tanks on November 7th. [Dave Felton](#)



Top Right: Class 66 004 with the 6E08 Wolverhampton - Immingham mixed rake of steel carriers passes through Burton on November 22nd. [Stuart Hillis](#)

Bottom Right: Class 66 056 manages to catch a glint of the low autumn sunshine as it heads towards Blackburn through the Cherry Tree area of the town hauling 6Z94 the 05:01 Avonmouth Hanson's Siding to Clitheroe Castle Cement with empty cement tanks on November 24th. [Dave Felton](#)

Below: Class 66 107 starts the decent of Copy Pit incline hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on November 8th. This was the last time this service will take this route until Spring 2014 as the line will be closed for the rebuilding of Holme tunnel. [Dave Felton](#)





East Coast

Above: Class 91 128 is seen standing at Northallerton station providing power for 1Y27 the 10:25 service from Newcastle to London Kings Cross with DVT Class 82 No. 82214 in charge of the train on November 1st. [Dave Felton](#)

Top Left: Class 91 108 arrives into Doncaster with 1S10, 09:30 London Kings Cross to Edinburgh service on November 23rd. [Colin Irwin](#)

Bottom Left: East Coast's Class 91 125 in it's new Sky 1 HD livery stands at Newcastle heading to Berwick-upon-Tweed for a photoshoot on November 2nd. [Alex Thorkildsen](#)

Below: Mk IV DVT No. 82231 back in East Coast trains livery but still showing the remnants of its previous 007 Skyfall livery uses the slow line through Harringay working 5D15, 12:17 empty coaching stock move from Bounds Green Depot to King's Cross on November 3rd. [James Wise](#)





GBRf workings

Above: On November 5th Class 52 No. D1015 passes Kettering's Headlands Bridge whilst on hire to GBRf and running light engine from Wellingborough Yard to Scunthorpe. [John Coleman](#)

Top Left: Class 73 205 'Jeanette' and 73 208 lead a rake of empty wagons through Kensington Olympia with the 11:09 from Northfleet to Willesden Euroterminal on November 5th. [Derek Elston](#)

Bottom Left: Class 52 No. D1015 'Western Champion' is seen crossing Harrowden Junction whilst working 6D02 Wellingborough GBRF Yard to Mounsorrel empties on November 27th. [Derek Elston](#)

Below: On November 14th, Class 66 702 hauls an empty coal train over the River Wear towards Tyne Dock. [Alex Thorkildsen](#)





Above: With the disused Monkwearmouth Station in the background, Class 66 727 approaches St. Peters hauling a loaded coal train from Tyne Dock, November 14th. [Alex Thorkildsen](#)



Top Right: Class 66 714 is seen climbing Appleby Bank with the 6C09 HIT - Eggborough loaded coal, November 8th. [Steve Thompson](#)

Bottom Right: Class 73 208 ably assisted by 73 212 'Fiona' heads for Willesden Eurotunnel with the empties from Northfleet, November 26th. [Derek Elston](#)

Below: Class 66 726 'Sheffield Wednesday' hauls 66 751 from Derby to Longport through Stenson, after tyre turning at Derby on November 8th. [Stuart Hillis](#)





Above: Class 52 No. D1015 'Western Champion' is seen stabled at Finedon Sidings between duties whilst on hire to GBRf, November 7th. [Derek Elston](#)



Top Right: On November 12th, Class 66 725 'Sunderland' passes Hatherley with the 4V94 Ironbridge - Portbury. [Lewis Mitchell](#)

Bottom Right: *On November 5th, the working of the century? I would never, in my wildest dreams, have believed we'd ever see a 'Western' at Scunthorpe. But here it is, I suppose I'll wake up soon, but in my dream, No. D1015 worked into Scunthorpe as 0E10 from Wellingborough.* [Steve Thompson](#)

Below: Class 20 096 and 20 118 'Saltburn by the Sea' top'n'tail 20 311 and 20 314 with the 7X10 Amersham - Derby conveying 'S' stock for rectification, pass through Burton on November 19th. [Stuart Hillis](#)



Class 20 314 and 20 311 bring up the rear of 7X10 02:27
Amersham to Derby Litchurch Lane at Willington on November 19th.
Class 20 118 and 20 096 were on the front. [Steve Madden](#)



On November 6th, a late night visit to Scunthorpe by our regular Wellingborough "tripper", D1015 'Western Champion'. A red at the platform end gave the opportunity for a bit of a photo shoot, so here goes! This move, at 23:25, and the return light engine, at 00:45, were quite surreal, the time of day further emphasizing the feeling. [Steve Thompson](#)





Freightliner workings

Above: Class 66 555 heads a southbound coal service through Doncaster on November 16th.

[Brian Battersby](#)

Top Left: Class 66 533 returns to Trafford Park light engine, seen here between Oxford Road and Manchester Piccadilly station on November 21st. [Colin Irwin](#)

Bottom Left: Class 66 519 gets the road at Kensington Olympia working light engine from Angerstein Wharf to Acton T.C., November 26th. [Derek Elston](#)

Below: Class 66 622 is seen passing through Stenson Jct. with a northbound cement, November 4th. [Phil Martin](#)





Above: Class 66 530 crosses Stenson Junction with the 6M49 Hull - Rugeley PS loaded coal service on November 11th. [Stuart Hillis](#)

Top Left: A filthy Class 66 617 passes through Preston on November 9th with an empty MGR working. [Brian Battersby](#)

Bottom Left: Class 66 547 operating a Fiddlers Ferry PS - Hunterston empty coal hoppers, arrives into Carlisle on November 7th. [Michael Lynam](#)

Below: Class 66 548 with the 6M49 Hull - Rugeley PS loaded coal hoppers passes through Burton on Trent, November 30th. [Stuart Hillis](#)





Above: Class 66 566 attacks the climb toward Colchester station working the 4M98 Felixtowe to Crewe on November 16th. [Derek Elston](#)



Top Right: Class 86 622 and 86 605 head a Crewe Basford Hall - Coatbridge working through Preston on November 20th. [Michael Lynam](#)

Bottom Right: On November 8th, Class 66 619 passes Keb Wood Crossing with the 6Y13 HIT - Ferrybridge loaded coal working. [Steve Thompson](#)

Below: Class 66 952 pulls out of the yard at Warrington on November 12th with a Fiddlers Ferry PS - Hunterston empty coal hoppers working. [Michael Lynam](#)





Above: On November 5th, Class 86 627 and 86 604 along with 66 954 pass through Nuneaton hauling the 4M54 Tilbury - Crewe Basford Hall FLT service. [Michael Lynam](#)

Top Left: A rather tatty Class 66 548 passes through Thorne South on a loaded coal job from Immingham on November 15th. [Steve Thompson](#)

Bottom Left: On November 15th, at Brigg Road Bridge, over Frodingham Jct. Class 66 531 negotiates the pointwork off E Line with an Immingham-bound set of coal empties. [Steve Thompson](#)

Below: Class 66 418 passes through Manchester Piccadilly's platform 14 running light engine from Crewe to Trafford Park to collect a freightliner train. [Michael Lynam](#)





Passing through Scunthorpe on November 13th, Class 66 515 is seen dodging the shadow cast by the power box, with the 6M05 Roxby - Northenden bin train. [Steve Thompson](#)

Class 66 605 is seen working the 6L45, 07:35 Earles to West Thurrock at Kettering South Junction. The Bridge where this photo was taken (Pytchley Road) is due to be demolished on December 9th as part of the electrification of the Midland Main Line. [Steve Madden](#)



DCR workings

Devon & Cornwall Railways' Class 31 190 (D5613) and 31 452 climb the Harringay curve line (linking the Gospel Oak to Barking line with the ECML) with LNER A1 Pacific No. 60163 'Tornado' in tow working 5Z66, 10:47 Alton to Orton Mere on October 30th. [James Wise](#)





Above: Class 56 311 with the Swedish Railvac machine working 6Z00 Derby Chaddesden sidings to Southampton Totton Yard passes through Burton on Trent, November 9th. [Stuart Hillis](#)

Top Right: On November 8th, Class 56 311 is seen stabled in the York Parcels sidings. [Robert Bates](#)

Bottom Right: Class 56 312 heads light engine through Burton on Trent running as 0Z56 York Holgate to Washwood Heath on November 30th. [Stuart Hillis](#)

Below: On November 25th, Class 56 303 hauls the Swedish Railvac and Class 31 190 as the 6Z41 Doncaster Decoy - Totton Yard Southampton through Burton on Trent. [Stuart Hillis](#)



Class 56 312 is seen on the York station avoiding line at York North (Clifton Bridge)
heading north with a rake of empty wagons on the York to Butterwell
diagram, November 8th. [Robert Bates](#)





HSTs

Above: East Midlands Trains' HST power car No. 43076 'In Support for Help For Heros' leads a London bound service through Harrowden Junction on November 15th. [Derek Elston](#)

Top Left: East Midlands Trains' HST power car No. 43060 is seen departing Leicester on November 30th at the head of a London St. Pancras - Nottingham service. [Richard Hargreaves](#)

Bottom Left: On the day of a Rugby Union international being held at the Millennium Stadium in Cardiff many extra services are worked by the two main passenger service operators in South Wales, Arriva Trains Wales and First Great Western. Seen at Duffryn, between Newport and Cardiff on November 16th is FGW HST power car No. 43181 leading 1250, 10:38 Swansea to Bristol Parkway. [Stuart Warr](#)

Below: East Midlands Trains' HST power car No. 43073 is seen on the rear of a service passing Finedon Road, Wellingborough on November 15th. [Derek Elston](#)





Above: Grand Central's HST power car No. 43465 leads a Sunderland - London Kings Cross service through Newark North Gate on November 23rd. [Colin Irwin](#)

Top Left: On November 16th, East Coast's HST power cars Nos. 43313 is seen departing Doncaster with a London Kings Cross - Newcastle working. [Richard Hargreaves](#)

Bottom Left: Grand Central's power car No. 43467 is seen working 0243 Heaton to Crewe (LNWR) site, seen here passing through Leyland station on November 3rd. [Alan Naylor](#)

Below: East Midlands Trains HST power car No. 43052 departs Leicester on November 21st with a service for London St. Pancras. [John Alsop](#)



On November 23rd, and in some lovely Autumn sunlight, East Midlands Trains HST set lead by power car No. 43060 winds up the notches on the approach to Wellingborough whilst working 1B28 from Leeds to St. Pancras International. [Matthew Bird](#)





Class 92s workings

Above: On November 28th, Class 92 044 passes through platform 14 at Manchester Piccadilly with a Felixstowe - Trafford Park working. [Michael Lynam](#)

Top Right: Class 92 043 is seen crossing the River Nene just north of Northampton whilst working 6X50, delivering Class 350 401 from Dollands Moor to Crewe on November 7th. [Derek Elston](#)

Bottom Right: Class 92 002 is seen in between route learning duties, at Crewe on November 5th. [Michael Lynam](#)

Below: DB Schenker liveried Class 92 015, currently on hire to Direct Rail Services, heads north through Euxton hauling the 4543 06:17 Daventry to Mossend Euroterminal (Tesco Express) on November 13th. [Dave Felton](#)



Units, Units, Units

Top Right: First Great Western's Class 165 126 speeds through Acton Mainline on November 16th. [Paul Godding](#)

Bottom Right: South West Trains' Class 458 EMU, No. 8026 approaches Queenstown Road (Battersea) station working the 2C44, 14:21 Reading to London Waterloo service on November 10th. [James Wise](#)

Below: On November 8th, Northern's Class 153 315 sits under Manchester Victoria's new roof with its new moustache for Movember. [Colin Irwin](#)





Above: On November 4th, Heathrow Express' Class 332 004 is seen at London Paddington station in the new Vodafone 4G livery. [Richard Hargreaves](#)

Left: Northern Rail's Class 156 472 departs Manchester Victoria and crosses Ordsall Chord bound for Liverpool via Eccles on November 26th. [Colin Irwin](#)

Below: London Overground's Class 378 225 arrives into Willesden Jct. on November 16th with a service from Stratford. [Paul Godding](#)





Top Left: First TransPennine Express' Class 185 146 approaches Dore station in the Hope Valley with 1B80, 13:55 Manchester Airport to Cleethorpes on November 27th. [Colin Irwin](#)

Bottom Left: On November 2nd, Southern's Class 455 820 pauses at Purley whilst working a service to London Victoria. [Paul Godding](#)

Below: On November 23rd, Arriva Trains Wales' Class 175 001 hustles the 11:30 Manchester Piccadilly to Carmarthen through Cheney Longville towards a brief stop at Craven Arms station, trees alongside the tracks show well the tints and colours of autumn. [Stuart Warr](#)



London Midland's Class 350 231 speeds south towards Penrith with 5N95 test train
working from Carlisle to Preston on November 28th. [David Hollowood](#)





Above: South West Trains' Class 159 022 and 159 013 are seen early in their journey working the 14:20 London Waterloo to Exeter St. Davids as the pair pass Clapham Junction on November 26th. [Derek Elston](#)

Top Left: London Overground's Class 378 211 is seen at West Brompton station on November 2nd with a service for Clapham Jct. [Richard Hargreaves](#)

Bottom Left: The new unbranded Class 350/4 unit No. 350 401 passes Redbank with a 5T72 Carnforth - Crewe test run on November 14th. [Dave Harris](#)

Below: First TransPennine Express' Class 185 113 is seen descending Appleby bank working the 1B68 Manchester Airport - Cleethorpes. [Steve Thompson](#)





Above: SouthEastern's Class 465 196 stands at Blackheath with a service to London Cannon Street on November 30th. [Alex Thorkildsen](#)



Top Left: Arriva Trains Wales' Class 158 823 departs Manchester Piccadilly for Llandudno in glorious evening sunlight on November 21st. [Colin Irwin](#)

Bottom Left: Southern's Class 377 215 is seen at Kensington Olympia with a Milton Keynes Central to South Croydon service on November 5th. [Derek Elston](#)



Below: *Maesteg is the most westerly station in the Cardiff valleys network and this reincarnation is its second; the first station in this town was known as Maesteg Castle Street, closed to passengers in 1970 and reopened after much deliberation in 1992 a couple of hundred yards south of the original station. This view taken on a murky November 28th shows Arriva Trains Wales' Class 150 231 arriving at the station whilst working the 10:45 service from Cheltenham.* [Stuart Warr](#)





Top Left: On November 2nd, Heathrow Express' Class 332 006 and 332 004 are seen at London Paddington.

