

Railtalk | Magazine

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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:

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Please include a detailed description and credits.

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Welcome to Issue 89 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

With the New Year now well and truly a distant memory, we look forward to the year ahead with that optimism that we do every year. Although something tells me that 2014 will be a year to remember. Maybe it just me, but we seems to have had a brilliant start to the year already. Not only has it been a busy month on the preserved scene, but the mainline fleet has not felt us wondering why we are out in near zero temperatures just to see what coming around that corner next. From heritage locos returning to mainline duties to brand new out of the box locos, the loco variety is now stronger than it has ever been.

On the subject of 'Out Of The Box', we couldn't help but feature the brand new Class 68 locomotive on the cover of this issue. These loco look fantastic, along with the excellent livery that has been applied by DRS. I for one, are really excited about seeing these working on the mainline. Along with these locos, we have Colas' new, and slightly modified Class 70s. Now I can't be the only person thinking... Is there a loco that the Colas livery doesn't suit? The photos I've seen (featured in the next issue), suggest that the Colas livery looks great on these locos just as well as the Class 56s and 66s.

Finally, I would be rude not to mentioned the excellent winter galas provided on the Preserved Scene this month. If you didn't manage to get to the events, I'm sure the photos featured this issue will provide a good insight to how enjoyable the events were for everyone.

Andy

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

Front Cover: DRS's brand new Class 68 002 'Intrepid' is seen at Carlisle on February 4th undergoing testing between Crewe and Carlisle. [Michael J Alderdice](#)

This Page: Class 73 201 top'n'tailed with 73 107 pass through Wilmorton on January 19th working the 3Q52 Cricklewood - Derby. [Carl Grocott](#)



Charter Scene



Pathfinder Tours - The Deviationer

Left: DRS' Class 20 302 and 20 305 pull IZ20 'The Deviationer' raitour away from the Harringay curve line and onto the ECML at Harringay station en route from Crewe to Ely Papworth on January 11th. [James Wise](#)

Main: Class 20 302 and 20 305 working Pathfinder Railtours 'The Deviationer' IZ20 06:22 Crewe - Ely Papworth Siding passes through Harrowden Jct. on January 11th. [Steve Madden](#)





Pathfinder Tours - The Buffer Puffer 11.1

Left: On January 25th, Class 37 610 'TS (Ted) Cassidy' along with 37 405 on the rear, are seen pausing in platform 6 at Milton Keynes while working the return leg of Pathfinder Tours 'Buffer Puffer 11.1', IZ66 18:03 Tattenham Corner - Crewe. [Matthew Bird](#)

Main: Class 37 610 heads away from Cannon Street with Pathfinders 'Buffer Puffer 11.1' on January 25th. [Chris Morrison](#)



Pathfinder Tours - The Buffer Puffer 11.1

Right: Class 37 405 passes West Norwood with the tour. [Chris Morrison](#)

Main: Another shot of Class 37 405, this time as it slows for a red signal at Carshalton Beeches on January 25th whilst working the 'Buffer Puffer' bound for Epsom Downs. [Chris Morrison](#)



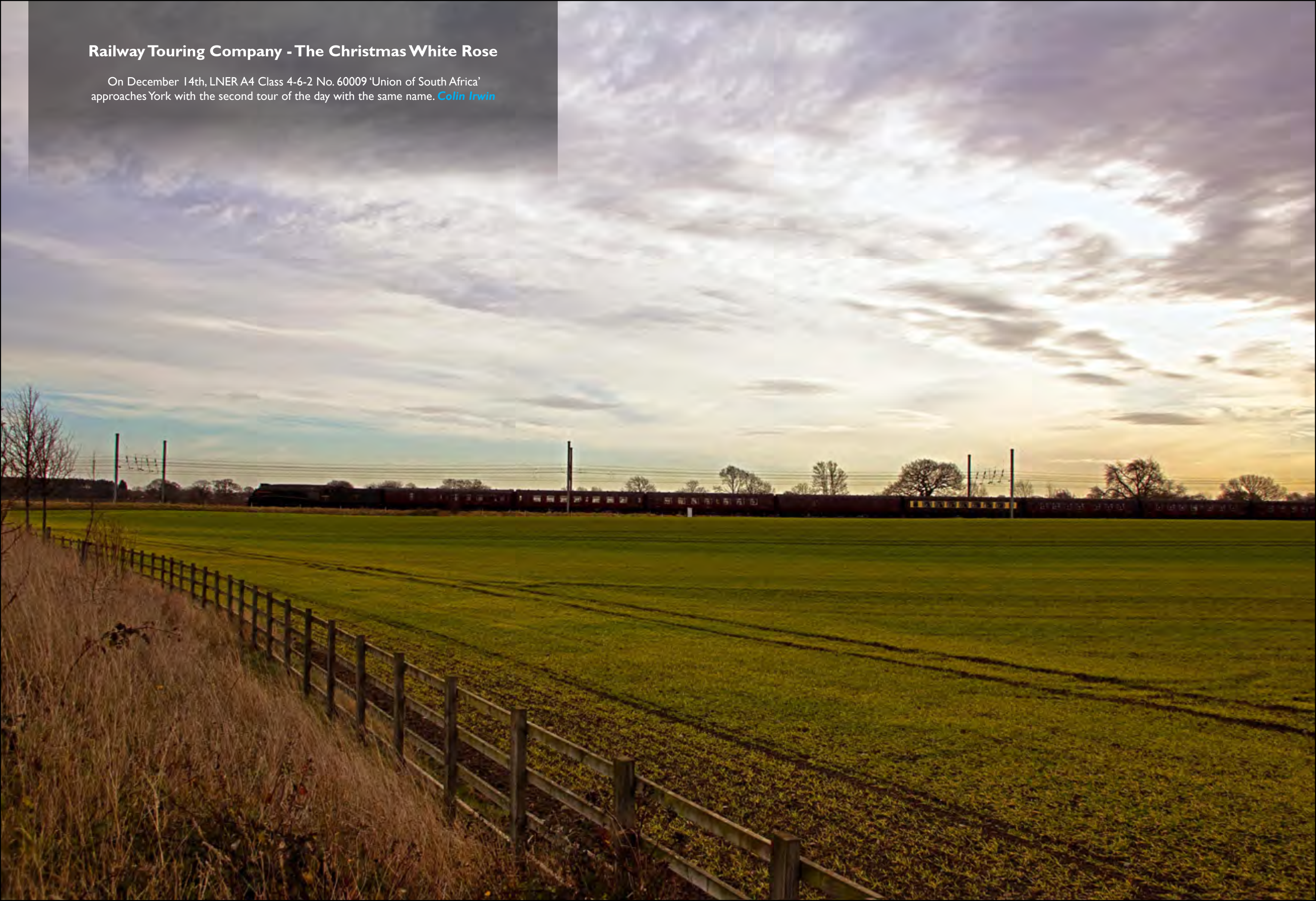
UK Railtours - The Old Battle Axe

On January 18th, Class 90 029 heads through Colton Jct. with the IZ48 Finsbury Park to Tyne Yard leg of the tour. [Andy](#)



Railway Touring Company - The Christmas White Rose

On December 14th, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' approaches York with the second tour of the day with the same name. [Colin Irwin](#)



Railway Touring Company - Winter Cumbrian Mountain Express

LNER Thompson Class B1 4-6-0 No. 61264 and LMS Stanier Class 5MT 4-6-0 No. 45407
'The Lancashire Fusilier' double head the Winter Cumbrian Mountain Express on January 25th,
seen here passing Armathwaite. [CJ Sutcliffe](#)



Railway Touring Company - Winter Cumbrian Mountain Express

Right: LNER Thompson Class B1 4-6-0 No. 61264 and LMS Stanier Class 5MT 4-6-0 No. 45407 "The Lancashire Fusilier" are seen ascending towards Shap Summit passing Shap Wells in truly appalling conditions. Where's the snow we were promised?! [CJ Sutcliffe](#)

Main: Nos. 61264 and 45407 are seen in Hellifield Pass Loop taking on water. In the pitch black and with little light available from the opposite platform, it was nigh on impossible to get a photo of the two. [CJ Sutcliffe](#).

(Eds NOTE: Apparently it has come to our attention that one photographer in particular at Hellifield was seen using a high powered flashgun pointed straight at the cab of 61264, and became considerably aggressive when he was confronted regarding his antics, issuing verbal abuse, threats of violence and even threats of certain death. His flashgun blinded half the platform including those stood behind him, and was definitely illegal. This particular person has been reported to both the British Transport Police and Northern Rail. Why is it that there is always one who doesn't consider others and takes things to the extreme. Using flash on stations has long been forbidden so why do people think that they are exempt.?)



Vintage Trains - The Christmas White Rose

Left: GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' crawls up to a red signal at Clay Cross South Junction with the Tyseley to York tour on January 10th. [Colin Irwin](#)

Main: On December 14th, GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' powers through Willington, Derbyshire. [Colin Irwin](#)



ECS and Light Engine Moves

Left: West Coast Railway's Class 47 746 is seen attached to the rear of 5Z50 loaded test run from Carnforth to Carnforth (via Hellifield and Blackburn) with LNER Thompson B1 Class No. 61264 in charge of the train. [Dave Felton](#)

Main: LNER Thompson B1 Class No. 61264 makes easy going of the climb up the 4 mile long Langho bank as it passes through Ramsgreave and Wilpshire station with 5Z50 load test run from Carnforth to Carnforth (via Hellifield and Blackburn) on January 10th. [Dave Felton](#)



ECS and Light Engine Moves

LNER Thompson BI Class No. 61264 on a load test run, 5Z50 from Carnforth to Carnforth via Hellifield, Blackburn and Preston with West Coast's Class 47 746 on the rear, seen here at Lawkland near Giggleswick on January 10th. [Michael Lynam](#)



ECS and Light Engine Moves

LMS Stanier Jubilee Class No. 45699 'Galatea' storms up the 1 in 82 incline on the approach to Langho station hauling the 5M50 Carnforth to Carnforth (via Hellifield and Blackburn) loaded test run on January 29th. [Dave Felton](#)



ECS and Light Engine Moves

Catching the winter sun whilst putting on a fine display at Keer Holme, LNER B1 4-6-0 No. 61264 gets into its stride at the head of the Carnforth - Hellifield - Preston - Carnforth loaded test run on January 10th. [Gerald Nicholl](#)



ECS and Light Engine Moves

LMS Class 6P No. 45699 'Galatea' works the 5M50 through Bamber Bridge on a Carnforth to Carnforth loaded test run, January 29th. [Alan Naylor](#)



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On January 10th, Class 56 078 and 56 113 are seen working the 6Z26 Westbury - Exeter Riverside out of Westbury.
Julian Churchill



Above: On January 2nd, Class 56 302 and 56 094 working as 0Z56 Washwood Heath - Burton, enter the Nemesis Rail yard to collect a Network Rail wagon. [Stuart Hillis](#)

Right: On January 21st, Class 56 105 pulls away from Carlisle whilst working the 6J37 Carlisle - Chirk logs. [Michael Lynam](#)

Main: Class 66 848 passes Denchworth with the 6Z62 11:00 Tilbury Riverside - Llanwern Exchange sidings on January 11th. [Steve Madden](#)



DB Schenker's fleet



Above: Class 66 039 speeds through Acton Bridge working the 6Z94 Avonmouth - Clitheroe Cement tanks on January 16th. [Michael Lynam](#)

Right: On January 7th, Class 66 094 passes through platform 13 at Manchester Piccadilly working a Trafford Park - Southampton MCT liner. [Michael Lynam](#)

Main: On January 16th, a nice sunny morning for an unusual working. Due, I believe, to flooding in South Wales, the Murco tanks, which normally work out of Robeston to Westerleigh, were sent to Lindsey for loading and, very unusually, were routed via Scunthorpe. So here is Class 60 099 at the head of its colourful consist on 6G03 (which should, more properly, have been 6Z03) Margam - Lindsay Oil Refinery. [Steve Thompson](#)



Class 60 020 is seen passing Walcot whilst working the 6F52
Donnington Railfreight Terminal - Warrington Arpley Yard
on January 9th. [Carl Grocott](#)





Above Left: Class 66 192 working the 6Z94 Avonmouth to Clitheroe empty cement tanks heads through Leyland station on January 18th. [Alan Naylor](#)

Above Right: Class 60 007 passes through Altrincham on a light engine working from Tunstead Sidings to Oakleigh Sidings, January 4th. [Michael Lynam](#)

Main: On January 30th, Class 60 024 is seen before dawn at Shrewsbury working the 6M76 Margam - Dee Marsh loaded steel. [Phil Martin](#)



Above Left: Class 66 197 enters Carlisle on January 16th, with an engineers from Tyne SS, heading for Carlisle. [Michael Lynam](#)

Above Right: On January 18th, Class 66 018 passes Baystan Hill working the 6V75 steel empties from Dee Marsh, heading for Margam. [Phil Martin](#)

Main: Class 60 079 runs light engine as 0Z11 Washwood Heath - Peak Forest through Burton on Trent, January 2nd. [Stuart Hillis](#)



Above Left: Class 67 026 arrives into the West Yard at Doncaster on February 1st. [Class47](#)

Above Right: Class 66 152 was the first one in DBS red and has been so adorned for a while now. Nevertheless, it has never been particularly common in the Scunthorpe area so perhaps it is worthy of a photograph as it works the 6C72 Immingham Bulk Terminal - Scunthorpe CHP coal past Appleby on January 11th. [Steve Thompson](#)

Main: Class 60 007 'The Spirit Of Tom Kendell' passes Burton on Trent with the retired 6Z65 Hope - Walsall cement tanks on January 28th. [Stuart Hillis](#)

Class 92 030 works the 6S94 Dollands Moor to Irvine China Clays through Leyland station on January 29th. *Alan Naylor*





Above: On January 9th, Class 66 004 arrives at Peak Forest with a Briggs Sdgs. to Ashburys freight, whilst 66 150 is seen in the fuelling bay and 66 200 in the distance waiting its next turn of duty.