[Richard Hargreaves](#)

Bottom Left: Northern's Class 158 759 is seen at Bradford Interchange on November 12th with a Leeds - Halifax service. [Andrew Wilson](#)

Below: Northern Rail's Class 150 269 drags 142 121 across Saddleworth Viaduct with a delayed Manchester Victoria - Huddersfield train, due to signalling problems at Stalybridge. [Colin Irwin](#)





Above: Movember fitted, Northern Rail's Class 150 112 is seen at Earlestown with a Manchester Victoria - Liverpool Lime St. service on November 14th. [Dave Harris](#)

Top Left: Chiltern Railways Class 168 004 and 168 216 both in the new 'Chiltern Mainline' livery are seen at Solihull on November 23rd. [Paul Godding](#)

Bottom Left: Virgin Trains' Class 390 103 'Virgin Hero' is seen at London Euston on November 26th suitably still adorned with items from Remembrance Sunday. [Derek Elston](#)

Below: A Virgin Trains Class 390 crosses Twemlow viaduct bound for Manchester Piccadilly on October 7th. [Colin Irwin](#)





Top Left: A Virgin Trains' Pendolino storms through Bolton-le-Sands working a Glasgow Central to London Euston service on November 28th. [Chris Stanley](#)

Bottom Left: Earlier problems with a Portbury to Fidlers Ferry coal train at Pontrilas caused severe delays to several passenger trains passing that way on November 23rd. Seen in this image taken at Cheney Longville (just north of Craven Arms) is Arriva Trains Wales Class 175 110 working the 11:21 Cardiff Central to Holyhead, which was cancelled from Shrewsbury when running 82-minutes late. [Stuart Warr](#)

Below: Northern Rail's Class 156 468 departs Oxford Road heading for Manchester Airport, November 21st. [Colin Irwin](#)





Above: The sun was out again at Scunthorpe on November 15th as First Transpennine Express's Class 170 306 on a Cleethorpes service passes Class 158 793 on the Scunthorpe - Lincoln stopper. [Steve Thompson](#)

Top Left: Double 'Movember' at Doncaster on November 16th, as Class 153 330 and 142 048 are both seen adorned whilst working a Retford via Sheffield service. [Richard Hargreaves](#)



Bottom Left: The sun silhouettes the watching despatcher as East Midlands Trains Class 158 799 working the 12:38 Liverpool Lime Street to Norwich service departs Sheffield on November 21st. [Tim Ward](#)

Below: Wearing it's new moustache, Northern Rail's Class 142 094 stands at Newcastle supporting men's health awareness during 'Movember'. November 2nd. [Alex Thorkildsen](#)





Top Left: One of the oddities in the service pattern on the Maesteg branch is that a number of trains work to and from Cheltenham, the remainder going only as far as Cardiff; in reality it is two timetables stitched together for operational reasons as there is little or no passenger flow between the well-heeled Cheltenham and the somewhat down at heel Maesteg. On November 28th, Arriva Trains Wales' Class 150 259 is seen approaching Tondy whilst working the 14:15 Maesteg to Cheltenham. The line seen to the right of the unit is a loop used for locomotives from freight services to run round their train when diverted away from the mainline between Port Talbot and Bridgend reverse at Tondy. [Stuart Warr](#)

Bottom Left: East Midlands Trains' Class 153 376 working the 1K17 Derby - Crewe service passes Stenson on November 25th. [Stuart Hillis](#)

Below: The junctions at Tondy are seen well in this view taken from the footbridge at the station on November 28th showing Arriva Trains Wales' Class 150 231 restarting after collecting the single-line token from the signalman whilst working the 14:21 Cardiff Central to Maesteg service. As can be seen from the size of the signal box the junctions here were once very busy as a result of coal mining; the rusty line curving left at the bottom of the picture goes to Margam and the one curving right is from Bridgend. Usually, for a few weekends each year some freight services are diverted away from the mainline to allow for engineering work between Port Talbot and Bridgend and they use these two lines. Ahead and to the left of the train may be seen the Maesteg line and a loop for locomotive run rounds; the rusty lines bearing away from the right side of the image used to serve the coal mines of a couple of valleys. The waste ground around the extant railways used to be a plethora of sidings full of coal wagons when the photographer first visited this location in the early 1970s; where the trees are to the right of the signals used to be Tondy engine shed (86F) which closed in February 1964. [Stuart Warr](#)





Above: Virgin Trains Pendolino Class 390 152 heads north through Euxton with 1542, 07:30 service from London Euston to Glasgow Central on November 13th. [Dave Felton](#)

Top Left: Greater Anglia DVT No. 82107 leads a Norwich service whilst Class 321 424 departs Colchester for London Liverpool Street on November 16th. [Derek Elston](#)

Bottom Left: Heathrow Express' Class 332 006 is seen in the latest Vodafone 4G livery at London Paddington on November 30th. [Derek Elston](#)

Below: Northern Rail's Class 142 060 and 142 042 arrive at Leyland station with 2N97, 08:22 service from Manchester Victoria to Blackpool North on November 4th. [Dave Felton](#)





Above: Chiltern Railways Class 165 019 is seen at Solihull on November 23rd. [Paul Godding](#)

Top Left: On November 15th, East Midlands Trains' Class 222 019 passes Harrowden Junction bound for London St. Pancras International. [Derek Elston](#)

Bottom Left: South West Train's Movember embellished Junipers Nos. 8024 and 8027 pass at Clapham Junction working on the Windsor lines, November 26th. [Derek Elston](#)

Below: London Overground's Class 378 146 is seen approaching Clapham Junction with a working from Stratford on November 26th. [Derek Elston](#)





Top Left: Transpennine Express' Class 350 401 is seen working 5T72 Crewe to Carnforth on testing and driver training duties as it passes Balshaw Lane Jct. on November 22nd. [Alan Naylor](#)

Bottom Left: Northern Rail's Class 150 137 is seen about to negotiate Bolton Junction on the approach to Blackburn with the 2N59, 11:00 service from Manchester Victoria to Clitheroe on November 7th. [Dave Felton](#)

Below: Colourful Sheffield on November 21st as East midlands Trains' Class 222 006 is seen working a London St. Pancras service whilst First TransPennine Express' Class 185 109 is seen heading for Manchester Airport. [Tim Ward](#)





Top Left: Northern Rail Class 156 461 passesg through Euxton with the 2F51, 09:04 service from Preston to Liverpool South Parkway on November 13th. [Dave Felton](#)

Bottom Left: Northern Rail's Class 158 756 heads towards Burnley on the final leg of the climb up Copy Pit incline with the 1B24, 09:11 service from York to Blackpool North on November 8th. [Dave Felton](#)

Below: On November 28th, Arriva Trans Wales' Class 150 231 is pictured entering Tondy station whilst working the 15:15 service from Maesteg to Cardiff Central; Tondy is one of a limited number of locations in South Wales still controlled by semaphore signalling as can be seen by this signal post that is leaning about as much as the famous tower at Pisa! [Stuart Warr](#)





Top Left: Carrying the new Chiltern Railways livery, Class 168 004 is seen at Solihull on November 23rd with a London Marylebone service. [Paul Godding](#)

Bottom Left: Northern Rail's Class 158 860 is seen at Preston on November 9th complete with 'Movember' 'tash as it works a Blackpool North - York service. [Richard Hargreaves](#)

Below: 'Movember' fitted, South West Trains' Juniper units Nos. 8027 and 8029 approach Clapham Junction on November 26th. [Derek Elston](#)





Above: First Great Western's Class 150 233 is seen at Swindon awaiting it's 18:14 departure time to Cheltenham Spa, November 30th. [Derek Elston](#)

Top Left: Northern's 'Movember' adorned Class 142 089 is seen departing Doncaster on November 16th with a service to Retford via Sheffield. [Richard Hargreaves](#)

Bottom Left: London Midland's Class 350 231 is pictured having a break at Preston whilst on driver training duties for First TransPennine Express between Preston and Carlisle on November 20th. [Michael Lynam](#)

Below: South West Trains' Class 450 036 is seen at Clapham Junction on November 26th. [Derek Elston](#)





Above: Northern Rail's Class 158 758 is pictured climbing Hoghton Bank at Hoghton Bottoms working the 1B20, 07:06 service from York to Blackpool North on November 8th. [Dave Felton](#)

Top Left: Class 350 401 on proving trials, passes through Euxton with the 5T72 09:40 Crewe C.S. (LNWR) to Carnforth on November 18th. [Dave Felton](#)

Bottom Left: First TransPennine Express' Class 185 138 is seen at Northallerton station with the 1P20, 09:06 service from Manchester Airport to Newcastle as fellow class member Class 185 139 waits to depart with the 1P33, 10:50 service from Middlesbrough to Manchester Airport, November 1st. [Dave Felton](#)

Below: Northern Rail Class 150 210 coasts down the incline from Pleasington passing through the Cherry Tree area of Blackburn with the 2N18, 10:44 service from Blackpool South to Colne on November 24th. [Dave Felton](#)



Gatwick Express' Class 442 423 is seen on the approach to Clapham Junction working the 14:15 London Victoria to Gatwick Airport service on November 26th. [Derek Elston](#)



Scot-Rail - life north of the border

Class 334 004 is seen at Edinburgh Waverley on September 22nd. [Paul Godding](#)

News and Features



Going Underground

Top Right: London Underground Jubilee line stock No. 96006 arrives into Wembley Park on September 14th. [Paul Godding](#)

Bottom Right: On September 14th, a train of Jubilee line stock passes through Wembley Park. [Paul Godding](#)

Below: District line '1972' stock No. 5579 is seen at Barking. [Paul Godding](#)



Going Underground continued...

Top Right: 'C69' stock No. 5596 is seen pausing at West Brompton on November 2nd with a District line working to Wimbledon. [Richard Hargreaves](#)

Bottom Right: A Piccadilly line service heading for Cockfosters is seen arriving into Acton Town station on November 2nd. [Richard Hargreaves](#)

Below: London Underground's 'C' stock No. 5726 departs Euston Square on the rear of a Barking service, November 2nd. [Chris Morrison](#)



Going Underground continued...

Top Right: On November 16th, a train of Piccadilly Line 1973 stock arrives at Barons Court.
The benches with enamelled signs are unique to this station. [Chris Morrison](#)

Bottom Right: New 'S' stock No. 21367 is seen arriving into Farringdon with a Hammersmith service
on November 2nd. [Chris Morrison](#)

Below: A Victoria line 2009 train arrives into Warren Street on November 9th heading
for Seven Sisters. [Chris Morrison](#)



Going Underground continued...