Michael Lynam

Left: Class 92 024 'J. S. Bach' working the 4M63 Mossend to Hams Hall modal passes through Leyland station on January 3rd. *Alan Naylor*

Main: On January 11th, Class 60 044 passes Appleby working the 6G23 Gainsborough Trent Jct. - Doncaster Up Decoy, conveying 10 MRA stone wagons, 4 of which were loaded. *Steve Thompson*





Class 60 71 'Ribblehead Viaduct' working a Hull Hedon Road to Rotherham Steel Terminal service passes Gilberdyke, East Yorkshire on January 24th. [Robert Bates](#)



Above: A dirty looking Class 66 103 pauses at Hellifield on January 8th for a driver change whilst working the 4F69 Mossend Down Yard to Clitheroe Castle Cement. [Eddie Emmott](#)



Right: Class 60 007 passes through Manchester Victoria on January 15th with the Peak Forest Cemex Sdgs. - Hope Street Salford Peakstone P. Sdgs. service. [Michael Lynam](#)

Main: Class 60 007 passes Ashley working the 6F05 Tunstead - Oakleigh on January 26th. [Mark Pichowicz](#)





Above: Working the 6M76 Margam - Dee Marsh loaded steel through Shrewsbury on January 8th, is Drax Biomass liveried Class 60 066. [Phil Martin](#)

Right: On January 7th, Class 60 100 passes through Appleby working the 6T25 Immingham Bulk Terminal to Santon Foreign Ore Terminal. [Steve Thompson](#)

Main: The long shadows of a sunny winter's day creep across the tracks to touch EWS liveried Class 66 027 whilst working the 13:53 Margam to Llanwern steel train seen on January 9th at Pyle; the sign on the fence to the right of the locomotive shows the English translation of the place-name with the Welsh (Y Pyl) above. Behind the train the change in gradient may be seen quite clearly and within a mile 66 027 will be working hard to lift the heavy load up the 1 in 93 bank to the summit at the aptly named Stormy. [Stuart Warr](#)



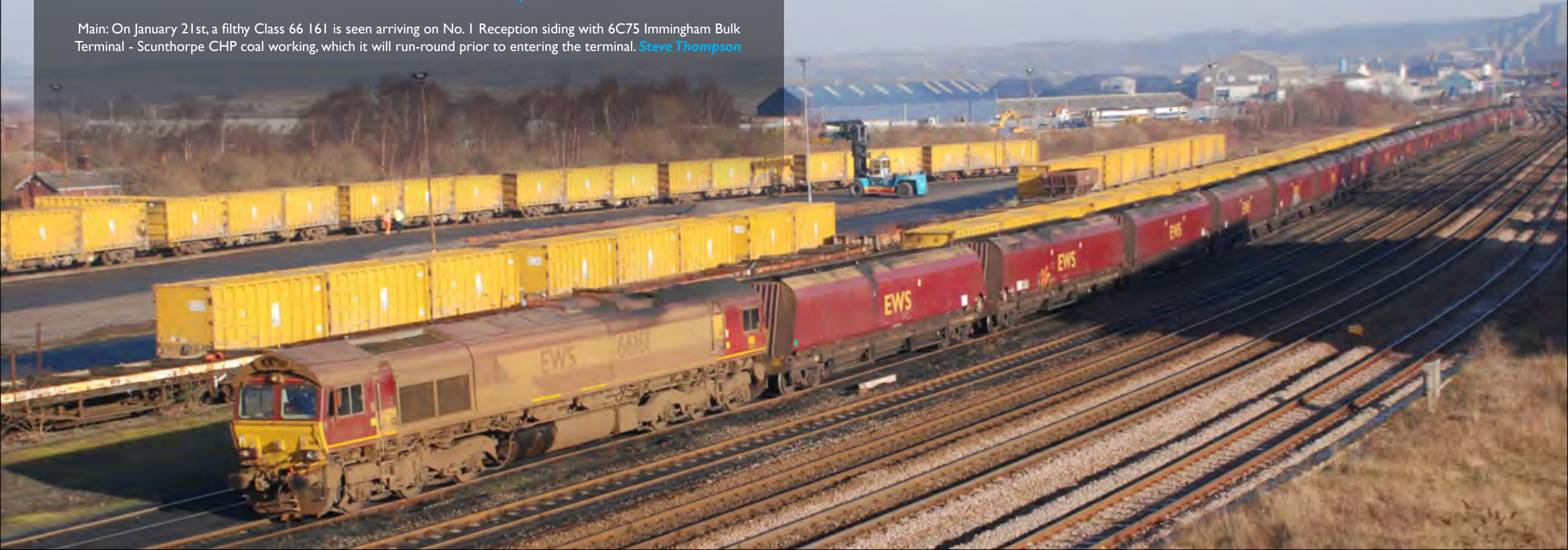


Above: Class 66 094 heads an empty intermodal through Stockport on February 1st. [Paul Godding](#)



Right: On January 11th, Class 60 065, still in EWS livery, is pictured working the 6G24 ballast job from Doncaster Up Decoy to Gainsborough Central, via a run-round at Immingham SS. The train was formed of 42 MHA/MTA-type wagons, 30 of them loaded with stone. [Steve Thompson](#)

Main: On January 21st, a filthy Class 66 161 is seen arriving on No. 1 Reception siding with 6C75 Immingham Bulk Terminal - Scunthorpe CHP coal working, which it will run-round prior to entering the terminal. [Steve Thompson](#)



Class 66 095 is seen passing Harringay Park Junction on January 3rd working the 6X44 Dagenham to Didcot, which consisted of new Ford vehicles. [James Wise](#)





Above: Class 60 071 keeps soldiering on! It was a dismal January 29th, but here it is passing Frodingham Jct. with the 6E32 Preston Docks - Lindsay Oil Refinery conveying discharged Bitumen tanks. These tanks have been in service for a couple of years now, but they still look quite smart. [Steve Thompson](#)



Right: Class 66 017 passes through Barnetby on January 21st with a Immingham Hargreaves - Drax power station loaded coal working. [Michael Lynam](#)

Main: A poorly sounding Tata liveried Class 60 099, working the 6M00 Humber - Kingsbury and running an hour late, passes Burton on Trent, January 20th. [Stuart Hillis](#)



Class 66 077 working the 4E32 11:54 Dollands Moor to Scunthorpe empty steel is viewed from Freight Lane just north of London Kings Cross as the train traverses the line that links the North London Line at Camden Road with the ECML at Belle Isle on January 18th. [James Wise](#)





Above: Class 92 031 passes through Euxton hauling the 6S94 03:05 Dollands Moor to Irvine Caledonian Paper Mill with China clay tanks on January 8th. [Dave Felton](#)



Right: DB Schenker liveried Class 60 015 stands in Blackburn station goods loop in charge of the 6L48 10:00 Farington Curve Junction to Carlisle N.Y. on January 12th. [Dave Felton](#)

Main: Class 66 132 top and tailed with fellow class member 66 139 is seen standing in Ainsworth Street loop on the approach to Blackburn in charge of the 6L52 07:55 empty ballast wagons from Blackpool North to Carlisle N.Y. on January 12th. [Dave Felton](#)





Class 60 015 heads a Fawley - Eastleigh fuel move passing Southampton Maritime Depot on January 17th.

Julian Churchill



Above: Class 60 074 working the 6M57 Lindsey - Kingsbury loaded oil tanks heads through Burton on Trent, January 3rd. [Stuart Hillis](#)

Left: Plenty of signals! With Class 66 080 in the sidings on the left, Class 66 077 working a Kingsbury - Humber Oil Refinery working is passed by Class 60 015, January 24th. [Michael Lynam](#)

Main: Class 60 063 heads south through Euxton hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on January 6th. [Dave Felton](#)





Above: Class 60 071 working the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton on Trent, January 27th. [Stuart Hillis](#)

Left: DB Schenker liveried Class 66 185 'DPWorld' is pictured working the 6M96 Margam to Corby with strip steel, passing through Burton on Trent, January 10th. [Stuart Hillis](#)

Main: On January 30th, Class 66 102 approaches Ramsgreave and Wilshire station hauling the 6Z94 from Avonmouth to Castle Cement at Clitheroe conveying empty cement tanks. [Dave Felton](#)





Class 60 015 is seen at the head of the 6M00 Humber - Kingsbury loaded oil tanks as it passes through Burton on Trent, January 22nd. [Stuart Hillis](#)

Direct Rail Services



On January 14th, Class 66 425 heads south through Farrington Jct. with the 4M44 Mossend - Daventry intermodal.

Michael Lynam



Above: Class 57 003 and 57 012 are seen working the 6Z96 Crewe - Toton engineers train through Burton on January 27th. [Stuart Hillis](#)

Right: Class 66 303 and 66 422 run through Carlisle on January 21st working the daily 6K05 Carlisle - Crewe engineers. [Michael Lynam](#)

Main: DB Schenker Class 92 003, currently on hire to Direct Rail Services, passes through Euxton hauling a late running 4S43 06:16 Daventry DRS to Mossend Euroterminal (Tesco Express) on January 6th. [Dave Felton](#)





Above: Class 66 304 passes through Hellfield with the daily 6K05 Carlisle - Crewe engineers working on January 10th. [Michael Lynam](#)



Right: Freightliner's Class 70 002 arrives into Carlisle from Crewe on January 21st, passing Class 37 607 waiting for a path to Kingmoor. [Michael Lynam](#)

Main: Class 57 004 leads 37 605, 57 008 and 37 610 working the 6K73 Sellafield to Crewe nuclear flask through Leyland on January 18th. [Alan Naylor](#)



Class 66 432 heads northbound through Winwick Jct. working a
Daventry - Coatbridge intermodal service on January 16th.
Michael Lynam



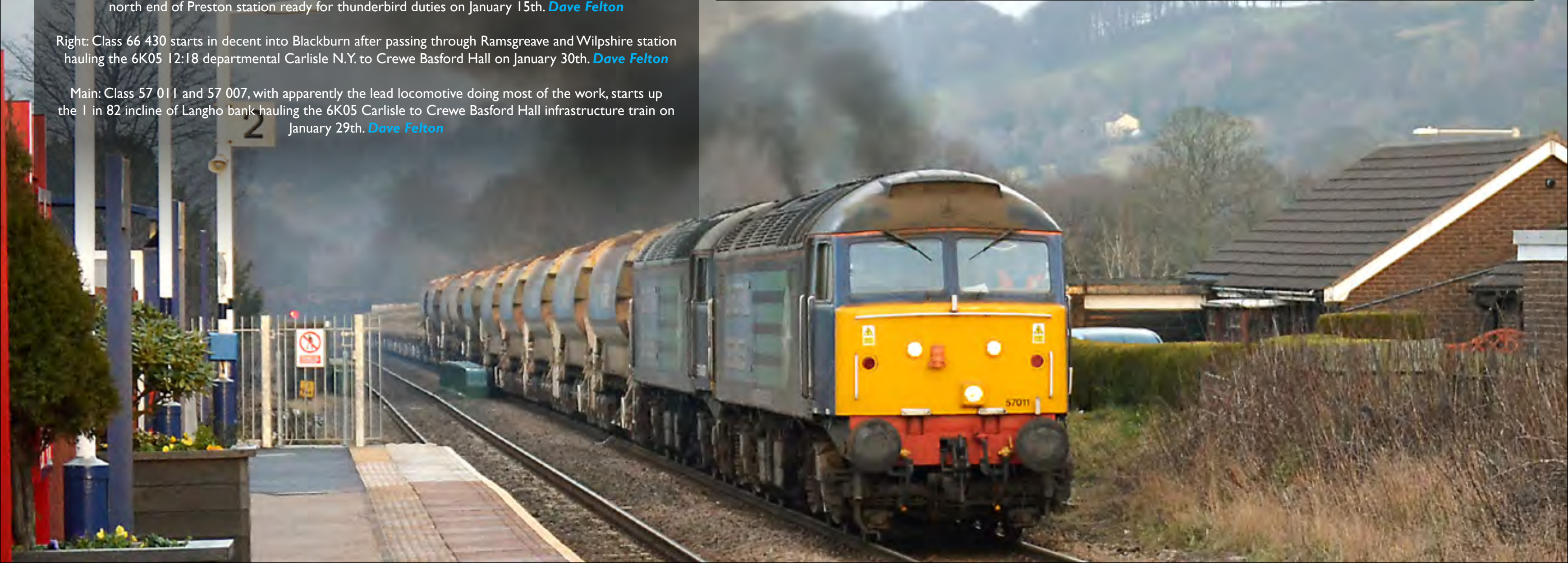


Above: Class 57 302 'Chad Varah' and fellow class member, 57 311 'Thunderbird' stand in the bay at the north end of Preston station ready for thunderbird duties on January 15th. [Dave Felton](#)



Right: Class 66 430 starts in decent into Blackburn after passing through Ramsgreave and Wilpshire station hauling the 6K05 12:18 departmental Carlisle N.Y. to Crewe Basford Hall on January 30th. [Dave Felton](#)

Main: Class 57 011 and 57 007, with apparently the lead locomotive doing most of the work, starts up the 1 in 82 incline of Langho bank hauling the 6K05 Carlisle to Crewe Basford Hall infrastructure train on January 29th. [Dave Felton](#)



East Coast



Left: Class 91 121 is seen on the rear of a London Kings Cross service at Edinburgh Waverley, January 17th. [Dave Harris](#)

Main: DVT No. 82217 is seen on the rear of a East Coast service as it speeds through Doncaster. [Class47](#)



First Great Western



Left: First Great Western have re-liveried HST power car No. 43163, in connection with a rail-fly campaign between themselves and Singapore Airlines. It is seen here in all its glory working the 1A83 Penzance to London Paddington service on January 21st. [Steve Andrews](#)

Main: Approaching Pyle station at speed before the steep climb to the summit at Stormy on January 9th, is First Great Western HST power car No. 43153 leading the 1L62 12:28 Swansea to London Paddington service. [Stuart Warr](#)



Freightliner



On January 7th, Class 70 009 passes through platform 13 at Manchester Piccadilly working a Trafford Park - Southampton Western Docks service. [Michael Lynam](#)



Above: Class 70 001 leads 70 015 and 66 540 through Stockport on a Crewe Basford Hall to Leeds Midland Road working on February 1st. [Class47](#)

Left: Class 70 007 passes through Manchester Piccadilly on January 15th with a Trafford Park - Southampton freightliner. [Michael Lynam](#)

Main: Class 66 953 in charge of a Drax to Redcar empty hoppers is seen passing through Little Heck on January 24th. [Robert Bates](#)





Above Left: Class 70 005 heads through Stenson on January 9th running from Crewe to Toton. [Stuart Hillis](#)

Above Right: DRS liveried Class 66 416 passes through Burton on Trent working the 4O55 Leeds - Southampton modal, January 15th. [Stuart Hillis](#)

Main: On January 16th, Class 70 006 with the 6U77 Mountsorrel - Crewe BS conveying loaded ballast boxes at Burton on Trent, is seen moving from goods line to the fast. [Stuart Hillis](#)



Above: Class 90 043 passes through Acton Bridge working a Garston - Crewe Basford Hall service on January 16th. [Michael Lynam](#)



Right: On January 4th, Freightliner's Class 66 598 is seen in Platform 15 at Waterloo at the head of a ballast working, with unusually no loco on the other end of the consist. [Derek Elston](#)

Main: Class 70 016 heads the Daventry IRFT to Tilbury through Northampton on January 13th. [Derek Elston](#)





Above: Working a Fiddlers Ferry - Hunterston empty coal hoppers through Carlisle on January 21st, is Class 66 419 still in full DRS livery. [Michael Lynam](#)

Left: On January 20th, Class 66 511 has just shunted its train from Roxby 6M05 into the siding for unloading, the location is Greater Manchester's HWRC (TIP) at Longley Lane, Northenden, Manchester. From here there is a daily waste train for land fill at Roxby, Scunthorpe. [Michael Lynam](#)

Main: Class 70 007 passes through Manchester Oxford Road with a Trafford Park - Southampton service on January 22nd. [Michael Lynam](#)





Above: Class 66 585 enters Settle station on January 8th with a Hunterston High Level to West Burton power station loaded coal train. [Eddie Emmott](#)



Right: Class 66 952 passes through Whitley Bridge heading a Redcar to Drax coal train on January 24th. [Robert Bates](#)

Main: Class 70 014 working the 6U77 Mountsorrel - Crewe loaded ballast boxes passes Burton on Trent, January 21st. [Stuart Hillis](#)





Above: Class 66 588 leads the 4L75 Crewe to Felixtowe through Northampton on January 13th. [Derek Elston](#)



Right: Class 66 547 working the 4S42 Fiddlers Ferry to Hunterston coal, passes through Leyland station on January 8th. [Alan Naylor](#)

Main: Heavy Haul Class 70 004 puts in a rare appearance as it approaches Darwen station hauling the 6Y01 09:25 infrastructure train from Preston Fylde Junction to Crewe Basford Hall on January 12th. [Dave Felton](#)





Above: Class 70 002 passes through Leyland station with an 0Z42 07:45 light engine movement from Crewe Basford Hall to Carlisle N.Y. on January 29th. [Dave Felton](#)

Left: On January 11th, Class 66 554 passes Preston Farm working the 6M55 Portbury - Rugeley loaded coal service. [Phil Martin](#)

Main: Class 66 555 passes through Preston station on January 22nd with the 4Z28 08:00 Fiddlers Ferry power station to Hunterston High Level empty coal hoppers. [Dave Felton](#)

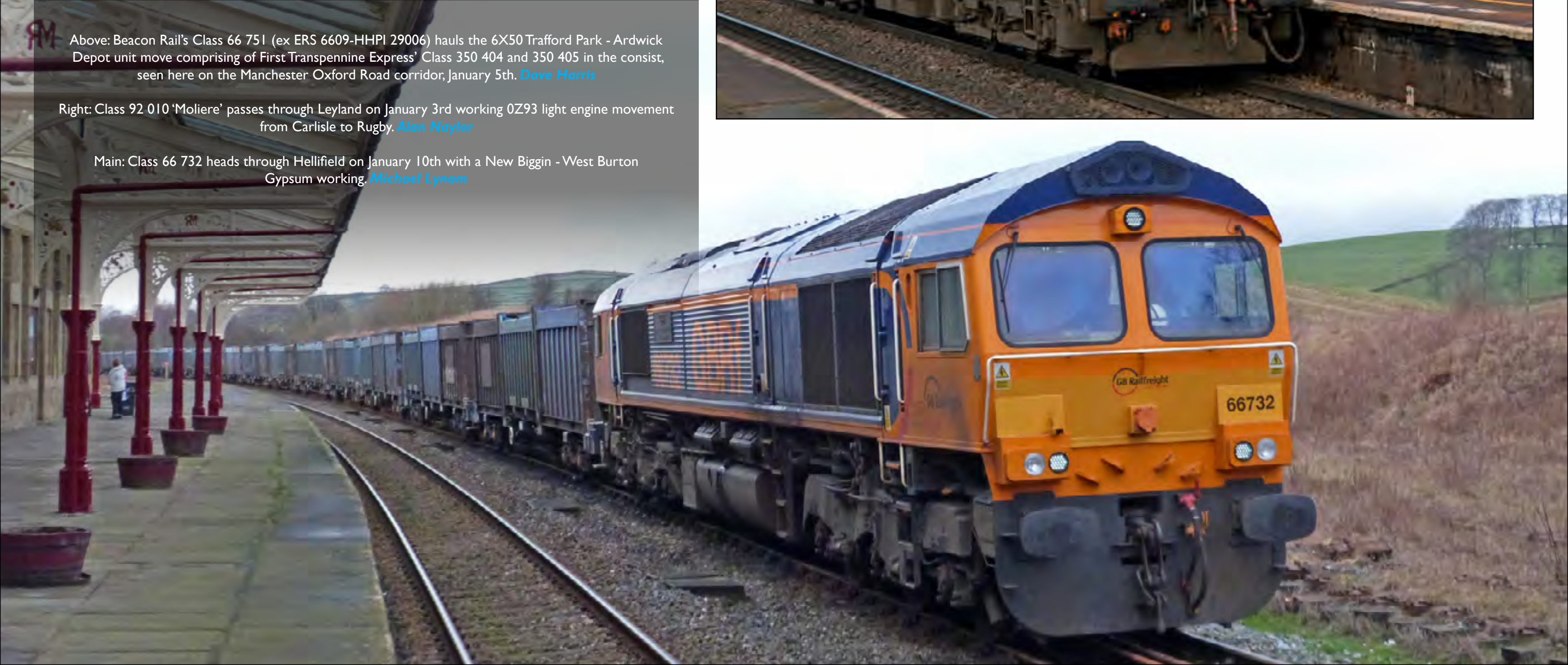




Above: Beacon Rail's Class 66 751 (ex ERS 6609-HHPI 29006) hauls the 6X50 Trafford Park - Ardwick Depot unit move comprising of First Transpennine Express' Class 350 404 and 350 405 in the consist, seen here on the Manchester Oxford Road corridor; January 5th. [Dave Harris](#)

Right: Class 92 010 'Moliere' passes through Leyland on January 3rd working 0Z93 light engine movement from Carlisle to Rugby. [Alan Naylor](#)

Main: Class 66 732 heads through Hellifield on January 10th with a New Biggin - West Burton Gypsum working. [Michael Lynam](#)





Above: Class 66 742 working the 4G24 Toton to Washwood Heath with 8 sequentially numbered FEA wagons, is seen passing through Burton on Trent, January 7th. [Stuart Hillis](#)



Right: Class 66 724 is pictured working the 5X89 on January 26th dragging South Eastern's Class 465 EMU No. 465 925 towards the ECML at Harringay Park Junction en route from Slade Green to Doncaster works where the Class 465 is due to be overhauled. [James Wise](#)

Main: GBRf tube map liveried Class 66 721 is seen at the head of the 6K50 Toton to Crewe with a short engineers train of twelve mixed open wagons passing Burton on Trent, January 27th. [Stuart Hillis](#)





Above: On December 30th, Class 66 751 and 66 740 work the 4G01 Seaforth - Ironbridge Biomass containers in the pouring rain through Madeley Jct.. [Phil Martin](#)



Right: Class 66 718 'Sir Peter Hendy CBE' working the 6K50 Toton - Crewe engineers train passes Burton on Trent, January 28th. [Stuart Hillis](#)

Main: On February 1st, Class 92 044 is seen approaching Manchester Piccadilly hauling Transpennine Express' new Class 350 EMUs Nos. 350 406 and 350 407, heading for Old Trafford. [Brian Battersby](#)



Class 20 118 in Railfreight Red Stripe livery and 20 096 in BR blue livery pass by Hornsey on the second slow line working the 6M10 Peterborough to West Ruislip LUL Depot barrier move, January 3rd. [James Wise](#)



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Above: Class 66 720 and 66 743 are seen waiting to depart Wellingborough GBRfYard with the 11:28 to Mountsorrel light engine working, January 2nd. [Derek Elston](#)

Right: Class 66 735 and 66 741 head through Warrington Bank Quay on February 1st with a new Biomass trail flow from Tuebrook to Drax. [Brian Battersby](#)

Main: Class 73 141 'Charlotte' and 73 109 are seen working 0Y73, a GBRF route learning trip from Tonbridge to Cricklewood Sidings on January 2nd. The locomotives are just about to pass under Highgate Road on the line between Carlton Road Junction and Junction Road Junction which links the Midland mainline with the Gospel Oak to Barking line. [James Wise](#)





Above and Right: Class 20 901 and 20 905 top'n'tailed with 20 132 and 20 107 work the 7X23 Derby Adtranz to Old Dalby with LUL stock, seen passing Moira West Junction on Burton - Leicester freight only branch, January 24th. [Stuart Hillis](#)

Main: One of the recent repaints into the latest GBRf livery, Class 66 712, looks quite smart as it descends Appleby Bank on the 6D76 Roberts Road - Immingham Dock. [Steve Thompson](#)



Grand Central



Above: Grand Central's HST power cars Nos. 43465 and 43484 working 0Z44 Crewe LNWR to Craigentenny pass through Leyland station on January 5th. [Alan Naylor](#)

Left: Grand Central HST power car No. 43468 stands at London Kings Cross on January 18th, at the head of a Sunderland service. Power car No. 43467 was on the rear. [Derek Elston](#)

Main: Grand Central's HST power cars Nos. 43467 and 43468 are seen working a London Kings Cross - Sunderland service through Doncaster. [Class47](#)



Greater Anglia



Ex works Class 90 005 'Vice Admiral Lord Nelson' flies through Shenfield in push-pull mode working the 10:30 London Liverpool Street to Norwich service on January 3rd. [Charlie Robbins](#)

⬇️ ♂ Gentlemen



Class 31 105 is seen on the rear of a Heaton to Derby test train on January 24th as it pauses under the roof at York for a crew change. [Class47](#)



Above: Class 73 107 is seen on the rear of a Cricklewood to Derby RTC test train northbound at Harrowden Junction on January 19th. Class 73 201 was leading the train. [Geoff Barton](#)



Right: Class 31 465 is seen at York on January 23rd, with a working to Derby RTC via the world. [Class47](#)

Main: DBSO No. 9701 leads Class 31 465 working the IQ13 Derby to Carnforth through Leyland station on January 8th. [Alan Naylor](#)



Class 73 201 is seen working a Cricklewood to Derby RTC test train northbound at Harrowden Junction on January 19th.
Class 73 107 was on the rear. [Geoff Barton](#)





Above: Class 37 682 passes through Stockport on January 15th working a Network Rail test train from Longsight to Longsight via Buxton, Stockport, Man Piccadilly, Guide Bridge, Macclesfield, Stoke, and Stockport. [Michael Lynam](#)



Right: Class 67 015 leads the IQ19 09:50 Derby to London Kings Cross and return Network Rail test train working on January 3rd, seen here in torrential rain rounding the bend at Harringay heading south. [James Wise](#)

Main: On January 13th, DBSO No. 9714 leads the 3Z68 as it approaches Northampton propelled by Class 31 285. [Derek Elston](#)



On January 2nd, Class 31 105 and Class 73 138 pass through Silkstream Junction, working the 0Z16 12:18 Derby to Hither Green light engine move. [James Wise](#)





On January 9th, Class 97 303 and 97 304 with test coach 'Mentor' head from Crewe towards Toton passing Freightliner's Class 70 013 working the 6U77 Mountsorrel to Crewe loaded ballast at Stenson Junction. [Stuart Hillis](#)



Above: In the dusk on January 10th, Class 31 465 arrives into Hellfield with the IQ13 test train from Leeds Neville Hill to York, Skipton, Hellfield, Skipton and then back to Leeds. [Michael Lynam](#)

Right: With DBSO No. 9701 leading, Class 37 682 is seen pushing the IQ28 Longsight to Longsight test train through Ashton Moss on January 15th. [Brian Hewertson](#)

Main: West Coast's Class 33 029 is seen at Eastleigh on January 17th, working an Acton Yard - Eastleigh Yard crane move for Network Rail. [Julian Churchill](#)



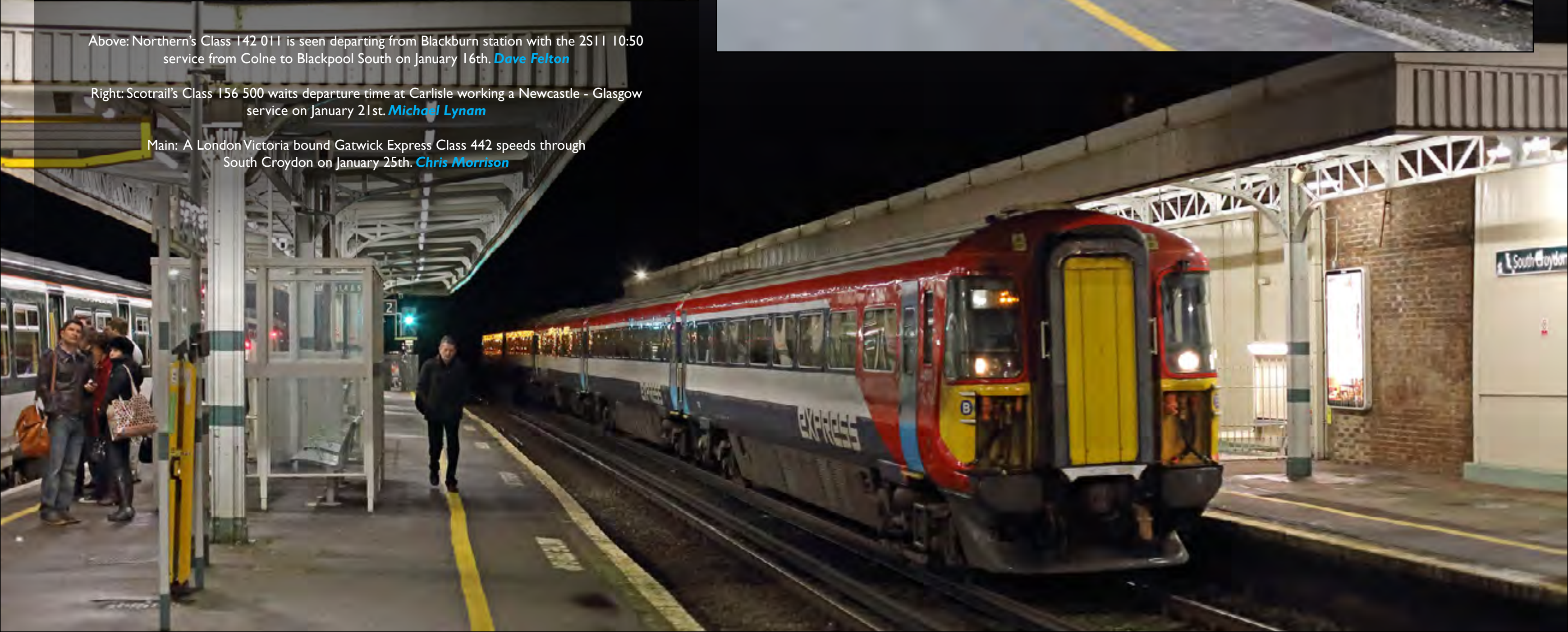
Units: DMUs and EMUs



Above: Northern's Class 142 011 is seen departing from Blackburn station with the 2S11 10:50 service from Colne to Blackpool South on January 16th. [Dave Felton](#)