Top Right: London Underground 'C' stock Nos. 5711 and 5565 stand at Farringdon working
Circle line train No. 203 on November 30th. [Alex Thorkildsen](#)

Bottom Right: London Underground 'C' stock Nos. 5501 and 5543 stand at
Olympia working diverted train No. 077 on November 29th. [Alex Thorkildsen](#)

Below: London Underground 'A' stock Nos. 5110 and 5111 approach Northwood with the
Rail Adhesion Train No. 715 on November 29th. [Alex Thorkildsen](#)



Blackpool Trams

Top Right: Modern 'Flexity 2' Blackpool Tram No. 014 is seen departing from Fleetwood Ferry on November 9th, heading for the end of the line at Starr Gate. [Richard Hargreaves](#)

Bottom Right: Warship No. F736 is seen working an Illuminations special at Pleasure Beach on November 9th. [Class47](#)

Below: Bombardier 'Flexity 2' tram No. 005 is seen heading for Fleetwood Ferry as it pauses at Pleasure Beach on November 9th. [Richard Hargreaves](#)



Blackpool Trams continued...

Top Right: Repainted for the 2013 Illuminations season, non-running Brush Railcoach No. 290 is seen at Pleasure Beach. [Richard Hargreaves](#)

Bottom Right: Trawler No. FD241 'Cevic' is seen working an Illuminations special at Pleasure Beach on November 9th. [Brian Battersby](#)

Below: Heritage 'Balloon' No. 717 is seen on an Illuminations tour at Pleasure Beach on November 16th. [Brian Battersby](#)





Tyne and Wear Metro

Above: On November 22nd, heavily graffitied Metrocar No. 4034 heads down Coach Lane on an Allelys Low Loader after DB Regio Tyne and Wear Ltd. rejected the delivery from Wabtec in Doncaster. The Metrocar was sent back to Doncaster to have the graffiti, which was tagged on the Metrocar during an overnight stay in the Silverlink, removed. [Alex Thorkildsen](#)

Top Right: Battery locomotives Nos. BL2 and BL1 prepare to drag Metrocar No. 4063 from Gosforth Depot East Yard to Hylton Street Yard to go for refurbishment, November 12th. [Alex Thorkildsen](#)

Bottom Right: Battery locomotives Nos. BL2 and BL1 top'n'tail the Nexus Rail overhead line wagons as they arrive into Gosforth Depot East Yard after doing OHLE maintenance work in the Gateshead Stadium area on November 17th. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4056 and 4070 arrive into Tynemouth working train No. 122, November 27th. [Alex Thorkildsen](#)





Manchester Metrolink

Above: Metrolink tram No. 3012 is seen on route learning duties along the new Ashton line through Ashton Moss. [Colin Irwin](#)

Below: On November 28th No. 3017 passes through Piccadilly Gardens with a Media City service. [Michael Lynam](#)



BY RAIL, SEA and ROAD

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



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

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

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

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

Manchester Metrolink continued...

Top Right: It is reported that Metrolinks T68's are down to 9 operational units, No. 1009 heads through Piccadilly Gardens on November 28th with a service for Manchester Piccadilly. [Michael Lynam](#)

Bottom Right: Also heading for Piccadilly on November 28th, T68 No. 1013 is seen passing through Piccadilly Garden. [Michael Lynam](#)

Below: T68 tram No. 1022 is seen arriving into Piccadilly Gardens with a service from Altrincham on November 28th. [Michael Lynam](#)



PLEG tour, Bristol St. Philips Marsh

On Saturday November 16th, 170 members travelled on the PLEG / FGW charter held in dry but dull weather, for which a record donation of £6200 was made for Springboard and in a magnificent gesture, FGW topped up the total donation to the charity to £10,000.

Top Right: One of the Class 08's used for the tour, Class 08 663 'Jack'. [Andrew Wilson](#)

Bottom Right: The other FGW liveried Class 08 822 'John' at the opposite end of the train. [Andrew Wilson](#)

Below: FGW power car No. 43171 and a TGS were the other vehicles for the tour. [Andrew Wilson](#)



Fares Advice with RailUK

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

Reserved seats - are they binding?

Q: I have a journey on East Coast booked for the football, and my Dad is coming as well. The only problem is, he booked his train ticket a few weeks after me, which means we have 2 reserved seats in 2 different carriages! Given that the journey is about 2 and a half hours, it would make much more sense to sit together. Question is, if we find 2 unreserved seats together somewhere else on the train are we allowed to sit in them? Or if the seat next to one of us is reserved, could we try and get the person in that seat to swap with the other one of us so that we end up together? I had a similar situation on FGW last month when travelling down with a friend, when they were travelling from the previous station. In that instance I just sat down in the unreserved seat next to them and the train manager never asked for my reservation, but I hear EC are much more strict about ticketing and I don't want to end up paying another £50-60 or whatever just because we were sitting in another seat!

A: If you have "Advance" (i.e. booked train only) tickets, then strictly you are required to occupy your reserved seats (especially if you have Print@home tickets). In practice, this requirement is not often enforced, but you can always ask the guard first. If you don't have "Advance" tickets, then you are free to travel on any other trains for which your tickets are valid, and free not to occupy your reserved seats even if you are on the train on which they are reserved.

Disused stations still on journey planners

Q: I'm tentatively trying to find out travel info for friends who live overseas and will be visiting the UK shortly, and who wish to visit family in Gosport. I put in Gosport with various destination and origin stations on the eastcoast website, but kept getting the black box "no fares have been found for your selected service" error message. Eventually I began to suspect that Gosport station is not in use, and sure enough that is the case, as it apparently closed to passenger trains in 1953. Why on earth is it still listed on ticket buying websites? What a waste of time!

A: Interesting. It seems to have a national rail code (GOP) although not one shown on the list currently on National Rail Enquiries. I wonder if, at some point, there has been a 'through ticketing via bus' sort of arrangement to Gosport, and it's stayed on EC's list of 'stations' Tickets to Gosport ferry can still be sold it seems, but only as an add-on from Portsmouth Harbour, rather than having through-ticketing from other destinations. It's still shown as a ferry link on the South East rail map. Also Newhaven Marine is still in public journey planners, but never generates any results or fares, and the last time I checked, earlier this year, Garston and Allerton were still on Avantix machines.

Absurd fares pricing

Q: I'm just looking at tickets from Taunton to Birmingham and National

Rail website has these prices for a one-way: Advance: £66; Anytime: £69.50; Offpeak: £70.30 Does anyone know who comes up with these absolutely ridiculous prices? I'm not referring to the cost - (though that's high), but the fact that offpeak is the most expensive while advances are 95% the cost of an anytime?

A: Yes, the "Off-Peak" fare you are referring to is a return rather than a single as are the other two. The Anytime Return is £139. As for the Advance being marginally less than a walk-up fare, I have to agree that they are ludicrous. I personally would never pay for an Advance fare that is not a decent proportion off the price of a walk-on fare with the loss of flexibility. That said, such a fare would be presented by a booking engine as the cheapest hence many would be lured into buying it without realising the full impact. It also gives the pricing TOC more revenue compared to the walk-on fare so the TOCs love them. Some Advance fares are more expensive than walk-on Anytime singles, possibly due to fares clustering, and sometimes I think Advance fares may offer different routes not permitted by the Routeing Guide if using walk-on fares, but in most situations the passenger wouldn't notice (or need) such a difference so it is a wholly inappropriate situation.

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.



Brush Railcoach No. 631, Frigate No. 736, and Balloon No. 717 are seen outside Rigby Road depot. [Michael Lynam](#)

Network Rail launches public consultation on plans to increase rail capacity on the Hope Valley line

Network Rail has launched a consultation giving members of the public the opportunity to comment on plans to construct two new sections of railway track close to Grindleford and Dore & Totley stations. The rail infrastructure company is investing in this key package of work to improve capacity on the Hope Valley railway line, between Sheffield and Manchester. The work is part of a programme of investment to deliver faster, more frequent services across the North of England and stimulate economic growth by better connecting towns and cities.

The new sections of track being proposed will enable passenger services to overtake slower moving freight and stopping trains, helping create extra capacity on the line and improving the reliability and frequency of services.

The plans for the Grindleford area include a new section of track running alongside the existing railway through two cuttings and an embankment with modifications to the footbridge. At Dore, the railway line between West View Lane and Dore West Junction will be extended and a new platform constructed with a footbridge and lifts.

Phil Verster, route managing director for Network Rail, said: "The plans for Grindleford and Dore & Totley are an important part of a wider investment programme for the North of England. That programme of improvements includes the Northern Hub and electrification and will create space for up to 700 more trains every day and help provide over £4bn worth of wider economic benefits for the region. We look forward to meeting local people to discuss the scheme."

A Transport and Works Act Order from the Secretary of State for Transport will be required to build the new sections of track. It is anticipated that an application will be submitted in spring 2014 following a period of consultation and, subject to consent, work will be complete by the end of 2018.



Class 09 201 speeds through Ferrybridge on November 7th after a trip working to Milford Jct.. [Eddie Emmott](#)

Network Rail to trial parcel shops at main line stations

Network Rail is to test the concept of a parcel collection and delivery service at its mainline stations to capitalise on the booming online retail market. This is designed to generate additional revenue which can be reinvested in the railway and to provide a convenient and accessible service for those making 1.5 billion journeys by rail every year.

Following over 12 months of researching and monitoring the sector, Network Rail has decided to initially test the concept at Milton Keynes Central station with its 3,000 employees who are based near by and which is close to a number of key delivery operations. This will be followed closely by trials at London Paddington and Woking stations with other stations to follow throughout 2014 once the concept is proven, creating up to 4,000 new jobs. The new business initiative is called Doddle and is a joint venture with leading entrepreneur and philanthropist Lloyd Dorfman CBE. He is best known for creating the Travelex Group which is now the world's largest non-bank foreign exchange business.



Robin Gisby, managing director, network operations, said: "More people are travelling by rail than ever before and stations have become more than just a place to wait for, or get off a train. We've adapted to what passengers want and need by offering quality retail, food and drink at our biggest stations such as King's Cross and Manchester Piccadilly and this is a natural next step to help passengers and station users whose lives are increasingly busy and on the move. "With 2,500 stations nationwide and passengers making over 1.5 billion rail journeys every year we have the potential to create an unrivalled parcel delivery and collection service to meet the needs of rail users and those living near to stations."

The Doodle dedicated parcel shops would be open seven days a week, early until late, to fit with people's busy lifestyles and enable them to choose exactly how, when and where they send and receive parcels. There will be an easy-to-use website and advanced touch point notifications through a mobile app, SMS and email. The service would be the only one of its kind that is available to every retailer, e-tailer, parcel carrier and shipper, creating a network of single points for the collection, return and sending of parcels. This open access approach will not only enable retailers and carriers to enhance and complement their existing delivery offering, but also allow the consumer to combine collections and returns from multiple retailers into one trip at a time that suits them or coincides with an already planned journey.

Peter Loudon, project director, said: "Our initial conversations with both leading retailers and carriers have been extremely positive with many indicating a desire to become an early adopter. They are excited by the fantastic locations and the guaranteed footfall which is expected to increase by 30 per cent by 2020."

Loco Fleet List 2014

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

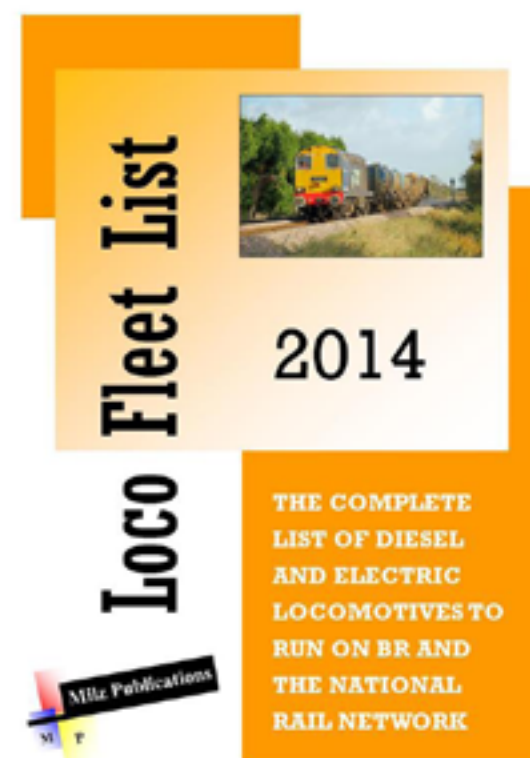
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

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

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



Stoneblowers Nos. DR80301 ‘Stephen Cornish’ and DR80303 trundle past Harrowden Junction working from Cricklewood to Burton Wetmore on November 15th. [Derek Elston](#)



Reading viaduct reaches key milestone

The construction of a new 2km viaduct in Reading has reached a key milestone after the first pre-cast concrete beams, which will form the base that trains will run on, were lifted into place. Part of Network Rail’s £895m redevelopment of the railway in Reading, the viaduct will cut delays caused by congestion on the tracks to the west of the station when it opens in 2015, creating more capacity for an additional four passenger trains per hour as well as more freight trains. This is achieved by allowing fast passengers services to and from places like Bristol and South Wales to fly over the lines to Newbury, Basingstoke and the south west of England.