Right: Scotrail's Class 156 500 waits departure time at Carlisle working a Newcastle - Glasgow service on January 21st. [Michael Lynam](#)



Main: A London Victoria bound Gatwick Express Class 442 speeds through South Croydon on January 25th. [Chris Morrison](#)



Above: A pair of Northern Rail's Class 142s pass Winwick Jct. working a Liverpool - Warrington Bank Quay service on January 16th. [Michael Lynam](#)

Right: On January 29th, Northern Rail's Class 150 103 approaches Leyland station with the 2N22 08:32 service from Hazel Grove to Preston. [Dave Felton](#)

Main: Few Cardiff Valley lines services terminate in the capital city as most cross from North to South (and vice-versa) for operational reasons and an example of this is shown in this image taken at Penarth on January 2nd as Arriva Trains Wales Class 142 002 arrives with the 12:27 from Rhymney with its next destination already displayed. [Stuart Warr](#)





Cogan is a suburb of Cardiff and its residents enjoy a 15 minute interval service into the city centre. On January 2nd, Arriva Trains Wales Class 142 082 is seen working the 13:38 Merthyr Tydfil to Barry Island service. [Stuart Warr](#)



Above: First Hull Trains' Class 180 110 is seen at Hull Paragon Street station on January 11th, waiting to depart with its next service to London Kings Cross. [Steve Thompson](#)

Left: Northern's Class 156 486 and 156 483 stand at Buxton on February 1st. [Paul Godding](#)

Main: East Midlands Trains' Class 153 357 is seen arriving from Grimsby into Barnetby on January 24th, with a service for Newark. [Michael Lynam](#)





Above: Chiltern's Class 168 002 is seen stabled at Marylebone on January 4th, looking very smart in the latest Main Line livery. [Derek Elston](#)

Left: Coryton is situated about 3 miles north of Cardiff city centre and its residents enjoy a half-hourly service to Wales' capital city, with most trains going forward to Radyr utilising the City Line. The station is the truncated terminus of the former Cardiff Railway's line from Heath Junction to Treforest and like so many other lines in the industrial valleys it was duplicated and (in this instance) the former Taff Vale Railway's route was saved. On a dark and miserable January 7th, Arriva Trains Wales Class 143 623 awaits departure to Radyr at 14:15. [Stuart Warr](#)

Main: Northern's Class 150 142 approaches Darwen station with the 2J54 09:40 service from Clitheroe to Manchester Oxford Road on January 12th. [Dave Felton](#)





Above: Northern Rail's Class 150 277 and 150 117 are seen at Manchester Piccadilly on January 4th. [Michael Lynam](#)



Right: A CrossCountry Voyager working the 1O26 Manchester Piccadilly - Southampton Central crosses North Rode Viaduct, just south of the original junction off the WCML to Leek and Leekbrook on January 26th. [CJ Sutcliffe](#)

Main: London Midland's Class 350 261 is seen as it approaches Northampton with a service from Birmingham New Street on January 13th. [Derek Elston](#)





Above: First TransPennine Express' Class 185 119 passes through Leyland station with the IN58 09:29 service from Manchester Airport to Windermere as Northern Rail's Class 150 147 waits to depart from the station with the 2H00 10:23 service from Preston to Hazel Grove on January 20th. [Dave Felton](#)

Left: First TransPennine Express' Class 185 131 arrives into Barnetby on January 24th with a Cleethorpes - Manchester Airport service. [Michael Lynam](#)

Main: Northern Rail's Class 156 471 heads north towards Leyland and Preston passing through Euxton with the 2N80 09:57 service from Liverpool Lime Street to Blackpool North on January 8th. [Dave Felton](#)





Above: On January 18th, South Eastern's Class 395 018 is seen departing Gillingham with service to Faversham. [Derek Elston](#)

Left: Northern Rail's Class 158 860 approaches Blackburn with the 1B17 10:11 service from Blackpool North to Burnley Manchester Road as it passes Class 66 132 standing in Ainsworth Street loop in charge of the 6L12 07:55 empty ballast wagons from Blackpool North to Carlisle on January 12th. [Dave Felton](#)

Main: On January 18th, First Capital Connect's Class 313 055 and 313 051 are seen in the London Kings Cross suburban platforms with services to Welwyn Garden City. [Derek Elston](#)





Above: Northern's Class 142 086 is seen working a Manchester Piccadilly to Rose Hill service at Fairfield on January 15th, whilst Class 142 038 heads in the opposite direction. [Brian Hewertson](#)



Right: Greater Anglia's Class 321 315 is seen at the terminus at Southminster, having arrived with the 15:36 from Wickford on January 18th. [Chris Morrison](#)

Main: Northern Rail's Class 158 902 and TransPennine Express' Class 170 309 are seen in Hull Paragon Street station on January 18th. [Steve Thompson](#)



First Capital Connect's Class 317 347 is seen off its usual patch of the ECML towing Class 365 525 at Hackney Wick. This working on January 18th was 5X65 11:10 Hornsey EMU Depot to Ilford EMU Depot. The Class 365 is due to be overhauled by Bombardier at Ilford. [James Wise](#)





Above: First Great Western's Class 153 370 along with another Class 153 are seen working the 2F73 Truro - Falmouth Docks travelling on the branch line between Truro and Perranwell station.

[Barry Beeston](#)

Right: Merseyrail's Class 507 028 arcs out of Birkdale with a Hunts Cross - Southport service on January 11th.

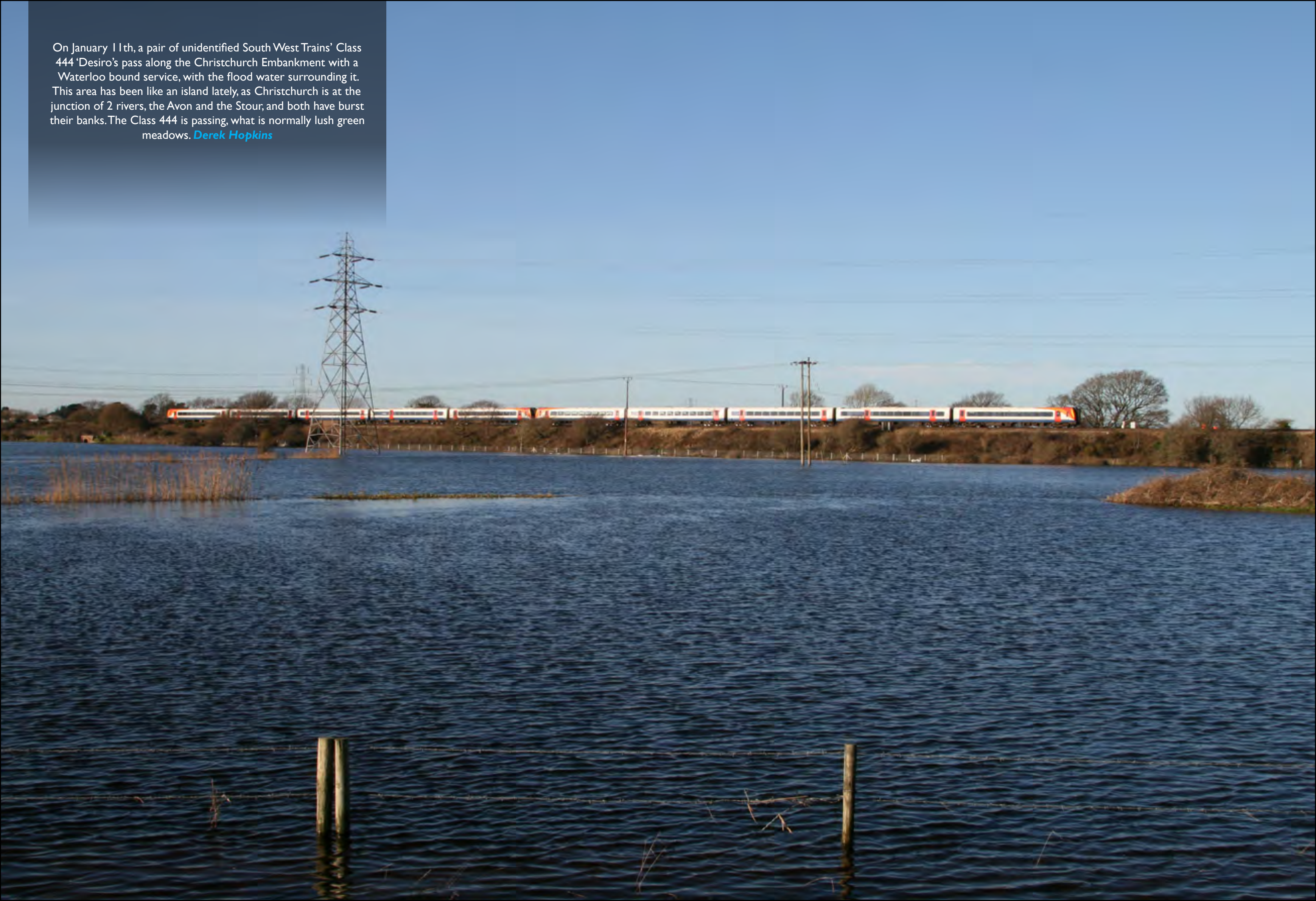
[Chris Morrison](#)

Main: Virgin Trains Pendolino Class 390 141 heads north towards Preston as it passes through Euxton with the 9S44 06:43 service from London Euston to Edinburgh (via Birmingham) on January 6th.

[Dave Felton](#)



On January 11th, a pair of unidentified South West Trains' Class 444 'Desiro's pass along the Christchurch Embankment with a Waterloo bound service, with the flood water surrounding it. This area has been like an island lately, as Christchurch is at the junction of 2 rivers, the Avon and the Stour, and both have burst their banks. The Class 444 is passing, what is normally lush green meadows. [Derek Hopkins](#)





Above: On January 9th, East Midlands Trains Class 158 806 heads through Hope (Hope Valley) with a Liverpool - Norwich service. [Michael Lynam](#)



Right: Transpennine Express' Class 170 306 is seen at Hull on January 11th. [Steve Thompson](#)

Main: As a result of heavy rain, high tides and storm force winds the mainline west of Llanelli was blocked, and services were starting/terminating at the town famous for rugby and steel production with bus connections to/from Carmarthen. On January 9th, re-liveried Arriva Trains Wales Class 158 841 works the 12:30 Llanelli to Manchester Piccadilly through Pyle station. [Stuart Warr](#)



Northern Rail's Class 158 844 passes Armathwaite viaduct next to the River Eden with the 2H93 Carlisle - Leeds service on January 25th. [CJ Sutcliffe](#)



News and Features: Scotrail - life north of the border



Class 55 022 'Royal Scots Grey' is seen working the 12:05 6Z55 Kilmarnock (Barclay Sdgs) - Mossend D.Y. conveying refurbished wagons, seen approaching Mount Vernon on January 30th. [Jonathan McGurk](#)

A Scotrail Class 170 and Class 158 are seen coming off the North side of the Forth bridge with a service for Kirkcaldy on January 19th. [Dave Harris](#)





Above: Class 158 728 arrives into Mount Vernon working the 14:06 2R15 Whifflet - Glasgow Central High Level on January 30th. [Jonathan McGurk](#)

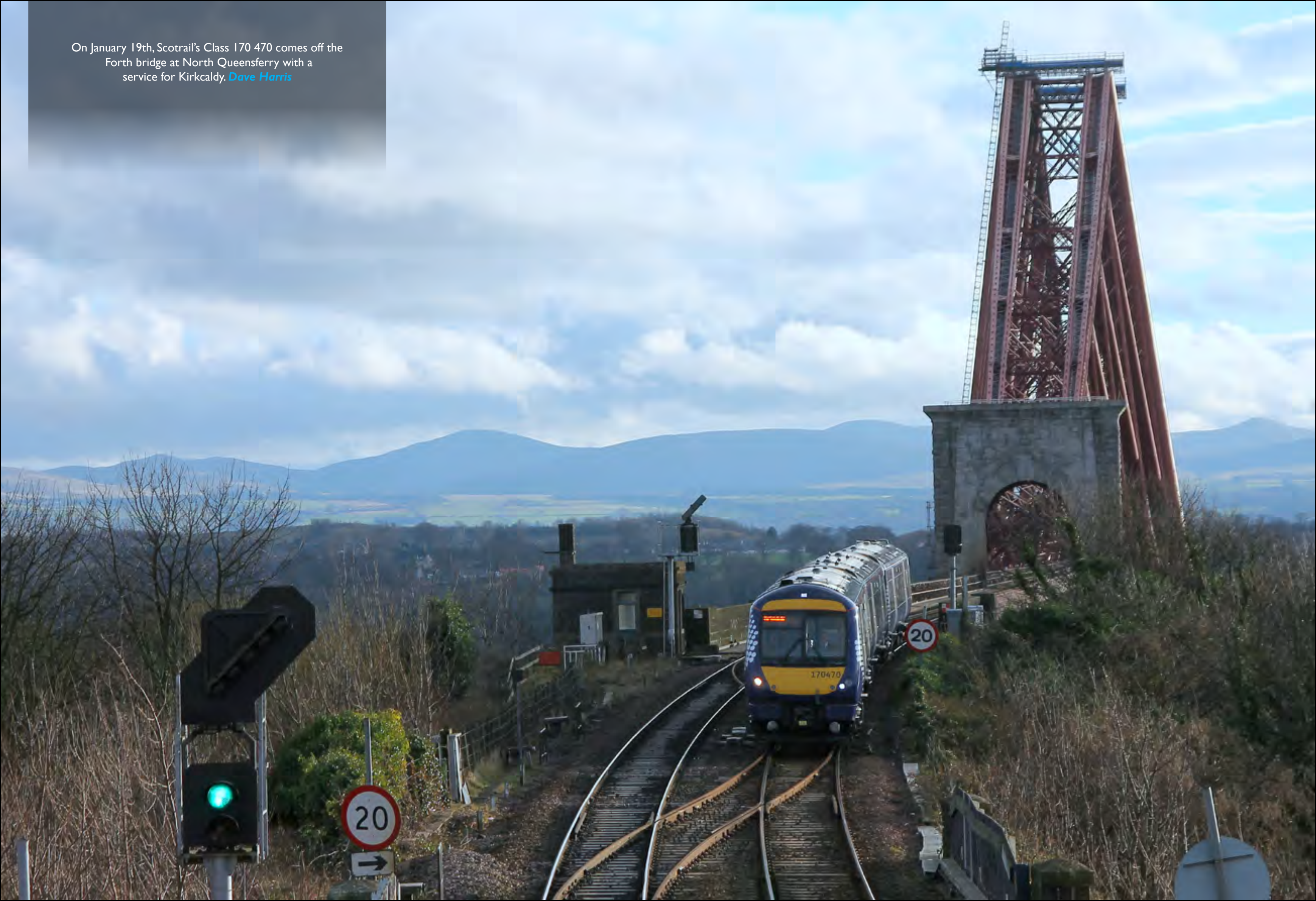


Right: On January 30th, Class 156 435 stands at East Kirkbride after arriving with the 14:48 2J06 service from Glasgow Central. [Jonathan McGurk](#)

Main: Class 66 024 hauls the 12:30 Hunterston H.L. - Longannet power station loaded coal through Mount Vernon, January 30th. [Jonathan McGurk](#)



On January 19th, Scotrail's Class 170 470 comes off the Forth bridge at North Queensferry with a service for Kirkcaldy. [Dave Harris](#)



Going Underground



On December 14th, District line 'C' stock No. 5707 pauses at Edgware Road whilst working a Wimbledon service.