Jim Weeden, Network Rail’s acting programme director for the Reading Station and Area Redevelopment, said: “This is another massive milestone in our investment in Reading’s railway and our £5bn upgrade of the entire Western route. Each beam weighs around 40 tonnes and at 23 metres long, lifting them on to the bases we have built was a challenge, especially as we were working next to a live railway. “Safety has been our number one priority and we are pleased to say that everything has been delivered without a hitch ahead of our construction programme.”

The work to install the beams was carried out by Network Rail’s principal contractor, Balfour Beatty. The beams were fabricated by Shay Murtagh in Ireland and shipped to Liverpool docks before being transported to Reading by road.

Balfour Beatty’s construction manager, Guy Anstiss, said: “The placing of the first beams represents a symbolic step in the journey to completing the project. I would like to pay tribute to all involved, particularly those at Shay Murtagh in the fabrication and logistical planning of the deliveries and to the team on site in Reading who have done such good work in the preparation and execution of the tandem lifts.”

Liam McGovern, contracts director for Shay Murtagh Precast, said: “Producing and moving over 320 beams and 170 large box culverts requires significant organisation and it has been a magnificent team effort.” The construction of the viaduct will also allow Network Rail to complete the widening of Cow Lane, a notorious bottleneck on Reading’s road network. Remodelling of the northern Cow Lane bridge will finish in 2015, as it cannot be completed until the tracks above it are moved on to the new viaduct. At this point, motorists as well as rail passengers will feel the full benefit of the project.

Consultation results reveal overwhelming support for Crossrail 2

Transport for London (TfL) and Network Rail have published the findings of the Crossrail 2 non-statutory public consultation, which shows overwhelming support for the proposed new rail link between south west and north east London.

Boosting capacity

The Mayor of London, Boris Johnson, who believes this project is critical to boosting capacity on the suburban rail network and to galvanise economic growth in this part of the Capital, has welcomed the results, which shows 95 per cent of almost 14,000 respondents ‘strongly supporting’ or ‘supporting’ the principle of the scheme. Even with the Tube upgrade works and the delivery of Crossrail 1, additional capacity on the transport network is needed to cope with London’s forecasted population growth. Crossrail 2 would create a new high frequency, high capacity rail line with shorter journey times between southwest and northeast London.

It would help to relieve congestion on busy main line routes into central London and on the Underground network, while allowing communities around London to benefit from the creation of new jobs and new homes. The project, which was given a boost in the summer when the Chancellor George Osborne announced the Government would pay £2m for a feasibility study into the high capacity rail project, could see trains running at a rate of between 30 to 40 trains an hour.

The Mayor of London, Boris Johnson, said: “This consultation reveals that there’s a very clear stamp of approval for Crossrail 2 from Londoners and from business. People can clearly see the immense value of a project that will relieve pressure on suburban rail routes and on the Underground, as well as helping to spur economic growth in a key quadrant of the capital. “In addition, if HS2 goes ahead, Crossrail 2 would provide a vital interchange at Euston which would be under significant strain from greater passenger numbers. The key question now is not whether Crossrail 2 should happen, but how quickly can we get it built.” TfL’s managing director of planning, Michele Dix, said: “Crossrail 2 is vital if we are to support the predicted 10 million people that are expected to be living in London by 2031. The positive response we have received from the public and stakeholders for Crossrail 2 is really encouraging - it could be operational in 2030 but it is essential that work continues now to meet this target.”

Paul Plummer, Network Rail group strategy director, said: “London’s railways are already the busiest and most congested in the country, with many main lines operating at, or close to, capacity. Projects like Thameslink and Crossrail will make a real difference but we must also press on with schemes such as Crossrail 2 so that public transport continues to support and drive economic growth in and around the capital.”

‘Regional option’

Eighty-four per cent of respondents strongly support or support a ‘regional option’ which could benefit people in London Hertfordshire, Surrey and beyond by enabling more trains to run on busy National Rail routes. This route could be a combined underground and overground railway and could operate from Alexandra Palace and stations in Hertfordshire to various locations in south west London and Surrey. It would act as a further stimulus to development, particularly around the Upper Lea Valley, supporting more jobs and homes. It could also enable improved services to Stansted.

‘Metro option’

A ‘metro option’ which could offer a high frequency underground service across central London was strongly supported or supported by 73 per cent of respondents. This option could be an underground railway and could operate between Wimbledon and Alexandra Palace. The route would relieve congestion on trains and platforms on the Northern, Piccadilly and Victoria lines and would help open up development opportunities along the route.

On November 2nd, Class 47 No. D1501 arrives into Ramsbottom with a service to Rawtenstall. [Michael Lynam](#)



Proposal announced to close Folkestone Harbour branch line

Network Rail has notified the Department for Transport that it proposes to close the Folkestone Harbour branch line and Folkestone Harbour station.

The line has not been used by passenger services as part of the national rail network since 2001 and only charter services have operated in recent years.

An assessment of the line was recently carried out by Network Rail which concluded it would not be financially appropriate or responsible to continue to maintain it.

The recommendation covers the railway line between Folkestone East Junction and Folkestone Harbour and Folkestone Harbour station and that they close at the earliest opportunity.

A consultation was launched this week to allow all interested parties to submit their views on the proposals.

Fiona Taylor, Network Rail’s route managing director for Kent, said: “We have carried out an extensive assessment of the Folkestone Harbour branch line, taking all aspects into consideration. We feel it would be irresponsible of us to continue to maintain this unused line, largely at the taxpayers’ expense, at a time when we are doing all we can to make the rest of our business more efficient.

“The consultation is an opportunity to comment on these proposals and ensure that all opinions are taken into consideration before a final decision is made.”

The consultation will close on 28 February 2014 and all comments must be received by this date.

Industry publishes market studies for the next 30 years

Where will Britain’s railways be in 30 years time? The first steps on the way to finding the answers have been published in the form of four market studies. These form part of the industry’s long term planning process created with extensive and inclusive industry engagement, including through Rail Delivery Group. Divided into four market sectors: London and south east, regional urban, long distance and freight; the documents are the first in a new style of research designed to look 10 to 30 years into the future.

More people travel on the railway today than ever before and demand for passenger and freight services is high and is expected to rise significantly in the future. By assessing how demand is likely to change, they will help form the basis of planning where rail travel will go in Control Period 6 (2019-24) and beyond. They also determine what kind of services will be needed to achieve three important outputs: enabling economic growth, reducing carbon and the transport sector’s impact on the environment, and finally improving the quality of life for communities and individuals. Network Rail’s group strategy director, Paul Plummer, said: “The investment decisions we make today will last for generations and it is vital that we base them on solid groundwork. These market studies have been developed in consultation with rail industry partners and wider stakeholders and they are the crucial first stage towards planning the future for the railway.

“The next stage will be the creation of a series of route studies, which will develop choices to deliver the conditional outputs across the four markets in each of Network Rail’s devolved routes, and to test them against our funders’ appraisal criteria. I look forward to continuing to work with the rail industry on the next stage of the long term planning process.”

Michael Roberts, Director General of Rail Delivery Group, said: “It is a mark of the industry’s success that demand on Britain’s railway continues to rise, and all parts of the sector are focused on providing growing numbers of customers with the best possible services. If we are to meet that demand while ensuring we have a railway fit for the 21st century – one that delivers for passengers, businesses and taxpayers – it is crucial that the industry plans ahead. “These studies provide a solid foundation on which we can build a more detailed understanding of how and where passenger and freight demand will change in coming decades, helping us ensure that taxpayers’ and passengers’ money is invested as efficiently as possible.” While the market studies provide predicted demand figures and the kind of services needed to deal with that demand, they do not suggest infrastructure improvements. Those will form part of the next stage. Each market study prediction is set against potential growth or decline scenarios for the national economy.

Some highlights of the studies are:
London and south east: The rail market in London and the South East is dominated by demand for travel into central London, in which public transport predominates with a 90 per cent market share. Roughly half of the trips into central London involve use of National Rail, delivering 575,000 people into the centre each day. Historically, the market for central London commuting has grown at an average rate of 1.5 – 2 per cent annually but there is a prediction of 1.3 per cent in the peaks going forward. Growth in the off peak – is steady at four per cent and predicted to continue at that level.

* Long distance: At present around 150m long distance journeys are made by rail annually. This suggests a 10 per cent rail mode share overall, although rail dominates the market for travel between many large cities (such as Leeds-London). In the case of those cities, demand is predicted to rise between 108 and 145 per cent by 2043 if the UK economy grows, or by 40-50 per cent if it struggles.

* Regional urban: Unlike commuting into London, very few people are willing to commute into regional urban centres if the generalised journey time is greater than 60 minutes. Improvements to generalised journey times within this 20-60 minute range will have a large impact where both the number of people in the population catchment of the origin station and the number of jobs in the catchment of the destination station are high. The study predicts a growth of up to 114 per cent in the Manchester commuter market by 2043 if the economy booms, or between up to 67 per cent if not.

* Freight: Total freight traffic, in terms of tonne kilometres moved, is forecast to increase at an average of 2.9 per cent per annum through to the year 2043, implying that the size of the market more than doubles over this period. This particularly reflects expected growth in the intermodal and biomass sectors.

MPVs Nos. DR98902 and DR98952 work a RHTT service through Moston on November 4th. [Colin Irwin](#)



Record investment in Britain's railways as Network Rail publishes its half-year results

New platforms, new lifts, new information systems, new concourses, new footbridges, new track; all have featured as record investment has been ploughed into Britain's railways over the past six months.

Network Rail has published its half-year results (for the period 1 April to 30 September 2013) which revealed that £2.74bn, some £15m per day, was invested in improving and building a bigger, better railway - 33% up on the same period last year and 53% higher than just four years ago. Patrick Butcher, group finance director, said: "The railway continues to experience tremendous growth and we are responding to that demand through the biggest sustained investment programme since Victorian times.

"With a million more trains and half a billion more passengers than 10 years ago our railways are all but full. We are squeezing all we can out of the existing network and new railway lines, such as HS2, must be built to deliver the step-change in capacity that Britain's vital rail arteries need."

Over the past six months some significant investment milestones have been reached, including:

- New, bigger, better facilities have been delivered at King's Cross as its £550m renovation and rebuilding nears completion providing a magnificent gateway to the north and sees a concourse three times the size of the old
- Opening of the new concourse at Reading station as part of the ongoing £850m project to unblock one of Britain's worst railway bottlenecks
- The start of work to connect towns of the Scottish Borders to Edinburgh with the building of 30 miles of new railway - the £300m Borders Railway project
- A more reliable and affordable railway for the people of Manchester, Liverpool and the North West as we continue with the £400m project to electrify railway in the region
- More reliable and faster services delivered with the successful completion of the £100m resignalling and modernisation of Nottingham and its approaches
- A major bottleneck on the East Coast Main Line has been removed with the completion of the £47m Hitchin flyover
- Faster journeys for passengers along the Midland Main Line connecting Sheffield, Nottingham, Derby and other towns and cities to London as a result of a £70m improvement programme
- Completion of the £10m scheme to modernise the railway between Shrewsbury and Wrexham

As well as these major milestones over 5,000 projects have been completed over the last four and a half years (since the start of our current funding period called CP4 – 1 April 2009 to 31 March 2014). These smaller, but just as important projects aimed at making incremental improvements to the railway for the benefit of passengers, and have seen:

- Over 2,000 miles of track renewed
- Improvements at over 500 stations across the country
- Almost 200 lifts installed at stations
- Over 140 platforms lengthened across London and the South East

Over the six months to 30 September:

- Revenue remained static at £3.267bn (£3.167bn for same period, 2012)
- Operating profit remained static at £1.199bn (£1.227bn last year)
- Profit after tax was £861m (£563m last year. Increase owing to derivative gains and tax rate change credit)
- Net debt stands at £30.611bn (slightly up from £30.358bn at year end)
- Value of railway assets increase to £47.933bn (up from £46.411bn at year end)

Mr Butcher concluded: "We continue to invest record amounts to deliver a bigger, better railway for passengers and businesses across Britain. We are also driving down the cost of running Britain's railway to help make it more affordable in the years ahead. Train performance is still at high levels by historical standards, but has fallen behind our targets as we struggle to get more and more out of an ever overloaded network."