Chris Morrison



Above: A train of Bakerloo Line '1972' stock No. 3259 runs into Willesden on November 23rd with a service to Elephant and Castle. [Chris Morrison](#)



Right: District Line 'D' stock No. 7008 departs Ealing Broadway for Upminster on December 14th. [Chris Morrison](#)

Main: 'C' stock No. 5549 heading for Wimbledon arrives into Notting Hill Gate on December 14th. [Chris Morrison](#)





Bakerloo Line '1972' stock No. 3536 arrives at Willesden on December 7th, with a service to Elephant and Castle.

Richard Hargreaves

What a load of Rubbish!



"I was up bright and early, on January 21st for the historic arrival of the inaugural London Waste train to Scunthorpe. It was barely daylight when Class 66 101 (above) passed through Scunthorpe Station with 6E02 from Southall, its load comprising an impressive 26 loaded FCAs. As can be seen in the (right) photo, on arrival at the Goods Yard, eight wagons were left on no. 2 Reception for later, while ten were placed in no. 4 and the other eight in no. 8. Unloading then commenced, the containers being taken by road to the tip at Crosby, a quite lengthy journey. The reason for all this activity is, of course, the imminent start-up of the movement of household waste from the London area, for disposal at Crosby Mines. Ironically enough, just as this traffic is about to start, we hear that the transport of Manchester waste, which has been, for many years, dealt with at Roxby Gullet, on the North Lindsey Light Railway, will cease to run in February!" [Steve Thompson](#)

Main: "Bins galore! Progress on unloading the London bins is steady rather than spectacular as Class 66 526 passes on 6M05 Roxby - Northenden bins, a scene which, unfortunately, will not be repeated for much longer as the Manchester traffic is reportedly finishing shortly." [Steve Thompson](#)



Manchester Metrolink



Above: At Metrolink's new Queens Road station on January 4th, trams Nos. 1022 and 1023 leave on a Bury - Altrincham service. [Michael Lynam](#)

Left: First generation trams Nos. 1022 and 1023 are seen at Altrincham on January 4th, working a service to Bury. [Michael Lynam](#)

Main: M5000 tram No. 3036 is seen at the new Queens Road station working an Altrincham - Bury service, January 4th. [Michael Lynam](#)





From midnight on January 17th the section through the old Mumps station was closed for curves to be laid to enable the route to be diverted through Oldham town centre. The old route is to be reclaimed for reuse in the system.

Above: Nos. 3010 and 3043 cross the busy road junction on the old route, which is now closed. [Michael Lynam](#)



Right: M5000 No. 3003 heads for Rochdale with test trams seen on the new route through Oldham town centre. [Michael Lynam](#)

Main: M5000 trams Nos. 3010 & 3043 working a Rochdale - East Didsbury service are seen at the diversion point into Oldham town centre, the chairs being in position, ready for the change of track layout. [Michael Lynam](#)



Westwood



Main: The station at Westwood is located by the side of the A669 Middleton Road, close to Westwood Primary School and the main residential area. It's also connected to higher Oldham and Chadderton town centre by bus links. [CJ Sutcliffe](#)

Right: To access the station at Westwood, the new line takes a square right off the original Oldham Loop Line route at the site of Oldham Werneth station, and proceeds through Featherstall Business Park, before turning left into the station stop. Here M5000 tram No. 3024 arrives at Westwood with a service to Rochdale railway station. [CJ Sutcliffe](#)

Above: To reach Oldham King Street, the line rises from Westwood alongside the offslip of Oldham Way, and crosses the roundabout at the top of Manchester Road, a source of controversy regarding a complicated new road layout and a confusing signage and signal control system, which has caused accidents before the line even opened. After this, the line ascends through a newly excavated cutting and reaches the stop at Oldham King Street, located at the top of Union Street at the junction with King Street. The station at Westwood is located by the side of the A669 Middleton Road, close to Westwood Primary School and the main residential area. It's also connected to higher Oldham and Chadderton town centre by bus links. [CJ Sutcliffe](#)



Oldham



Main: After King Street, the line crosses onto Union Street and travels down to the stop at Oldham Central. Formerly Oldham Central was a name borne by a station located on the loop line at the Clegg Street overbridge, which was one of the few stations to close on the route before the final curtain in 2009. Today's Oldham Central is located outside the Sainsbury's supermarket at the bottom of Clegg Street on Union Street, and is comprised of an island platform on a tram-only section of street. [CJ Sutcliffe](#)

Above: The line through the main town centre has a long section of street running along Union Street, as closing off such a heavily used thoroughfare would be impossible. Here tram No. 3017 forms a service to East Didsbury via Market Street about to enter the tram-only section on Union Street. [CJ Sutcliffe](#)

Right: It was publicised in the Oldham Chronicle, the local news publication of the Oldham area, that Union Street was left devoid of adequate parking facilities leading to several drivers before the line opened double parking on the shared street running section and fouling the running lines. On 28th, it happened again, as a careless driver of a white VW Golf rushed his parking manoeuvre and left his vehicle fouling the running lines, leading to M5000 No. 3054 coming to a halt and blocking the section for a considerable amount of time, causing a large delay to services. For around 15 minutes the tram, packed with passengers, was left stranded, until the driver returned to his unlocked and unsecured vehicle and simply drove off with no apology to anyone. This incident reignited the debate over the construction and inauguration of the new line, which is flawed in many ways. [CJ Sutcliffe](#)



L1
13
123

After leaving Oldham Central, the line passes down Union Street to Oldham Mumps, where it arrives at a brand new purpose built interchange for bus services heading to Rushcroft, Uppermill, Diggle and Huddersfield, as well as higher Oldham and Oldham Edge. The former terminus/station on the former OLL alignment still remained in situ, but was disconnected from the network completely at the junction of Huddersfield Road/Oldham Way. Likewise in Werneth just before Werneth Tunnel, leaving the line from Mumps to Werneth completely disused for the second time in it's history. [CJ Sutcliffe](#)

Oldham



Sheffield Supertrams



Above: Tram No. 120 in Sheffield Corporation livery heads for Halfway, January 2nd. [Michael Lynam](#)

Right: Supertram No. 123 passes through Park Square en route to Middlewood. [Michael Lynam](#)

Main: Seen leaving the city centre on January 2nd and heading for Meadowhall is tram No. 119. [Michael Lynam](#)



Fares Advice with RailUK

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

Good value, non-loop-hole tickets

Q: I was recently told about the LONDON TERMINALS - CALAIS route PAND O NOT HS anytime day return for around £25 with railcard.

This seems really good value to me, unless I'm crazy. Not as good as when it was valid on HSI, but still pretty good - high speed supplements seem pretty cheap as far as I can see.

This got me thinking - are there any other similar tickets that aren't loopholes, but are just really good value?

A: There are some very good value tickets in FGW-land, mainly so FGW can maximise price increases on their primary routes like Reading - Paddington.

For example, a Blackwater - Oxford off peak day return is £8 at weekends with the Network Card discount. The normal route by road is a 110 mile round trip.

Also the York - Whitby (or Sherburn to Whitby to really push it to the maximum!) is very good value, £13.70 for a CDR. It has to be so cheap because otherwise the market share for that journey would shift entirely to Yorkshire Coastliner. (Going via Darlington is a rip-off, but if you must go via Darlington, get a Northallerton - Thornaby route: Any Permitted CDR rather than an excess! Bonkers pricing, as always!)

And for the brave: Penzance to Belfast via Ayr is £52. Penzance - Birmingham - Leeds - Newcastle - Edinburgh - Glasgow direct XC Voyager service. Using this route it's 709 miles on the train and then with about 50 miles on a coach and ferry thrown in. Days of fun!

Not bad for a more or less unrestricted anytime walk up fare in terms of pence per mile.

Fortunately, this is possible in a 'day' but the only option is the 04.00 from Penzance, changing at Birmingham for the west coast to Glasgow. XC via York takes too long.

I do agree though, rail & sail is one of the hidden gems - one which I hope isn't exploited.

Delay Compensation - A "secret" of the rail network?

Q: I've become aware of the following during my more recent journeys that have included delayed trains.

a) If a train is delayed, whenever I mention to fellow travellers they're likely eligible for delay compensation (I just say "refund"), none of them ever know/have heard about it.

b) When I look around stations I don't think I've *ever* seen a poster advising passengers about delay compensation.

c) At most stations (including Birmingham New Street), the compensation forms aren't out lying around conveniently for passengers. You have to go and ask for them (and in the case of BHM, this requires finding the Customer Enquiries desk in the first place!).

d) Tannoy announcement end with "... is sorry about the delay and any disruption this may cause you". I've *never* heard this followed up with "Please contact a member of staff about the compensation policy" or similar. Not even the non-automated announcements.

Now, obviously this is tickling my cynicism buds which are thinking that while DfT may force the train

companies to offer delay compensation, they don't force the companies to advertise that it's available or raise awareness about its existence.

I don't travel as much as many of you, so my questions:

- 1) Is this uniform across the country?
- 2) Are the TOC's required to do anything to make passengers aware of these schemes?
- 3) Should the TOC's be required to advertise this?

A: Some staff are good at informing people, others are not at all. I have let lots of people know about it and none of them had any idea. Maybe if every time it was late everyone claimed back they would run more on time as a form of encouragement!

But actually, taking a sideways look at this for a moment, how often have you seen a sign in a supermarket that says "if your goods go off before the best before date bring them back for a refund"

I can't say I've ever seen this so I don't see why a different policy should apply to the railways.

Personally I would have thought it was rather obvious that some kind of compensation would be available if the service is not provided as advertised - even if I didn't know what it was called or how to go about obtaining it.

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.

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>



An East Lancs Railway's DMU finishes its day and crawls off back to the shed. [Colin Irwin](#)

Safety boost as Network Rail reaches target of closing 750 level crossings

The closure of a level crossing on the East Coast Main Line in Cambridgeshire means Network Rail has now reached its target, set in 2010, of closing 10% of Britain's crossings – 750 in total – by April 2014, contributing to a reduction in the overall risk level crossings pose to the network by 25%.

The majority of crossings closed are, like Cardells crossing in St Neots, footpath or user worked crossings (on private land and largely used by land owner, farmers, delivery and utility vehicles but run across main line railway).

Since 2010, Network Rail has invested £131m in a national level crossings improvement programme, which by the end of March will have resulted in:

- 38 footbridges to replace crossings
- 57 new spoken warnings installed to announce “another train is coming” when one train has already passed through
- Obstacle detection radar technology installed at 13 sites
- New barrier technology installed at 33 sites which previously had open crossings
- New warning lights installed at 16 crossings
- 250 power operated gate openers installed to prevent vehicle owners crossing the tracks on foot unnecessarily or gates being left open
- ‘Wavetrain’ sound vibration technology trialled at Whitehouse Priory View crossing in Norfolk
- GPS technology installed on the Marks Tey – Sudbury line allowing signallers to pinpoint a train's location and provide better safety information to those requesting permission to cross
- 21 crossings fitted with red light safety cameras to dissuade motorists from jumping the lights.
- 13 mobile safety camera enforcement vans operated by British Transport Police
- 100 new Network Rail level crossing managers
- National TV and digital advertising campaign – See Track, Think Train
- Rail Life schools awareness campaign www.rail-life.co.uk

the next five years, investing more than £100m over this period as part of its ongoing programme of work to improve safety and reduce risk to passengers and the wider public.



Robin Gisby, managing director of network operations for Network Rail, said: “Britain's railway is safer than ever before, but even so there will always be a certain level of risk to motorists or pedestrians where a road, footpath or cycleway crosses the tracks. Network Rail is committed to reduce that risk as much as possible and if we are able to close a level crossing, we will.”

“Reaching our target to close 750 crossings in four years is good news for Network Rail, train operators and of course the public, but we cannot be complacent. There is much more we can do to make the level crossings that remain safer and we will continue to introduce new technology, upgrade crossings to include lights or barriers where appropriate and work with schools, communities and other organisations to spread awareness of our safety message.”

“We've pledged to close a further 500 level crossings in the next five years. Successfully closing a crossing isn't always a straightforward process, so we will need the support from local authorities, landowners and the public to help us achieve our new target and improve safety further still.”

Ian Prosser, Director of Railway Safety at the Office of Rail Regulation (ORR) said: “We welcome Network Rail's closure of Cardells crossing in St Neots, Cambridgeshire. To remove 750 level crossings or ten per cent of their total in Britain, by April 2014 is a significant achievement for the company. Though Britain's level crossings are among the safest in Europe, there is no room for complacency. They still pose a significant risk to the public and ORR has recently announced millions of pounds' worth of extra funding for Network Rail to close or upgrade level crossings in the next five years.”

In 2013, there were 10 accidental fatalities at level crossings and 10 collisions between trains and road vehicles.

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

Loco Fleet List



2014

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





On January 14th, Bubble car No. W977873 approaches Nuneaton on a driver training route learner, running from Tyseley to Tyseley via Walsall, Coleshill and Nuneaton. [John Alsop](#)

Network Rail chooses suppliers to deliver £2bn programme to electrify railway across Britain

Four suppliers have been appointed by Network Rail to deliver a £2bn programme to electrify more than two thousand miles of Britain's railway over the next seven years, providing faster, quieter, greener and more reliable journeys for passengers and freight users and cutting the cost of the railway.

The successful bidders – Balfour Beatty, AmeyInabensa, CarillionPowerlines and ABC Electrification – will work with Network Rail to plan and deliver a range of schemes which will see key routes in England, Wales and Scotland electrified for the first time. Once electrification schemes including the Great Western and Midland main lines, Liverpool to Manchester and Preston, the Valley lines in south Wales and the 'electric spine' from Southampton docks to the West Midlands and Yorkshire are complete, more than half Britain's rail network will be electrified with electric trains accounting for three-quarters of all traffic.

Simon Kirby, managing director of Network Rail's infrastructure projects division, said: "Our work to electrify two thousand track miles represents the biggest programme of rail electrification in a generation and will provide faster, quieter and more reliable journeys for millions of passengers every week while cutting the cost of the railway.

"Thanks to a firm commitment from government to invest in electrification schemes across the country, we are transforming the railway and providing Britain with a sustainable, world-class transport system that is fit for the future. To deliver this work in the safest and most efficient way possible, we need to make the most of the huge potential within our supply chain."

Six geographic framework contracts have been awarded, with each having a defined workbank of schemes to be delivered.

This approach has been endorsed by the supply chain and industry groups such as the Railway Industry Association.

Jeremy Candfield, director general of the Railway Industry Association, commented: "This is a major and very welcome step in the transformation of the railway. It will encourage suppliers to invest in the training and equipment needed for the growing national electrification programme and pave the way for suppliers' greater involvement to maximise the efficient delivery of the projects."

The inclusion of a significant number of committed projects within each framework will support investment in the training and development of the resource pool, including supporting the proposed development of Network Rail Electrification Training Academy, as well as providing the investment needed to develop innovation and improvements in the reliability of electrification technology.

Simon Kirby continued: "With billions of pounds set to be invested in electrification schemes over the next decade, and with many projects at different stages of development, it is absolutely vital that the supply market gets a clear, consistent message from Network Rail about what the company needs from its supply partners, where and when.

"The framework approach chosen by Network Rail gives suppliers a greater degree of certainty about the company's pipeline of work and means suppliers can target investment so they have the right people with the right skills in the right parts of the country to deliver schemes which will improve our railway and boost economic growth."

Christmas rail upgrade completed in Saxilby

Rail engineers working throughout Christmas and the New Year have completed a major package of improvements on the Great Northern Great Eastern (GNGE) railway line in the Saxilby area.

Delivered as part of a £280m investment in the line, the latest improvements include:

- modernisation of level crossings at Saxilby, Sykes Lane and Kesteven, and the installation of CCTV equipment at Stow Park crossing
- commissioning of a new signalling system between Gainsborough and Lincoln, allowing all trains to be controlled from the Lincoln Signalling Control Centre and the decommissioning of three obsolete mechanical signalboxes
- construction of a new ramped footbridge at Saxilby station, which will provide full access to both platforms for all passengers and allow the closure of the level crossing

Phil Verster, route managing director for Network Rail, said: "This is an important milestone in the GNGE programme. I am grateful to the people of Saxilby, especially residents of West Bank, for their patience and understanding during these most recent works.

"The GNGE programme is helping to reverse the effects of years of under-investment in the route. Once complete, it will allow us to run additional services and will provide important diversionary support for the congested East Coast Main Line."





DR73108 'Tiger', a Plasser & Theurer 09-32 RT machine, approaches Bamber Bridge on January 3rd. [Alan Naylor](#)

New images released as Forth Bridge Experience takes shape

The public are being invited to give their views on new artist's impressions of The Forth Bridge Experience, released by Network Rail. The Forth Bridge Experience is a proposed multi-million pound development which will enable the Forth Bridge to become one of Scotland's major landmark tourist attractions and encourage visits to a short-listed World Heritage site. To help develop the business plan further, Network Rail is seeking the opinions of the public and visitors to Scotland via the project website (www.forthbridgeexperience.com)

The Forth Bridge Experience envisages visitors being able to access the Bridge via:

- A bridge walk and climb to the top of the southern Queensferry tower accessed from a visitor reception centre at South Queensferry
- A panoramic lift and viewing platform located at the North Queensferry side and accessed via a visitor centre situated directly beneath the northern Fife Cantilever.

David Dickson, Network Rail acting route managing director for Scotland, said: "We're currently assessing the early feasibility study and developing a detailed business plan for delivery of these proposals. The market research study, launched today, will give us more detailed understanding of the potential market for these visitor plans and we're keen to hear from as many people as possible, whether you're excited about visiting the bridge or completely petrified by the prospect.

"The images we've released provide a bit more of an insight into how we'd like to package visits to the bridge. They will be used over the coming weeks to help facilitate discussions with local communities and relevant organisations and interest groups.

"We look forward to developing these plans further in the coming months at which point we'll have a better idea of the delivery timescales."

The new images, which show how the visitor reception centre at South Queensferry and the North Queensferry Visitor Centre could look, have been released to support the launch of detailed market research into the plans.

The images reveal more detailed concepts of Network Rail's vision for the Forth Bridge. The North Queensferry proposals would see visitors arriving via a landscaped shore side walk at a unique visitor centre building created under the northern Fife Tower. The visitor centre would also offer education and exhibition facilities alongside catering, Forth Bridge themed retail and a special function venue. The centre would be connected by a step-free ramp to two panoramic elevators on the eastern side of the bridge. The elevators would provide access to a viewing platform located dramatically at the top of the bridge, 110m above sea level.

The South Queensferry proposals envisage a visitor reception centre from which guided bridge walks for groups of up to 15 people begin. The walk would route would pass along the south approach viaduct on a pre-existing walkway underneath the track, followed by a climb to the top of the southern Queensferry Tower using a walkway within the top cantilever.

The reception centre would be developed on Network Rail owned land underneath the southern approach span, just a short walk from Dalmeny Station.

To find out more information about the proposals and to complete the market research survey, please visit www.forthbridgeexperience.com.





BR Standard Class 4 2-6-4T No. 80080 heads along the East Lancs Railway with a service for Bury. [John Alsop](#)

Virgin & Stagecoach shortlisted in bid to run InterCity East Coast services

Virgin Group and Stagecoach plc have welcomed the Department for Transport's decision to invite the partnership to bid for the InterCity East Coast rail franchise. The InterCity East Coast franchise provides frequent services connecting London with Yorkshire, the North East and Scotland. The franchise is expected to run for a period of around 8 to 9 years, with the provision for an extension of up to two years at the discretion of the DfT. An announcement about the successful bidder is expected in autumn 2014, with the contract expected to start in February 2015.

Patrick McCall, Senior Partner, Virgin Group, said: "Innovation and customer service are key in all Virgin's activities. We're excited by the opportunity to use Virgin Trains' expertise in bidding for InterCity East Coast with our partners at Stagecoach. "With Stagecoach we have transformed the experience of travelling by train on InterCity West Coast. We have delivered fast and frequent services on state-of-the-art trains, combined with excellent customer service. "Independent research shows that rail travellers rate customer service on the West Coast ahead of all other long-distance franchises. People are voting with their feet for the West Coast - we've doubled passenger numbers to 30m over the last eight years. We'll be working hard over the coming months to put together a bid which will deliver a flair for innovation, excellent customer service, encourage more people to choose rail and increase the value of the network to the country."

Stagecoach Group Chief Executive Martin Griffiths said: "Stagecoach and our partners Virgin have played a leading role in transforming rail travel in Britain over the past two decades. We have a strong record of introducing new trains, maximising the benefit of infrastructure improvements and attracting growing numbers of passengers to the railway. "Customers and innovation are at the heart of our rail services. Giving business and leisure customers excellent service on our existing inter-city services on the West Coast has delivered the highest levels of passenger satisfaction of any long distance franchise operator in the country. "InterCity East Coast is a key part of the UK's rail network and we have already started consulting with stakeholders along the route to understand their aspirations for the franchise. We believe our private sector expertise can deliver a better service to customers and an attractive deal for the taxpayer. We look forward to submitting an innovative and competitive bid in due course." Stagecoach and Virgin have formed a new entity, Inter City Railways Limited ("ICRL"), to bid for the franchise. Stagecoach has a 90% shareholding in ICRL, with Virgin Group holding 10%

Revised plan means less passenger disruption on West Coast main line during essential Watford upgrade

Two proposed closures of the West Coast main line at Watford have been withdrawn after a detailed review of the work meant they were no longer necessary.

Network Rail had originally planned a 16-day closure in August 2014 and a nine-day closure in February 2015 to carry out significant upgrade work as part of an £81m investment to improve reliability and punctuality on one of the busiest sections of railway in Europe.

Following feedback from passengers and discussions with industry partners, a thorough review of the project has meant it has been possible to amend the planned work to be carried out over three weekends in August and two weekends in February, reducing the levels of disruption to passengers.

Dyan Crowther, Network Rail's route managing director, said: "Working with our industry partners we have been able to develop a revised schedule of work at Watford that will cause less disruption for passengers.

"There is never a good time to close the railway and removing these two significant closures means we will have to carry out the work over eight separate weekends and Bank Holidays which will still impact on journeys. However, the feedback from passengers suggested this was a preferred situation. "We will now liaise with the train companies to plan for the work and to provide passengers with information in advance and during the work to minimise disruption as possible." Phil Bearpark, operations and customer service director for Virgin Trains, said: "We welcome the news that Network Rail has created a plan that will not involve a 16-day closure in August or a nine-day closure in February, which would have had a significant impact on all our customers.

"Although the new plan now largely involves weekend and bank holiday closures, we are still aware that many customers will be affected and we are working with industry partners to offer sensible alternative travel routes."



Patrick Verwer, London Midland's managing director, said: "It's great news that our colleagues at Network Rail have been able to revise the work schedule for the Watford resignalling project. Our passengers who commute into London on a daily basis were extremely concerned about the impact of the initial blockade dates, and I am confident they will welcome this decision".

Guy Dangerfield from independent watchdog Passenger Focus said "Passengers will be enormously relieved that the West Coast route will not now be closed at Watford for days on end in August 2014 and February 2015".

In the past 15 years the number of trains using the West Coast main line has doubled – increasing the pressure and wear and tear on the infrastructure. With the number of trains due to increase as Network Rail and train companies work together to increase capacity wherever possible, continued investment and renewals are essential to provide passengers with the best possible level of service.

During the work, all signalling between Kings Langley and Bushey will be renewed and more than 15km of new track will be laid. There will be an upgrade of the overhead line equipment and platform 10 at Watford Junction will be modified to allow longer trains to be stabled.

Second phase of railway upgrade between Stafford and Crewe gets underway

Work has started on the latest phase of a £250m improvement project which will deliver greater capacity and improved reliability on one of the busiest railway lines in Europe.

New signalling will be installed in and around Stafford station and a new freight loop will be built in the area which will free space for much-needed additional passenger services on the West Coast main line.

The upgrades are part of the Stafford Area Improvements Programme, which will help improve capacity and reliability on the line between Stafford and Crewe, and the investment will provide a significant boost to journeys made by millions of passengers who use the West Coast main line every month.

Ian Jones, Network Rail programme manager and head of the Staffordshire Alliance, which is responsible for delivering the works, said: "The resignalling of Stafford is part of a wider package of investment in the West Coast main line between Stafford and Crewe which, when complete, will help to boost reliability and capacity and remove one of the last remaining bottlenecks on the route.

"Alongside linespeed improvements currently being delivered between Crewe and Stafford, these upgrades will mean a more reliable, faster and frequent service for the millions of passengers who travel on one of Europe's busiest rail routes every month."

The upgrades are part of the Stafford Area Improvements Programme which will help address capacity constraints and reliability issues on the section of line between Stafford and Crewe.

A third phase of the project has been proposed (which is subject to a development consent order) which would see the construction of a flyover at Norton Bridge near Stafford which would untangle the existing lines and remove the last major bottle neck on the route.

When complete, the upgraded section of line will be controlled by Network Rail's rail operating centre in Rugby, one of 12 national centres which will eventually operate the entire rail network in Britain, replacing more than 800 signal boxes and signalling centres currently in use.

The signalling upgrade at Stafford will include:

- The installation of foundations, cable routes and new signals and gantries
- Installation of new signalling equipment, power supplies and telecommunications equipment
- Installation of new points and alterations to the existing track layout
- Conversion of the existing postal 'siding' to a new goods loop for use by freight traffic
- Overhead line works
- Conversion of platforms 1,3,4,5 and 6 at Stafford to bi-directional working (enabling trains to run in either direction, which in turn provides greater operational flexibility)
- Removal of two signal boxes from Stafford

The majority of the work will take place at weekends and overnight and the improved signalling and line is due to be fully operational by summer 2015.

Network Rail will do all it can to minimise disruption in the local area throughout the duration of the project. Office accommodation for the project will be located at Network Rail's existing maintenance depot at Stafford station and discussions are ongoing with Staffordshire County Council about building a new access point off the A449 which will reduce the impact of project related traffic in the area.