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Major investment in Manchester's railway this Christmas

Major improvements will be getting underway at Manchester Victoria this Christmas as Network Rail delivers the next stage of its plan to electrify the railway throughout Manchester and the North West. To allow the project to be completed safely, there will be no Northern Rail trains serving Manchester Victoria after the last service on Christmas Eve until Thursday 2 January 2014 when services resume. Customers are being advised to check travel details thoroughly when booking tickets and before they travel.

Martin Frobisher, area director for Network Rail said: "With more passengers and more journeys being made than ever before, demand for rail is booming. The work happening at Manchester Victoria is a key part of our plans to improve rail across Manchester and the north of England. "This project represents a significant investment in the railway in Manchester and in conjunction with the Northern Hub will see more trains and faster journeys, improving travel between major towns and cities across the north.

"There is never a good time to carry out major work and on balance, completing the work over the holiday period was the best time to complete this essential project. Train services are quieter at this time of year and fewer people are expected to experience changes to their travel plans compared to the alternative, which would have been to stagger the work over dozens of weekends and bank holidays."

Lee Wasnidge, Area Director for Northern Rail comments: "We'd like to thank our customers for their patience during this improvement work. The long awaited redevelopment of this station is transforming the city around Victoria. This nine day blockade over Christmas will see the new concourse developing on the station as well as structural work to support electrification as it evolves across the North West."



Northern Rail services to Liverpool, Preston, Blackpool, Wigan, Southport and Blackburn will start/terminate at Manchester Oxford Road or Salford Central

- A shuttle bus will run between Salford Central – Manchester Victoria
- A limited train service will operate to Moston, serving Castleton and Mills Hill
- Services to/from Rochdale, Bradford and Leeds via Hebden Bridge will start/terminate at Rochdale with a rail replacement bus service to Manchester Victoria

Northern Rail services to/from Huddersfield via Stalybridge will start/terminate at Ashton-under-Lyne

- Buses will run between Manchester Victoria and Ashton-under-Lyne
- Additional TransPennine Express services will stop at Stalybridge providing more trains into Manchester Piccadilly

Metrolink services will continue to operate as normal from Manchester Victoria, and additional double trams will be running on the new Ashton line over the Christmas period while the improvements are delivered and the accompanying changes to Northern service are in place.

The project is part of the £400 million North West Electrification scheme that will allow electric train services to be introduced from the station in December 2014. During the closure, work will also continue to deliver the redevelopment of the station. Manchester Piccadilly, Manchester Oxford Road and Manchester Deansgate stations will remain open and will not be affected by the closure.



Class 90 014 'Norfolk & Norwich Festival' is seen approaching Colchester with the 10:00 Norwich to London Liverpool Street service, November 16th. [Derek Elston](#)

Innovative St Pancras route keeps First Hull Trains' passengers moving

Passengers travelling on First Hull Trains' services on 27th December 2013 will be delivered to an unusual destination – London St Pancras. The award-winning company, which runs 90 services a week between Hull and London King's Cross, has found an innovative way around the festive period's hectic engineering schedule by diverting two trains into London St Pancras' terminal. And, while other operators are advising people not to travel, First Hull Trains is urging passengers to get in touch as hundreds of direct seats to London are now available.

Passengers from Hull, Brough, Howden, Selby and Doncaster are set to benefit from the unique diversion developed by First Hull Trains which will see the company's carriages diverted via Sheffield en-route to London St Pancras.

Louise Mendham, planning and performance manager at First Hull Trains, said: "We were faced with a situation where our trains could have been cancelled or journeys cut short because of engineering works on the East Coast Main Line on 27 December. "As one of the UK's only private train operators, we pride ourselves on being flexible and delivering fast, frequent, reliable and direct services - having found this solution to what was an unpalatable problem to us, we are delighted to be one of the few operators on the East Coast Main Line that will be able to keep people on the move without the need to transfer on to road transport."

Louise and her team have developed an enviable track record for keeping trains moving having previously found alternative routes via other locations such as Lincoln. "Where we can, we like to make sure people reach their destination without having to change and we are really pleased that we, along with industry colleagues, have been able to find this alternative route," added Louise. St Pancras and King's Cross stations are right next to each other, with a five minute walk between the two.

Autumn comes to Smithy Bridge and the leaf blowers begin. [Colin Irwin](#)



Class 365 upgrade awarded to Bombardier Transportation

Eversholt Rail has awarded Bombardier Transportation a two-year contract worth in excess of £30 million to undertake the enhancement and heavy maintenance of its fleet of Class 365 trains which are leased to First Capital Connect (FCC).

The work to upgrade the fleet, which carries passengers on FCC's Great Northern Route, will be undertaken at Bombardier's Ilford site in Essex, ensuring that the work will remain in the UK. Eversholt Rail had originally placed an order to maintain Class 365 trains with Railcare. However, the work was put out to re-tender after Railcare entered administration on 31 July 2013. Reaching this agreement enables work on the Class 365 fleet to resume, with a view to recovering the programme as quickly as possible and delivering the first refreshed train back to FCC. Eversholt Rail took the opportunity to include under-frame heavy maintenance within the scope of the contract to maximise the availability of the 40 four-car fleet. The Class 365 fleet carries many of the 86,000 passengers travelling daily on the Great Northern Route between London Kings Cross and Peterborough, Cambridge and King's Lynn. This significant investment will see the trains transformed with refreshed interiors and fully automated passenger information systems.

The first train is expected to enter service by early 2014 delivering significant improvements to the passenger environment. Additional

accessibility work will be undertaken from spring 2014 bringing the trains in line with the latest disability regulations. The following improvements will be made (and retrofitted to those trains already refurbished):

- Two wheelchair bays installed;
- A new wheelchair-accessible toilet in each 4-carriage unit;
- A new fully automated passenger information system with audio and visual announcements;
- Call for aid installed at wheelchair and toilet areas.

Mary Kenny, Chief Executive Officer of Eversholt Rail, said: "We are pleased to have selected Bombardier Transportation. This means that we can continue with our programme to refresh the Class 365 trains, enabling passengers to enjoy the benefits of the improved fleet. We will continue to look at future opportunities to work with Knorr-Bremse Rail Services, the new owners of Railcare." David Statham, Managing Director, First Capital Connect, said: "I am delighted that our passengers will soon be able to enjoy a more comfortable and modern travel environment as well as a more reliable service. This major investment will deliver brighter, new look trains with much better on-board information. Enhanced accessibility features will also be made to meet the needs of all our passengers." Francis Paonessa, Chairman of Bombardier Transportation UK, said: "This investment in the Class 365 fleet allows Bombardier to build on its strategic relationship with Eversholt Rail Group. It is a vote of confidence in our asset maintenance and upgrade capabilities and in the skills of our people in Ilford."

Lifting the lid on First Hull Train's latest revamp!



Passengers wishing to 'use the facilities' aboard First Hull Trains can now do so in the luxurious surroundings of blue skies and poppy fields. It comes as the award-winning train operator is looking to claim the title of "Best Loos on the Land" after a refresh which sets the highest standard on the railways.

The company, which runs 90 direct services between Hull and London King's Cross every week, has given its on-board toilets a drastic revamp. Now, First Hull Trains is confident that it can claim the title of 2014 Loo of the Year in the Trains category. In addition, the firm is bidding to win the British Toilet Association's Innovation Awards. Tracey Parkinson, customer services manager at First Hull Trains, said: "We are absolutely committed to making every aspect of our passengers' journeys between Hull and London a positive experience, and this even comes down to the toilets on-board.

"When we ask customers for feedback on our services and facilities on-board, the toilets tend to be one of the things at the top of their priority list – and we have really taken this feedback to heart. We are going above and beyond standard requirements to give the toilets a complete overhaul and this even includes location images on the walls that create a fresh and clean look and feel. "I am sure people will now be able to loo-se themselves in these most pleasant surroundings." The toilet refresh is complemented by a new onboard cleaning service with technicians travelling between Doncaster and Grantham to keep them spotless en-route to their destination.

In June 2013, First Hull Trains was voted the best train operation company in the UK in an independent industry passenger survey.

If you like Virgin Trains, become a Group-E

Virgin Trains has streamlined its ticketing arrangements for small groups booking on the Virgin Trains website, and increased the discount offered. Groups of three to nine people travelling together can receive a 20% discount on even the cheapest Advance tickets on Virgin Trains.

Launching the new fares, Graham Leech Virgin Trains' Commercial Director said: 'With our fast and frequent services more and more people are choosing to use Virgin Trains for leisure travel. Often people want to travel with their friends or family. Our new Group-e tickets make it easier and cheaper for them to do just that. Just click on Ticket Offers and go!'

Booking on November 21st, some examples of deals available are:

Manchester to London for a theatre matinee. A round trip for eight from Manchester Piccadilly to London Euston on Thursday 9th January costs £25.20 a head. (Departing at 1035, returning at 2000).

From Coventry to the Lakes for a walking weekend. A round trip for four from Coventry to Oxenholme Lake District, leaving on Thursday 23rd January (07:42) and returning on Sunday 26th January (17:44) costs £36.00 a head.

Bookings can be made online at <http://www.virgintrains.co.uk/tickets-offers/group-travel/>

Network Rail's MPVs Nos DR98010, 98009 and 98004 pass through Stenson Jct. on November 4th, heading for Crewe. [Phil Martin](#)



Freight needs innovation, investment and stability says John Smith

All parties in the rail industry need to work together to create an environment for future growth in freight transport, for the benefit of the UK economy, says John Smith in an article for the November edition of Transport Times. Before privatisation, the rail freight industry was in steady decline. In large part, this was due to Britain's deindustrialisation process, which saw off many of the industry's natural customers. But privatisation was a huge success story for the rail freight industry. The industry managed to turn itself around and as a result the amount of freight transported by rail in the UK has increased from 13.5bn net tonne-km at privatisation to 22.9 billion net tonne- km in 2011-12. We are starting to see average modal shares for freight on rail at around the levels of countries in Western Europe. Indeed, independent forecasts suggest that the industry could double in size and volume over the next 30 years. That said, the next few years are not going to be easy. The economic downturn of the last few years has meant that tough but necessary decisions have been made to cut costs across the rail industry. Two years ago the McNulty review called for some serious belt-tightening. The ORR's determination last month was the natural development of this process and shows us what streamlining industry finances means in practice.

While the determination says that Network Rail is set to receive £21bn in funding between 2014 and 2019, the regulator is also asking it to cut 20% off the final bill. At the same time, the ORR said safety and network resilience need to be improved. Going forward the industry will need to innovate, invest and work together to maintain and grow Britain's railways - and ultimately the jobs and economic growth that they support. My company, GB Railfreight, is testament to the success that privatisation had on the industry. The first contract we won was with Railtrack in April 2000. Since then, the company has entered the coal market and within a year increased its market share to 30%. GB Railfreight currently holds 12% of the rail freight market. It was the first company to have regular contracts to transport biomass and continues to be the market leader in this area. It operates around 675 trains a week, cementing its position as the UK's third largest freight operator ranked by the number of trains run.

The story of GB Railfreight so far has taught me some important lessons. First, that innovation is a critical means through which to reduce costs for our customers and for the industry as a whole. To these ends, we have partnered with Network Rail to run a "performance partnership" whereby we are testing the latest technologies and initiatives on our locomotives in order to increase quality, reduce costs and open up additional capacity on the network.

For example, GBRf, in collaboration with Network Rail and 21stCentury Technology, has begun to install forward-facing CCTV cameras in drivers' cabs in 50 of its Class 66 trains. This will be invaluable in investigating incidents and ensuring normal service can be restored quickly and efficiently. Innovative technologies such as these need to become the norm across the industry as they will help cut costs, improve services for passengers and freight customers, and help Network Rail achieve a "predict and prevent" approach to maintenance. The ORR's determination recognised that there needed to be "more efficient ways of working" and it is testament to Network Rail that it is already piloting these for freight. Second, we need to maintain a stream of steady investment to enable the industry to flourish. Industry intelligence suggests that freight operating company investment since privatisation has been in excess of £1.5bn. Through innovation and investment, the industry is doing the right thing. But we need to have some stability and reassurance to allow us to plan for the future growth of the market. We need a long-term charging framework to unlock considerable continued investment and maximise the benefits from the £500m which the Government has already invested in or committed to boosting the capacity of the freight network. The regulator, the freight operating companies, the newly revised Rail Delivery Group, Network Rail, the Department for Transport — all need to work together to create the correct environment for future growth.

Too often, the rail freight industry is overlooked by policymakers. But I genuinely believe that it is important that we keep banging the drum. Not just for the betterment of my own company, but because rail freight creates jobs and keeps our economy moving. It supports our passenger services by clearing the tracks and helps to build new infrastructure. So as a highly competitive industry that has reaped huge economic benefits for Britain, rail freight needs to continue to work with its partners to create the right environment to secure long-term investment and innovation in the UK freight market. Only this will allow us to continue to be the backbone of the British economy.

The Nosh Report

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

Another ‘accidental’ discovery this month as a group of Railtalk regulars dropped off at Horsforth station on the Leeds - Harrogate line and found a rather nice place to eat which was very reasonably priced.

The Fox and Hounds
Tinshill Road
Horsforth
Leeds LS16 7BT

This Fox & Hounds is located almost on top of Horsforth train station, on the boundary between Horsforth and Cookridge meaning it has a very local feel about it - you’re



unlikely to find any students or out-of-towners in here.

And perhaps this is just as well, because this place just exudes Yorkshireanness, from it’s cask ales to it’s hearty pub grub and friendly atmosphere. The staff in here are very proud of their casks, and they will let you try-before-you-buy if you’re unsure about which one is for you. They also welcome advice on which cask ales they should stock, which means you’re likely to stumble upon a couple of elderly chaps locked in a fierce ale-based discussion.



If, like me, you’re not really a cask ale enthusiast, then don’t fear - the food will definitely keep you interested. As a member of a chain - Ember Inns - you might expect microwaved tosh from the Fox and Hounds, but this is not the case. Their food is better than most pub grub you will stumble upon, and realistically priced - if you eat before 5PM, you can get two main meals for £7. Lovely stuff.

Being a Thursday evening when we visited there was a special grill menu available which apparently was excellent value for money.

I myself had a three course special deal which comprised of a breaded mushroom starter, the Chicken Chimney pie which came with plenty of accompanying vegetables as a main and Chocolate brownie with ice cream as a desert.

What appealed to us was the sheer variety on offer and each night was themed, with pies on Monday, burgers on Tuesday, Sausage on Wednesday and as I have said grills on a Thursday.

This place was well worth stopping off at and if we are in the area again then we all said that there would be no hesitation in going again.

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

nosh.report@railtalkmagazine.co.uk

Greater Anglia’s Class 90 010 ‘Bressingham Steam & Gardens’ is seen approaching Colchester with the 09:30 Norwich to London Liverpool Street service on November 16th. [Derek Elston](#)



Train named in honour of school’s 400th anniversary

First Capital Connect has named one of its trains ‘Dame Alice Owen’s School 400 years of learning’ in honour of the Potters Bar school’s 400th anniversary.

Past pupil and Chair of Governors Peter Martin unveiled a plaque on the four-carriage Class 321 train at Welwyn Garden City station on Friday November 8th. The school soul band provided music to mark the occasion.

Headteacher Alan Davison said: “This is a momentous occasion for the school to have our foundresses’ generosity recognised by First Capital Connect in this wonderful way. Many of our students travel by train to school every day and are really excited about travelling on a train that recognises the success of their school. We are exceptionally grateful to First Capital Connect for awarding the school this honour.”



First Capital Connect Customer Service Director Keith Jipps said: “Dame Alice Owen School is an excellent and truly historic institution with many of its pupils using our services every day. We are delighted to be able to mark the occasion in this way and honour the school for its contribution to the local community.”

Today’s high-achieving mixed secondary school with academy status was originally founded in Islington in 1613 by Dame Alice herself, a thrice married widow whose first husband was a brewer. It is supported by the Dame Alice Owen’s Foundation which is managed by the Worshipful Company of Brewers.

Ten per cent of its places are allocated to students in the Borough of Islington, the school’s home for 350 years of its history, and over 200 students travel with First Capital Connect daily from Islington to Potters Bar.

Two past pupils who now work for First Capital Connect also attended the train naming ceremony.

A Different View



Above: Whilst not condoning the application of graffiti, sometimes it can certainly brighten up the odd coal hopper. Seen on a GBRf rake heading through Doncaster recently.

Richard Hargreaves

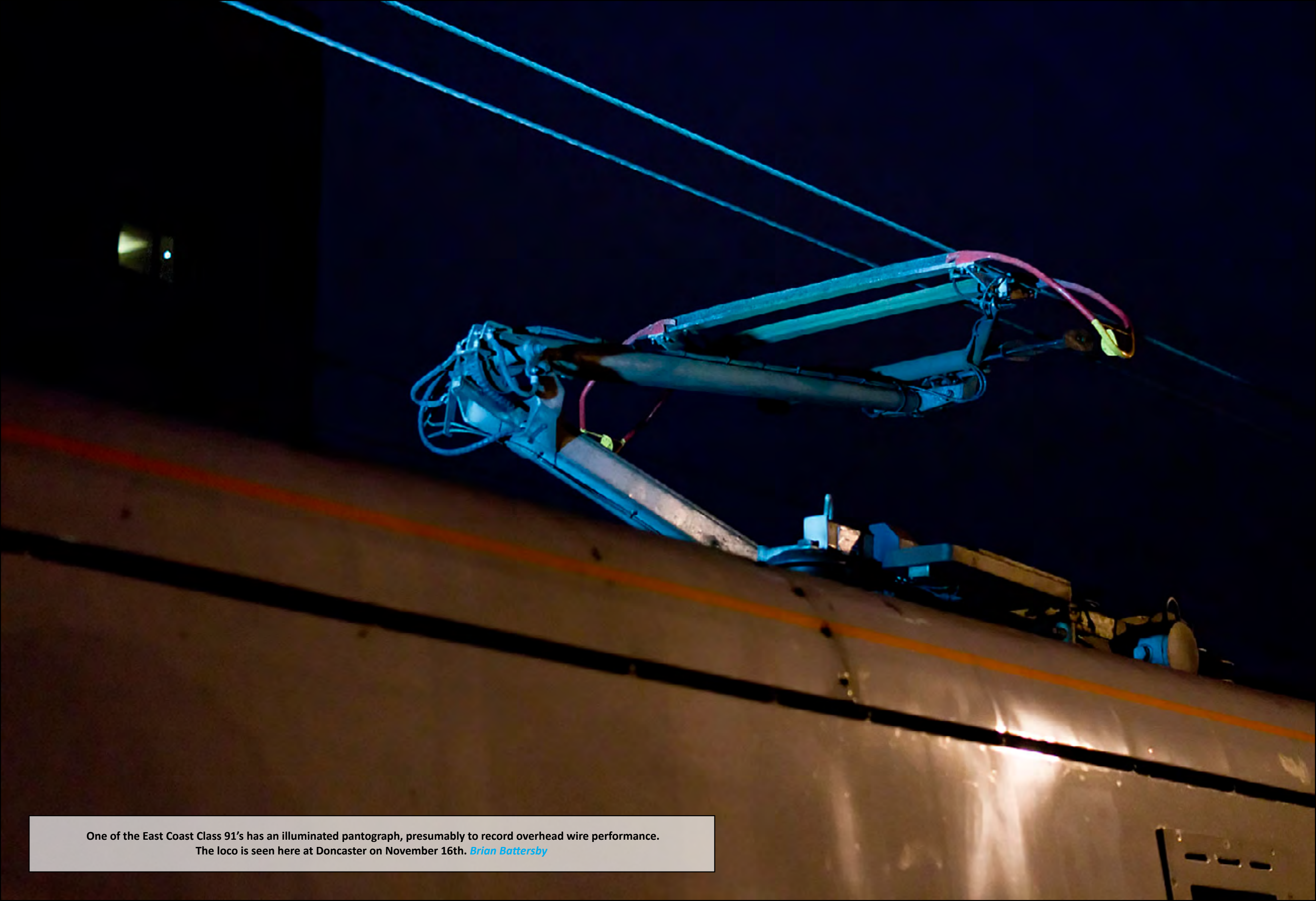
Top Right: Loram Rail Grinder No. C2102 rumbles past Wilsons Crossing on November 7th.

Derek Elston

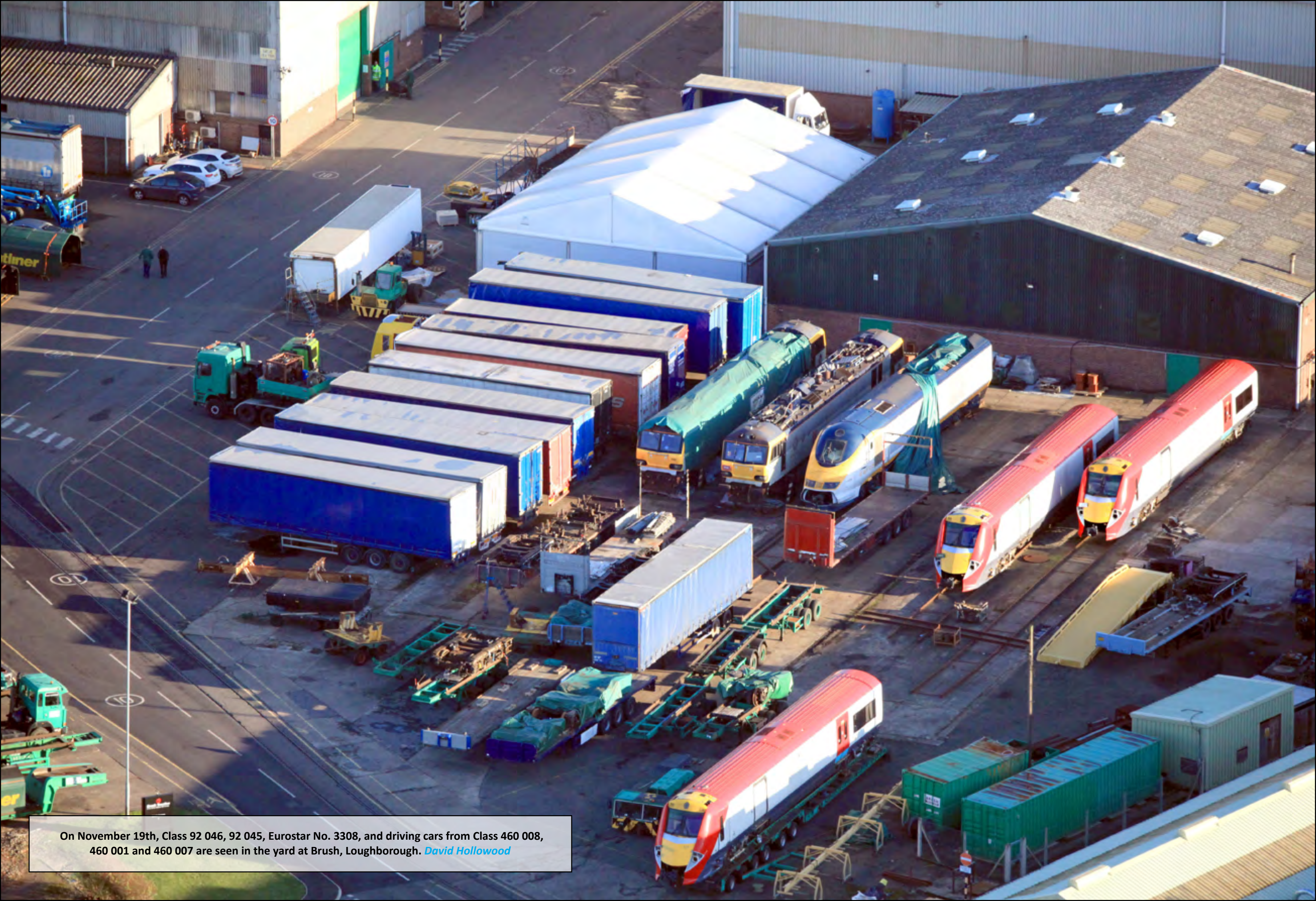
Right: A Class 142 departs Romiley for Rose Hill Marple on October 19th.

Colin Irwin





One of the East Coast Class 91's has an illuminated pantograph, presumably to record overhead wire performance. The loco is seen here at Doncaster on November 16th. [Brian Battersby](#)



On November 19th, Class 92 046, 92 045, Eurostar No. 3308, and driving cars from Class 460 008, 460 001 and 460 007 are seen in the yard at Brush, Loughborough. [David Hollowood](#)



Above: Amey's Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73906 'Panther' is seen stabled in sidings adjacent to Blackburn Station November 13th. [Dave Felton](#)

Top Left: Class 73 134 'Woking Homes 1885-1985' and Class 47 703 'St Mungo' along with an unidentified industrial shunter are seen at the Nemesis Rail Depot at Wetmore, Burton-on-Trent on November 10th. [Dave Felton](#)

Bottom Left: A view of the Nemesis depot at Burton on November 11th, with DCR's Class 56 303 alongside Class 56 038. [Stuart Hillis](#)

Below: Colas Rail's Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73910 'Jupiter' pictured stabled in sidings adjacent to Blackburn Station on November 13th. [Dave Felton](#)



Great Central Railway

BR Standard Class 5 No. 73129 arrives into Leicester North with a service from Loughborough during the Autumn Steam Gala on October 6th. [Colin Irwin](#)

Preserved Railways



Great Central Railway continued...