BR Standard Class 4 2-6-0 No. 76084 works the 10:25 from Bury to Heywood on January 19th. [John Alsop](#)

Cumbrian coast line reopens after railway rebuild

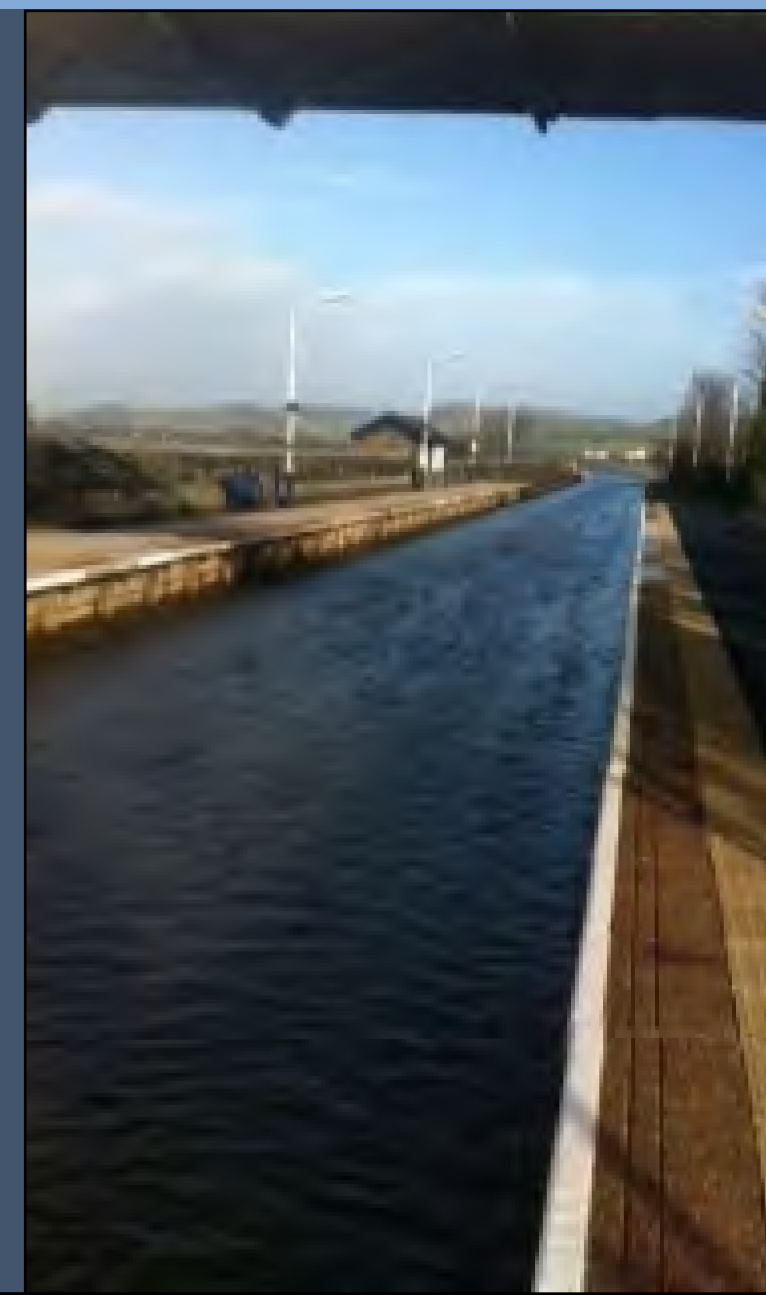
The Cumbrian coast line reopened on January 13th, just 10 days after large sections of the railway were washed away during storms and flooding. Hundreds of Network Rail engineers worked round-the-clock to completely rebuild large parts of the railway following significant damage to the infrastructure on Friday 3rd January. More than 4,000 tonnes of rock were transported to the area to rebuild the railway as well as new track, signalling equipment and other infrastructure needed to safely run the railway.

Sea defences and retaining walls were washed away at several locations between Sellafield and Maryport and more than 120 yards of track was washed away at Flimby. More than 600 yards of ballast was washed away at Parton and Kirkby-in-Furness and Braystones station were flooded.

Martin Frobisher, area director for Network Rail, said: "The storm and subsequent flooding caused significant damage to the railway along the Cumbrian coast but a huge amount of work has been completed in a very short amount of time so the line could reopen today. Our priority was to get the line back up and running as quickly as possible as thousands of people in Cumbria rely on the railway on a daily basis. It was a huge feat of engineering to rebuild these sections of railway and the outcome has meant a return to normal services for passengers in the shortest amount of time possible."

A temporary speed restriction is in place on certain sections of the line while Network Rail continues to monitor the new railway and equipment.

Photo: Flooding at Kirkby in Furness © Network Rail



Rebuilt bridge reopens as electrification of the railway in the north west progresses



The first bridge rebuilt between Manchester and Stalybridge as part of an upgrade which will provide a faster and more reliable railway in the north west has been officially opened. The bridge on Henrietta Street in Ashton-under-Lyne was closed for four and a half months while Network Rail rebuilt it to make it high enough to accommodate overhead power lines underneath.

The work is part of the North West Electrification Programme which, in conjunction with TransPennine electrification, will see the railway between Manchester and York electrified by 2018, providing an improved service to millions of passengers every year. Pupils from St. Christopher's R.C Primary School have been learning about the project since last year and officially opened the bridge with the help of Network Rail and the contractor for the work, J Murphy & Sons. The school also designed safety posters to be used on site during the rebuild.

As part of the opening, a time capsule was built into the bridge including items such as biographies and pictures of the children's lives in 2014, school newsletters and a school prospectus. John Johnson, scheme project manager for Network Rail, said: "Electrification provides a greener, faster and more reliable railway, providing many benefits to passengers. This is a significant first step in the electrification of the railway between Manchester and Stalybridge, which will be part of a fully electrified line between Manchester and York by 2018.

"St Christopher's primary school has learnt about the project, the rebuild and railway safety and it was a fitting end to the project for the school to reopen the bridge."

Brendan McNeil, operations manager for J Murphy & Sons, said: "It has been a pleasure to involve the school in our work and all of the pupils have produced great designs. We would like to thank the school for their hard work which is something they can all be proud of."

Pupils Isobel Adams and Lily Clegg said: "It's amazing to think that in 50 years' time children from St. Christopher's school will be able to open the capsule and see what life was like in 2014. We would like to thank Network Rail and Murphy's for all their help and support during the project. It has made us think about becoming engineers in the future." Henrietta Street re-opened on January 17 after being closed for nearly four and a half months. The bridge was completely rebuilt to give sufficient clearance for the overhead power lines to be installed which will be used to power electric trains on the line between Manchester and Stalybridge.

The line is due to be operate as an electric railway from December 2016 and will allow for faster, more frequent and reliable trains to run. A fully electrified route will be provided between Manchester, Leeds and York by December 2018.



BR Standard Class 4 2-6-0 No. 76084 is seen at Ramsbottom on January 19th. [Steve Stepney](#)

World's largest solar-powered bridge makes Britain's biggest brew for commuters

Network Rail, First Capital Connect and Solarcentury surprised passengers arriving at Blackfriars station on January 22nd with a free cuppa drawn from Britain's biggest tea cup to celebrate the launch of the world's largest solar bridge. The 4,400 photovoltaic panels cover the roof of the station and produce enough energy to make almost 80,000 cups of tea a day.

In fact, London's longest array provides up to half of the station's energy, reducing its CO2 emissions by an estimated 511 tonnes per year – equivalent approximately to 89,000 (average) car journeys. The array crowns the revamped Blackfriars station, which now boasts a new entrance on the south bank of the Thames, four new platforms and a redeveloped Underground station, offering longer trains and a better interchange between First Capital Connect and London Underground services. It sits at the heart of the £6.5 billion Thameslink Programme, transforming the route through central London to provide longer, more frequent services. Simon Kirby, managing director of Network Rail Infrastructure Projects, said: "The dramatic transformation of Blackfriars station from a small and cramped station to a modern landmark is typical of how we are enhancing one of Europe's busiest rail routes – using smart, sustainable technology to reduce the cost of running the railway at the same time as giving passengers the longer, more frequent trains that are so desperately needed."

David Statham, Managing Director of First Capital Connect which runs Blackfriars station, said: "Electric trains are already the greenest form of public transport – this roof gives our passengers an even more sustainable journey. The distinctive roof has also turned our station into an iconic landmark visible for miles along the River Thames." The installation of the 6000m² of PV panels was carried out by Solarcentury. Frans van den Heuvel, CEO of Solarcentury, said: "Our work at Blackfriars demonstrates two key benefits of solar. First, it can be integrated into the architecture to create a stunning addition to London's skyline. Second, it can be integrated into the most complex of engineering projects; in this case being built above a construction site, over a rail track over a river. We are confident that future major infrastructure projects can and will benefit from solar."

Station retail continues to outshine high street, Network Rail sales stats show

Retail sales at Britain's biggest and busiest railway stations continue to significantly outperform the high street, latest figures from Network Rail show. Station retail sales results from July to September 2013 show a 4.74% growth in like-for-like sales compared to the same period the previous year. High street sales, reported by the British Retail Consortium, grew by 1.5% over the same period.

The figures were compiled from the results of retailers operating from over 580,000 sq ft of retail space (520 units/shops) at 16 of Britain's biggest and busiest stations owned and operated by Network Rail, benefiting from a combined annual footfall of over a billion. Top performing stations include Kings Cross (+28.4%), followed by Edinburgh Waverley (+13.1%) and Manchester Piccadilly (+13.1%) compared to the same period last year.

Specialist foods continued to perform strongly, with sales growing by 18.5%, supermarkets up by 9.75% and pubs and bars by 6.9%. Overall, this is the second biggest growth in station retail results recorded over the past three years.

Network Rail's retail commercial director, Hamish Kiernan, said: "These latest figures show that stations have become great trading environments for retailers, thanks to the growing numbers of people who choose to travel by rail and Network Rail's programme of investment to create destination stations. "The huge growth in sales at King's Cross, where the new western concourse has given people a much wider choice of food, drink and retail brands, shows that investment in bigger, better stations can benefit passengers, businesses and the wider public. We will continue to work with retailers to help them grow their business as we look to take advantage of further exciting developments at our stations in 2014."

Massive operation of £10m to re-open the Cambrian Coast railway is underway

Railway engineers are working hard to re-open the Cambrian Coast line following recent storm damage.

The railway is currently closed between Dovey Junction and Pwllheli due to severe damage at a number of locations, including Tywyn, Barmouth and Criccieth.

The railway along the coast was battered by the high tides and storm surge resulting in damage to sea defences and embankments, the loss of rail ballast to the sea and debris including rocks and boulders littering the line.

Efforts to inspect the line and assess the damage were initially hampered by the continuing severe weather and high tides. Network Rail engineers brought in a specialist helicopter to undertake aerial surveys of the damage. Following detailed on the ground inspections over the last week, a strategy is now in place to safely re-open the line.

Given the scale of damage, Network Rail is to undertake a phased approach to re-open the line. Work to repair the damaged sites in the Tywyn area allow the line to re-open as far as Barmouth. The current estimate is that this section will be operational by week commencing Monday 10th February 2014.

The line onwards from Barmouth to Pwllheli, which suffered the most devastating damage, will take longer to repair and we are currently working on a programme to re-open fully by mid-May 2014.

Mark Langman, route managing director for Network Rail Wales, said: "Network Rail fully understands the social and economic role that the Cambrian Coast line plays in the communities along it. The line connects villages, towns, schools and health centres, whilst also being important to the tourism industry in the region.

"This has been an extremely challenging period, but the rebuilding operation is underway and our priority is to safely re-open the railway as soon as is possible. I would like to take this opportunity to apologise for the on-going inconvenience and also thank rail passengers for their patience as we repair this unprecedented damage."

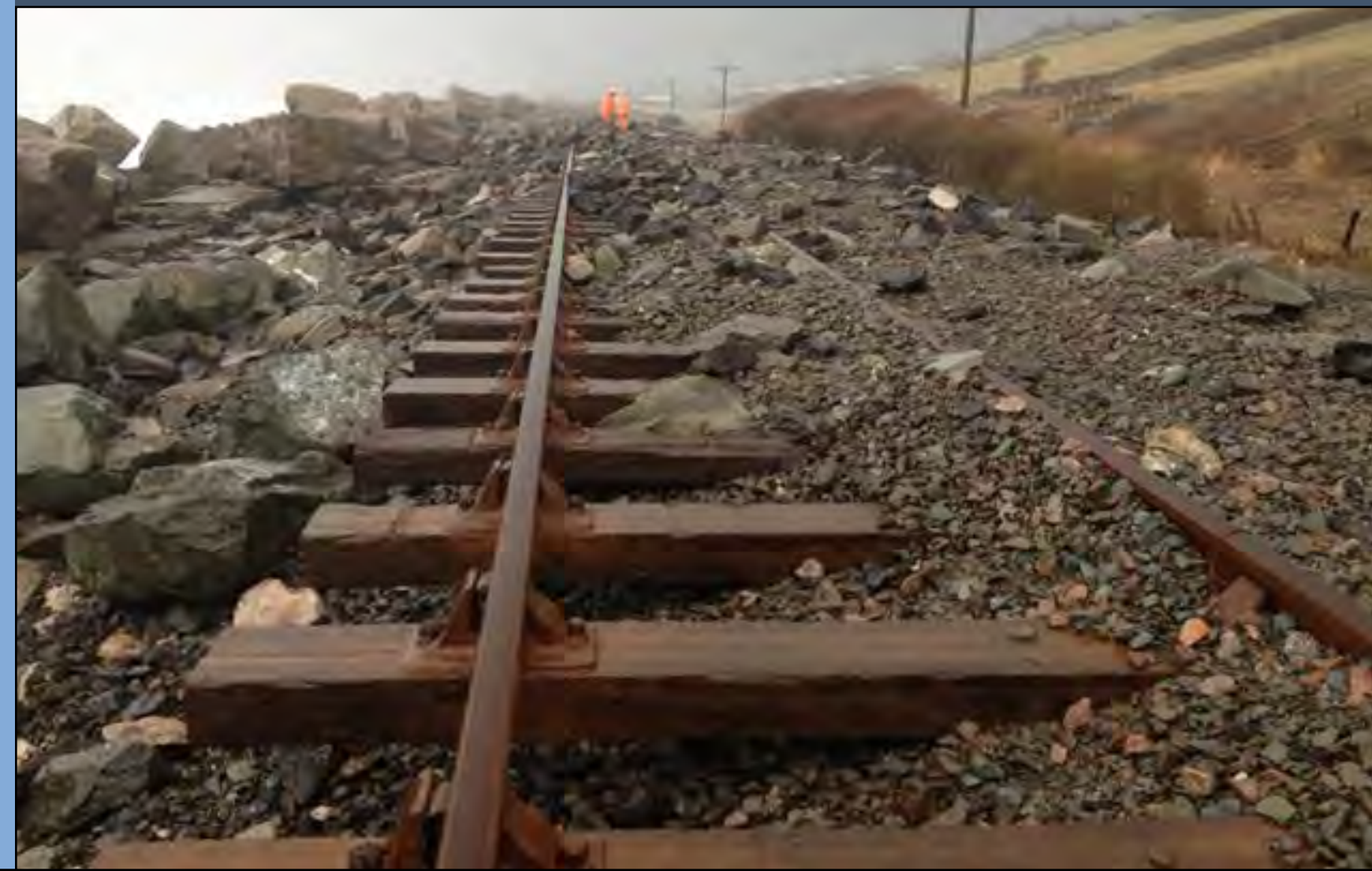
Photo: Storm damage - Llanaber, Harlech © Network Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



The Nosh Report

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

Well we get off into this months report with as is probably the case for most Nosh Reports, an accidental discovery of a lovely little cafe/bakery this time in Buxton.