GNR Class N2 No. 1744 is pictured between Rothley and Leicester at the Autumn Steam Gala. [Colin Irwin](#)



£10 MILLION LOTTERY BID FOR LEICESTER'S GREAT CENTRAL RAILWAY MUSEUM

£43 MILLION OF BENEFIT TO THE ECONOMY IN THE NEXT FIVE YEARS

A BID for £10 million that will kick-start the creation of a new world-class railway museum in Leicester has on November 29th, been submitted to the Heritage Lottery Fund. The Great Central Railway – working in partnership with Leicester City Council and the National Railway Museum in York – plans to open the new attraction at its terminus at Leicester North. The new museum will be filled with priceless locomotives and other artefacts from the national collection, telling the story of how the railways helped Leicester become a thriving industrial city. Managing Director of the Great Central Railway Bill Ford said, “This is a visionary project. In the last 12 months the partners have worked hard to prepare today’s funding bid. The museum will help people reconnect with Leicester’s railway story and our shared heritage. Together with our thriving steam line, we’re confident tens of thousands of people will visit every year.”

The new attraction will create 300 short-term construction jobs and 9 full-time posts once open. As part of the bid process an economic impact study has been carried out which demonstrates the museum and railway will be worth £43million for the local economy over five years. In turn this additional spending could create more than 900 jobs in the area. Annual visitor figures for the railway and museum combined are expected to reach around 230,000. The total cost of the project is expected to be £15 million. £5 million of match funding would be required alongside the lottery grant. City Mayor Sir Peter Soulsby said: “This is a really exciting opportunity to create a heritage railway centre of national standing in Leicester. “The museum will house items which are of both national importance and local interest, complementing the nearby National Space Centre and Abbey Pumping Station and helping to enhance the city’s reputation as an important visitor destination. “It will also create hundreds of new jobs, both during construction and on opening, while providing training opportunities in the rail industry for dozens of young people. “We’re fully committed to this project and will be working with the Great Central Railway to help them deliver this ambitious scheme.”

A striking building is planned to sit right alongside the Great Central Railway’s Leicester North station, close to the Greenacres centre. Uniquely, steam hauled passenger trains will arrive right alongside the exhibition halls giving the displays a vibrant context. With the completion of the separate GCR reunification project, the museum will be a shining jewel of an 18-mile heritage railway. Trains from the national network will also be able to run right to the front door, offering tourists a real alternative gateway to the city.

The museum will be connected to the running lines to allow displays to be changed, locomotives and carriages moved and even operated over the tracks of the Great Central.

Continued.....

Great Central Railway continued...

LMS Stanier 8F No. 48624 departs Loughborough with a service for Leicester North. *Colin Irwin*



£10 MILLION LOTTERY BID FOR LEICESTER'S GREAT CENTRAL RAILWAY MUSEUM

£43 MILLION OF BENEFIT TO THE ECONOMY IN THE NEXT FIVE YEARS

Continued.....

The Director of the National Railway Museum is Paul Kirkman. "Leicester had one of the world's earliest railways," he said. "It was also a hub of the Midland line. When the GCR opened in 1899 it was a key calling point on the high speed railway of the time. The Great Central Railway museum will see some significant parts of the national collection put on display in the heart of the country and show how the railways changed lives."

As the bid is submitted the proposed line up of exhibits is being unveiled for the first time. The iconic "Green Arrow" steam locomotive tops the bill. A class V2 engine (designed by the famous engineer Sir Nigel Gresley), this type of locomotive regularly worked along the Great Central Railway before it was closed. The sole surviving GCR passenger engine "Butler Henderson" will also be on display and paired with a wooden 'Barnum' carriage. The stylish carriage will be actively restored in front of visitors demonstrating the craft skills necessary to keep Britain's railway heritage alive.

From the other end of the 20th century comes Britain's APT-E. It was the first train to tilt which the designers hoped would permit faster journeys along existing lines. While the project was ultimately abandoned, the surviving vehicles are an intriguing glimpse of a lost future and are set to capture the imagination of a new generation. In addition locomotives and wagons which kept freight on the move will be displayed.

As part of the bid a full programme of educational activities has been devised so the attraction engages with families, the local community and schools. Bill Ford concluded, "We already welcome visitors from around the county and country but the museum will help us achieve so much more for Leicestershire. It will be a busy museum telling relevant stories, which are interpreted in the ultimate way, with a ride on a steam train! We hope the whole city will get behind the bid."

The project partners will learn if they've been successful in April 2014. Initially a small grant will be released allowing the plans to be developed further. A successful second round application would see the full grant unlocked with the museum expect to be open around Summer 2018.

Ecclesbourne Valley Railway

Top Left: Class 101 DMU No. 51188 is seen in the sunshine at Wirksworth on November 30th.

[Richard Hargreaves](#)

Bottom Left: On the Ravenstor platform at Wirksworth is Gloucester RC&W Class 122 No. W55006.

[Richard Hargreaves](#)

Below: Visitor to the EVR line is Class 122 No. E55012, this unit was more familiarly known for its Loadhaul orange and black livery when it was based at Thornaby depot. Seen here restored to its former glory in BR green livery at Duffield on November 29th. [Richard Hargreaves](#)



Barrow Hill

Top Left: Colas liveried Class 86 701 is seen outside at the depot on November 16th. [Brian Battersby](#)

Bottom Left: Fellow classmate 86 702 is also seen stored at Barrow Hill. [Brian Battersby](#)

Below: Recent arrival from Willesden TMD for storage is Intercity liveried Class 86 213 'Lancashire Witch'.
[Brian Battersby](#)



Barrow Hill continued...

Ex Spanish GIF Class 37 714, now operated by DRS awaits its removal from the depot and its new life as a shunt loco at Daventry. [Brian Battersby](#)



East Lancs Railway

Top Left: LMS 4-6-0 No. 45407 crosses Summerseat Bridge with the Rawtenstall bound 10:50 service from Heywood on November 17th. [Colin Irwin](#)

Bottom Left: LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' takes water at Rawtenstall on November 17th. [Colin Irwin](#)

Below: Class 33 No. D6525 (33 109) 'Captain Bill Smith RNR' arrives into Irwell vale on the East Lancashire Railway, November 2nd. [Colin Irwin](#)



East Lancs Railway continued...

Seen leaving Rawtenstall on the ELR under leaden skies with the 15:15 for Bury on November 9th, is the Class 40 Preservation Society's English Electric Class 40 145, now liveried in BR Blue as No. 345 and fully re-certified for mainline use. [Gerald Nicholl](#)



East Lancs Railway continued...

Left: LMS 4-6-0 No. 45407 'The Lancashire Fusilier' crosses the M60 motorway bound for Heywood on November 17th. [Colin Irwin](#)

Below: Class 40 145 departs Bury Bolton Street with Class 47 No. D1501 on ETH duties on the rear, November 9th. This was the first day of the Class 40's return to duty at the ELR. [Colin Irwin](#)



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

East Lancs Railway *continued...*

BR Class 33 109 'Captain Bill Smith RNR' is seen arriving at Irwell Vale station with the 09:30 service from Bury to Rawtenstall on November 16th. [Dave Felton](#)





East Lancs Railway continued...

WD Austerity No. 132 'Sapper' is seen approaching Townsend Fold crossing with the dining train, November 17th. [Colin Irwin](#)



The GWR Mixed Traction 'Christmas Cracker' gala 2013

The Gloucestershire Warwickshire Railway (GWR) will be holding its first mixed traction gala on Sunday 29th December and Monday 30th December 2013. The railway has traditionally held two popular events immediately after Christmas – the ever popular 27th December Christmas Diesel Day and the Christmas Cracker steam mini-gala a few days later. With the withdrawal for long term overhaul of boiler-fitted Class 47 105 and the re-entry into service of newly steam heat equipped Class 37 No. D6948 not due until the summer of 2014, the railway would have been unable to provide heated trains for the Christmas Diesel Day - an unacceptable situation given the popularity of the event. Coupled with a limited availability of steam locomotives for the Christmas Cracker, a mixed traction event offered an ideal solution. For diesel enthusiasts, this actually offers more diesel mileage over the two days than was the case with the traditional Christmas Diesel Day featuring Class 24 No. 5081, Class 37 215 and Class 47 376 on both days, with the added bonus of warm trains!

Steam enthusiasts will be able to spend the two days riding behind GWR 2-8-0 No. 2807 and LMS 8F 2-8-0 No. 8274 together with the final appearance on the 29th December of GWR No. 7903 'Foremarke Hall' before withdrawal for major overhaul. All but one train (the 10:00 Toddington-Cheltenham which will be double headed by steam and Class 24 No. 5081) will be operated in steam/diesel top and tail formation, giving both enthusiasts and photographers the opportunity to sample their chosen traction at each end of the train. The GWR has put together an intensive timetable and loco roster that offers something to both steam and diesel enthusiasts as well as giving the general visitor a varied and enjoyable 'post-Christmas' day out. More information, a timetable (with loco roster), and advanced ticket booking can be found at <http://www.gwsr.com/planning-your-visit/2013-events-calendar/christmas-cracker.aspx>

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Bodmin and Wenford Railway

Metropolitan Railway E Class 0-4-4T steam locomotive No. 1 is seen passing Charles Gate with a service to Bodmin on October 11th. [Steve Andrews](#)



Bodmin and Wenford continued...

On October 11th, LSWR 0298 Class 2-4-0WT Beattie well tank steam shunter No. 30587 is pictured working from Boscarne Jct. to Bodmin. [Steve Andrews](#)



Severn Valley Railway

Recent arrival at Bridgnorth is Class 14 No. D9551, seen here in the yard on December 1st. [Richard Hargreaves](#)





Weardale Railway

Above: DC Rail's Class 31 452 top'n'tailed with Class 45 133 stand at Stanhope with a mixed rake of Mk II coaches on the Weardale Railway ready to work 'The Polar Express', November 14th. [Alex Thorkildsen](#)

Below: British Railways blue liveried Class 45 133 is seen at Stanhope station with a mixed rake of Mk II air-con coaches ready to work 'The Polar Express', November 14th. [Alex Thorkildsen](#)



GREAT CENTRAL RAILWAY WINS NATIONAL HERITAGE AWARD

The Great Central Railway's half a million pound renovation project to revive "Loughborough's Crystal Palace" has triumphed at a national award ceremony.

The restoration of the elegant glass, metal and wood station canopy, which is grade II listed and dates back to 1899, took three years to complete. Originally provided to protect Victorian travellers it is now ready for another century of service at the heritage line.

It picked up the first prize at the National Railway Heritage Awards (held on December 4th in London) in the station environment category. It faced stiff competition from two projects completed by Network Rail at Battersea Park and Horsham stations.

Tony Sparks who led the project said, "It was a team effort involving people from every part of the railway to make sure the repairs to the canopy were completed to the highest standard. This award is just recognition of the hard work and a tribute to everyone who helped raise the money to do it! We're very proud to have won. A visit to Loughborough Central has been transformed. It is one of the largest stations on any UK heritage railway. We now have facilities which match the expectation of twenty first century travellers and a sparkling elegant roof over our head. Loughborough's Crystal Palace shines again!"

The improvement works at Loughborough also saw passenger facilities refreshed, a lift installed for visitors using wheelchairs installed, cracked paving slabs repaired and a small exhibits museum redesigned.

The National Railway Heritage Awards recognise work to preserve Britain's rail heritage. They encompass buildings, structures and signalling. The Great Central Railway has previously won awards for its signalling and the work carried out by volunteers at Rothley station.

The judges praised the renovations at Loughborough station as "a heritage restoration of the highest order". The work was funded through a major public appeal and also grants from The Wolfson Foundation, The Pilgrim Trust, Biffaward, Garfield Weston and The Edith Murphy Foundation. Hundreds of hours of volunteer time was dedicated to recovering original wood and metal where possible or manufacturing completely new pieces. Specialist contractors and engineers were also employed on the project.



Plym Valley Railway

Class 50 017 is seen working a service through Plymbridge on November 17th. [Steve Andrews](#)



Plym Valley Railway continued...

RSH 'Birkenhead' No. 7386 on its first working since overhaul is seen top'n'tailing a service with Bagnall 0-4-0ST 'Alfred' through Plymbridge on December 1st. [Steve Andrews](#)



LT Transport Museum, Acton

Top Right: Ex Waterloo and City line No. 61 is seen awaiting restoration at the Acton depot on November 2nd. [Richard Hargreaves](#)

Bottom Right: A line up of several types of redundant tube stock can be seen in the main hall at Acton with engineers loco No. L131, seen alongside 'A' stock no. 5034. [Richard Hargreaves](#)

Below: The superbly restored 1938 stock is also seen in the main hall at Acton on November 2nd. [Richard Hargreaves](#)



Dartmoor Railway

On November 22nd, Class 47 769 is seen Meldon, acting as standby loco for 'The Polar Express' season. [Steve Andrews](#)



GWR Didcot

Top Right: Brown Boveri gas turbine electric locomotive No. 18000 is seen outside the shed during an evening photoshoot on November 30th. [Mark Pichowicz](#)

Bottom Right: At the end of the evening, GWR 4300 Class No. 5322 and GWR 5700 Class No. 3650 are disposed in front of the Great Western Railway coaling stage. [Mark Pichowicz](#)

Below: Great Western No. 7808 'Cookham Manor' and GWR No. 6023 'King Edward II' are seen in the yard outside the shed at Didcot on November 30th. [Mark Pichowicz](#)





CLASSIC DIESELS FEATURED IN NEW LANDMARK BOOK ABOUT DORSET'S SWANAGE BRANCH LINE – AND ALL IN RARE, STARTLING COLOUR!

An exciting new landmark book about Dorset's Swanage branch railway, including the diesel days from 1965 to the end in 1972, has been released – featuring the largest collection of rare colour photographs ever published on the popular line.

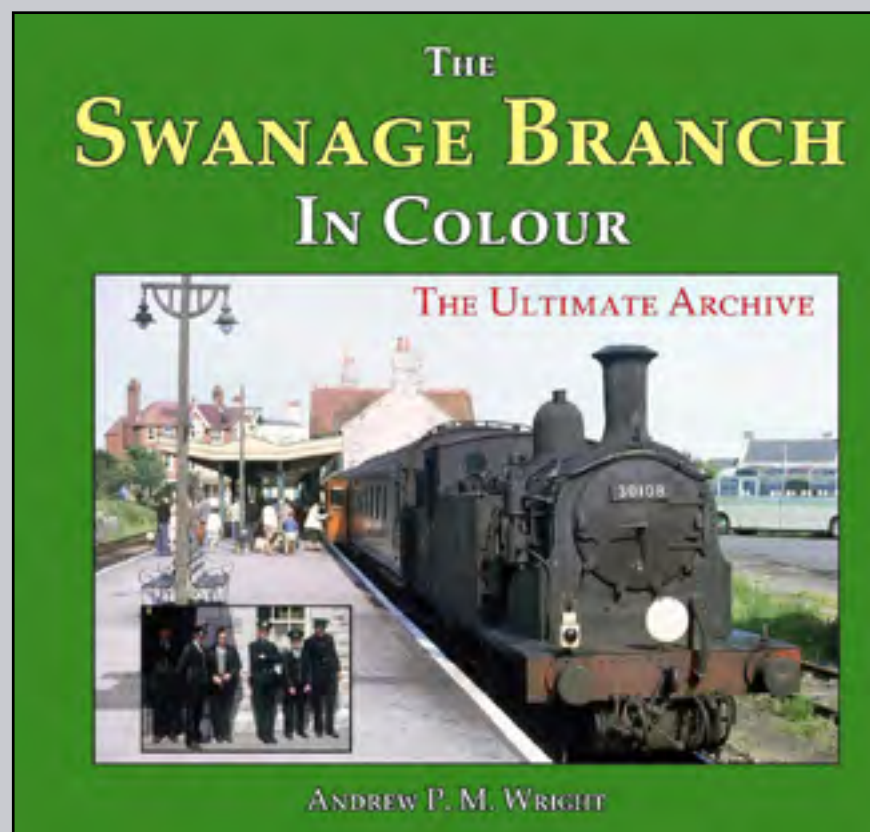
With most of the photographs never published before, 'The Swanage Branch In Colour – The Ultimate Archive' has been written by Purbeck historian and journalist Andrew P. M. Wright who has been researching the history of the ten-mile railway line from Wareham to Corfe Castle and Swanage for the past 30 years.

Published by Kingfisher Productions, based at Osmington Mills near Weymouth, the quality hardback book contains 234 colour photographs covering the period from the branch's heyday in 1951 through to the controversial end in 1972 when the line was closed with six and a half miles of track south of Furzebrook being lifted for scrap.

With detailed captions giving a unique insight into the line's workings, and its dedicated staff who ran the train service, 'The Swanage Branch In Colour – The Ultimate Archive' features a comprehensive journey down the line from Wareham to Corfe Castle and Swanage, including diesels on the Norden narrow gauge clay mine tramways.

The introduction of Class 33 and Class 47 diesel locomotives on through trains, as well as 'Hampshire' class diesel-electric multiple units (DEMUX) on the branch service, as part of the line's sad run-down is covered, as is the historic final day of British Rail passenger trains between Swanage, Corfe Castle and Wareham on Saturday, 1 January, 1972.

Also featured is track lifting during the summer of 1972 which was completed in just seven weeks. The final colour photograph shows the abandoned station at Corfe Castle at dusk during the winter of 1972 when most people thought that was the end of the story.



Living in Wareham – and having published two black and white books on the line in 1987 and 1992 – Andrew P. M. Wright has been a dedicated Swanage Railway volunteer for 30 years and the popular heritage railway's official photographer for more than 25 years.

Forty-eight year old Andrew explained: "When I first discovered the abandoned and overgrown trackbed of the closed Swanage branch line as a teenager in the early 1980s, I always wondered what it had been like in the days steam back in the 1950s and 1960s.

"It was very exciting to uncover the first colour photographs from the 1950s and 1960s which took my breath away because of their striking immediacy – they made the branch line of 50 and 60 years ago seem as though it was only yesterday. "The book is a chance for people to travel back in time and experience the Swanage branch as though they were actually there. For some people, the book will bring back affectionate memories but for others it will be a chance to see the line in colour for the first time. "Not just about the steam and diesel trains, the book is about the dedicated railway staff who ran the service – despite its steady and controversial decline during the late 1960s which led to closure in 1972 – so I am delighted to have named almost every member of staff pictured.

"I would like to thank the many former members of staff on the line, many of whom who have since died, who have so generously helped me in my historical researches into the Swanage branch line over the years. This colour book is a tribute to them," explained Andrew.

Publisher Roger Hardingham, of Kingfisher Productions, said: "This book really is the ultimate archive because it contains the largest collection of quality Swanage branch colour photographs taken between 1951 and 1972 ever assembled.

"Andrew has gathered a startling selection of colour photographs showing the line in British Railways days, its controversial rundown and closure as well as sad demolition before dedicated Swanage Railway volunteers spent 30 hard years rebuilding it. I am very pleased and proud of the book," he added.

'The Swanage Branch In Colour – The Ultimate Archive' (hardback, 112 pages, 234 colour photographs from 1951 to 1972, published by Kingfisher Productions, ISBN 978-0-9573367-3-5) is £20.00 from the Swanage Railway's shop at Swanage station, www.railwayvideo.com or by order from any bookshop.

Photos: Left: 8TC Swanage summer 1969 ROGER ALDOUS via APMW; Top: Class 47 Swanage summer 1966 CHRIS PHILLIPS via APMW; Middle: 8TC Corfe Castle April 1969 ANTONY E. TROOD via APMW; Bottom: Last 4TC at Swanage 33 111 September 1971 JOHN A.M. VAUGHAN via ANDREW PM WRIGHT COLLECTION





The P2 Steam Locomotive Company

NEW STEAM LOCOMOTIVE TO BE NAMED 'PRINCE OF WALES'

In honour of Prince Charles's 65th Birthday, Britain's most powerful steam locomotive is to be named after the heir to the throne.

The P2 Steam Locomotive Company (P2SLC), the builder of Britain's most powerful steam locomotive, is delighted to announce that the name of its new Gresley class P2 2-8-2 steam locomotive will be 'Prince of Wales'. The new steam locomotive is being named in honour of HRH Prince Charles, The Prince of Wales, to coincide with his 65th birthday celebrations and The Queen has kindly approved the use of His Royal Highness's name for the locomotive.

The P2 Steam Locomotive Company is a subsidiary of The A1 Steam Locomotive Trust (a registered charity), the builders and operators of No. 60163 Tornado, the world-famous new steam locomotive completed in 2008 and officially named by TRH The Prince of Wales and The Duchess of Cornwall at York station on 19th February 2009.

The mission of the P2SLC is to develop, build and operate an improved Gresley class P2 steam locomotive for main line and heritage railway use. These 2-8-2 locomotives were the most powerful express passenger 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 1943/4. The P2SLC is building the 7th member of this class and will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling it to deliver its full potential hauling passenger trains at high speed across the national network. It is estimated that £5m will be needed to build No. 2007 over 7-10 years, with funds being raised through public subscription. The formal launch of the project will take place in February 2014.

There have been many steam locomotives named after The Prince of Wales over the years. These included Gresley class A3 No. 2553 (later No. 60054) Prince of Wales, sister locomotive to No. 4472 Flying Scotsman, which was named by HRH The Prince of Wales (later King Edward VIII) on a visit to Doncaster Works on 11th November 1926. This locomotive was scrapped in 1964.

Mark Allatt, Chairman, The P2 Steam Locomotive Company, commented: "HRH The Prince of Wales has been a fantastic supporter Tornado and along with HRH The Duchess of Cornwall formally named the new locomotive in 2009. Since then, Tornado has hauled the Royal train on no less than three occasions on behalf of Prince Charles, so we are only too delighted to be able to confirm the name for No. 2007 in his honour. It is well known HRH has a passion for our heritage and a particular interest in steam, but also the skills and craftsmanship required to build a steam locomotive from scratch. It is a clear demonstration that the UK can still turn its hand to quality heavy engineering, making use of modern techniques design and construction techniques whilst engaging and inspiring a new generation that nothing is beyond the realms of possibility."

For more information about the P2 Project and details on how you can join The Founders Club, please visit www.p2steam.com



A rather faded BR blue Class 24 076 heads a freight train through Barmouth station on July 23rd 1974. *Dave Felton*



From the Archives

continued...

Right: Several rows of withdrawn 'Peaks' are seen at Tinsley on December 10th 1989.

Brian Hewertson

Bottom Left: Class 47 433 is seen at Bolton with a lunch time parcels service to Bristol on June 27th 1991.

Michael Lynam

Bottom Right: Network South East 4-CEP No. 411 113 passes through Wandsworth Road on June 15th 1999.

Paul Godding



From the Archives continued...

Left: Class 58 010 heads a MGR working through Wolverhampton station (before the addition of a platform behind where the loco is standing) on June 6th 1998.

Paul Godding

Bottom Left: BR Class 47 513 is seen hauling a diverted 1M58, 08:25 service from Newcastle to Liverpool Lime Street through Hindley on August 29th 1987.

Dave Felton

Bottom Right: Intercity liveried Class 37 419 is seen approaching Bolton with a Manchester Victoria - Blackpool commuter service (Club Train) on July 10th 1991.

Michael Lynam



From the Archives

continued...

Top Right: Class 31 145 is seen in the scrap line at Wigan Springs Branch depot on September 28th 1997.

Paul Godding

Bottom Right: A pair of Class 142 'Pacers' in 'chocolate and cream' and 'provincial' liveries are seen passing through Bolton on an empty stock movement from Wigan to Newton Heath depot in 1991.

Michael Lynam

Below: BR Class 503 Electric Multiple Unit No. 59403 passes Mottram with a train bound for Manchester Piccadilly on March 3rd 1981.

Dave Felton



From the Archives continued...

Left: A train of District line 'D' stock is seen leaving Kew for Richmond in April 1990.

Chris Morrison

Bottom Left: BR Standard 9F Class No. 92058 passes through Preston station with a northbound mixed freight train on May 13th 1967.

Dave Felton

Bottom Right: Class 47 470 departs the parcels depot at Bolton with a rake of loaded vans heading for London St. Pancras on July 22nd 1991.

Michael Lynam



From the Archives continued...

BR blue Class 33 023 and 33 006 ease away from Park Royal with a Marcon aggregate empties working for Angerstein Wharf in April 1990. [Chris Morrison](#)



Freightliner's Class 70 018 and Network Rail's DVT No. 82111 stand in the works yard at Brush. [David Hollowood](#)

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