“Coffee beans is a combined cafe and bakery. The take out bakery part sells sandwiches, pies, pasties, pastries, cakes and drinks and all are delicious and the prices are good too. The cafe is a general traditional cafe serving all the foods in the bakers plus other snacks. The staff are friendly which is always nice. It is located right in the centre of the main street - you cant miss it!!”

Called: Coffee Beans Cafe and it is located at: 50 Spring Gardens, Buxton SK17 6BZ which is just round the corner from the station about 5 - 10 mins walk.

They are open from 08:30 until 17:00 weekdays and until 17:30 on Saturdays and Sundays.

When I visited I have to admit I didn't eat in as time was short between train journeys so I picked up a rather tasty Steak Pie for a very reasonable £1.30 which was piping hot and excellent.

But I must admit I was very spoilt for choice on their range of cakes, most of which were priced at around the £1 mark although they did have an offer on which was 5 cakes for £4, again excellent value.

I decided in the end for a piece of Apple and Almond cake which was delicious.

So there you have it for the first one of 2014.

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.

email to: nosh.report@railtalkmagazine.co.uk



On January 4th, 4-VEP No. 3417 is seen stabled in the yard at Clapham Junction. [Derek Elston](#)

GB Railfreight supports UK manufacturing in contract with Sibelco Europe

GB Railfreight have announced that it has signed a contract with Sibelco Europe to provide freight services for its silica sand product. The contract states that silica sand will be transported from Sibelco's quarry in Kings Lynn, Norfolk, to Guardian Industries' UK plant in Goole, Yorkshire, and Ardagh Group's UK glass sites in Barnsley and Doncaster. Two trains will be running three days p/wk and one train will run two days p/wk to these locations, along with an occasional Saturday train. This contract win provides another boost to GB Railfreight's position in the aggregates market and is endorsed by the company, as part of the significant growth it has experienced these last six months. It's also an important example of how the rail freight industry supports UK manufacturing and the supply chain. Guardian Industries will be using the sand to produce windscreens for automotive applications and flat glass for building and commercial applications. Luxembourg-based Ardagh Group will be using it to manufacture glass containers.

GB Railfreight is adamant that it uses innovative solutions

to provide the best service and in this partnership, it will be introducing a different mode of train operations on the routes that better suits Sibelco's needs.

John Smith, Managing Director of GBRf, said: "GB Railfreight is delighted to announce its partnership with Sibelco Europe and is looking forward to providing alternative freight solutions that will help boost its operations. "Sibelco has been producing and supplying advanced minerals in the UK for over 300 years and is an important link in the domestic supply chain. This contract is a great opportunity for GB Railfreight to support the UK supply chain, continue boosting growth in our manufacturing sector and exemplify the pivotal role played by UK rail freight in keeping Britain's economy moving."

Katherine Vivian, Sibelco Europe's UK Distribution Manager, said: "We have felt for some time that a review of our long-standing arrangements was needed and that it would be good to establish a different direction for the company. From our first meeting with GBRf, there was a very positive feeling to the talks. We found they had a proficient set-up, terrific profile and great people throughout the organisation. Furthermore, they realised we would demand quality and, in line with our own ethos, going above and beyond the norm would be essential. GBRf affirmed that is something they could deliver, which is why we were happy to award them the contract. Sibelco is determined to forge ahead with its business across Europe and to do that, we must have the right infrastructure and the best people. In GBRf we have found all that and more."

A Different View



LNWR Super D No. 49395 is seen at Heywood, on the East Lancs Railway taking on water, January 18th. [Class47](#)

Whilst waiting at Switherland on the Great Central Railway,
BR Class 9F No. 92214 passes with an express, heading towards
Leicester North. *Class47*



Greater Anglia's Class 90 011 'Lets Go East of England' passing through Stratford at speed with the IP30 13:00 London Liverpool Street to Norwich service on January 18th. [James Wise](#)



Preserved Railways: Great Central Railway



Still in EWS livery, Class 08 694 stands at Loughborough with restored Class 101 buffet vehicle No E50266 on January 25th.

[Class47](#)



Above: Class 101 Met-Cam Nos. 50321 and 51427 are seen at Loughborough on January 25th. [Class47](#)

Left: Class 08 No. 13101 is seen outside the shed at Loughborough shunting the mail train stock on January 25th. [Class47](#)

Main: Class 27 No. D5401 catches some rare January sunshine at Loughborough. [Class47](#)



East Lancs Railway



Class 37 109 heads out of Ramsbottom on the rear of a service to Bury Bolton Street on January 11th.

[Class47](#)



Above: Class 50 015 'Valiant' approaches Ramsbottom with a Rawtenstall - Heywood service on January 11th. [Steve Stepney](#)

Left: Class 40s, Nos. 345 and 335 stand at Bury on January 11th before working to Heywood. [Class47](#)

Main: Class 37 109 heads through Summerseat with a Rawtenstall - Heywood service. [Michael Lynam](#)



Class 37 109 leads 50 015 through Heap Bridge with a Rawtenstall - Heywood service on January 11th.
Carl Grocott



Under a stormy sky, Class 40 No. D335 is seen arriving into Bury with a service from Rawtenstall. [Richard Hargreaves](#)





Above: Class 55 No. D9016 'Gordon Highlander' brings up the rear of a service to Heywood as it departs Irwell Vale on January 11th. [Michael Lynam](#)

Right: Class 40 No. D335 steams away from Irwell Vale on the rear of a service to Rawtenstall. [Michael Lynam](#)



Main: Class 37 109 top'n'tailed with Class 50 015 'Valiant' arrive at Irwell Vale, East Lancashire Railway on the English Electric theme day, January 11th. [Alan Naylor](#)



BR Standard Class 4 2-6-0 No. 76084 gets a quick oil top-up at Bury Bolton Street before working the 11:40 service to Rawtenstall on January 5th. [Gerald Nicholl](#)



LNER BI 4-6-0 No. 61264 pulls out of Irwell Vale with the 10:42 service for Rawtenstall on January 12th. [Gerald Nicholl](#)



TEST BORE HOLES DRILLED FOR NEW GREAT CENTRAL MAIN LINE BRIDGE

Physical preparations to build a brand new bridge which will carry the Great Central Railway over the Midland Mainline at Loughborough have begun.

Contractors appointed by Network Rail moved onto site for three days between January 7th and 9th to carry out investigation works. Boreholes are being drilled at each end of the site to establish the ground conditions for the abutments which will support the bridge decks. In turn this will help the design team finalise their plans and submit a planning application.

Alan Kemp of the Great Central Railway Nottingham said, "After years of waiting, it is wonderful to see physical works begin. The boreholes are a vital part of the design process and give us all confidence the project is moving ahead. It will still be some time before a bridge appears, but it is coming!" The bridge is a key link in a chain of infrastructure which will ultimately link the Great Central North and South creating an eighteen mile heritage railway across Leicestershire and Nottinghamshire.

The Great Central Railway has committed to raise one million pounds to fund the new bridge which will be built by Network Rail. The appeal has now reached the third of a million pound mark, with donors all over the country contributing. Recently the total was boosted by two grants, one from the Edith Murphy Foundation and the other from the 9F locomotive charitable trust.

Bill Ford of the Great Central Railway said "We are very grateful to everyone who has given so generously. We are moving ahead and these ground works are the proof."

Network Rail have undertaken other preparation for the new bridge including investigating the ground where the new bridge's central supporting pillar will stand - between the fast and slow rail lines, just south of Loughborough Midland station. A planning application is expected to be submitted within the next two months, with the main construction work taking place around 12 months from now. It should be complete by the middle of 2015.

A Network Rail spokesman said "Trial holes and boring form a key part of the design process for the project. Because we are aiming to use the existing bridge foundations, we are eagerly awaiting the results of the ground investigations as this will allow us to progress the design and keep the build programme on track. In order to build upwards we have to go below first!"

To donate the GCR bridge appeal, head to the company website and click on the 'Bridge to the Future' logo.



Photo: Contractors prepare to take a ground sample where the southern bridge abutment will be built (c) GCR 7th Jan 2014.

Right: BR Black 5 No. 45407 'The Lancashire Fusilier' arrives into Ramsbottom on January 18th with a service to Rawtenstall. [Class47](#)

Main: During the ELR Winter Steam Gala, BR Standard Class 4 2-6-4T No. 80080 passes Townsend Fold heading for Rawtenstall. [Gerald Nicholl](#)





Above: BR Standard Class 4 2-6-4T No. 80080 passes Summerseat, heading for Bury, January 19th. [Michael Lynam](#)



Right: BR Black 5 No. 45407 'The Lancashire Fusilier' leads LNER BI 4-6-0 No. 61264 through Irwell Vale heading for Rawtenstall. [Michael Lynam](#)

Main: BR Standard Class 4 2-6-0 No. 76084 is seen pulling away from Summerseat, with a Bury - Rawtenstall service on January 19th. [Michael Lynam](#)



LMS Class 5 4-6-0 No. 45407 pilots LNER BI 4-6-0 No. 61264 over the River Irwell at New Hall Hey approaching Rawtenstall during the ELR Winter Steam Gala on January 19th.

Gerald Nicholl



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 full 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 travelers 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 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. We now have facilities which match the expectation of twenty first century travellers."

The National Railway Heritage Awards recognise work to preserve Britain's rail heritage. They encompass buildings, structures and signaling. The Great Central Railway has previously won awards for its signaling 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, Biffa award, 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.

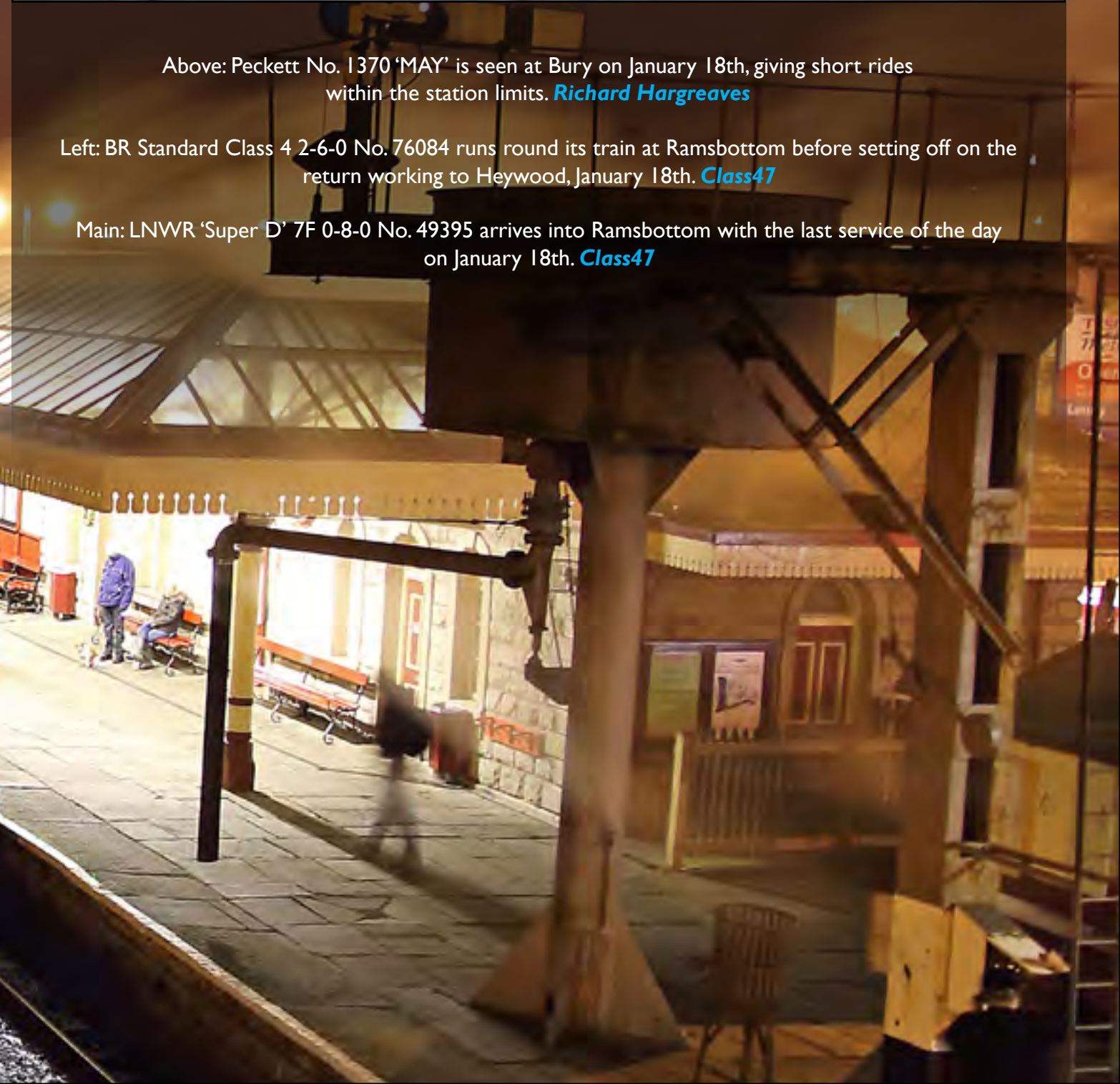




Above: Peckett No. 1370 'MAY' is seen at Bury on January 18th, giving short rides within the station limits. [Richard Hargreaves](#)

Left: BR Standard Class 4 2-6-0 No. 76084 runs round its train at Ramsbottom before setting off on the return working to Heywood, January 18th. [Class47](#)

Main: LNWR 'Super D' 7F 0-8-0 No. 49395 arrives into Ramsbottom with the last service of the day on January 18th. [Class47](#)





Above: BR Standard Class 4 2-6-4T No. 80080 takes the freight through Ramsbottom on January 18th.
[Brian Battersby](#)



Right: LNER BI 4-6-0 No. 61264 arrives into Ramsbottom with a late afternoon service for Rawtenstall on January 18th. [Brian Battersby](#)

Main: BR Class 5MT No. 45407 partners LNER Class BI No. 61264 at Irwell Vale, during the Winter Steam Gala on January 19th. [Alan Naylor](#)





Swanage Railway carries almost 211,000 passengers during 2013 - 8,631 of them were on Santa Specials.

Dedicated Swanage Railway volunteers are celebrating the restored heritage line through Dorset's Isle of Purbeck carrying a total of almost 211,000 passengers during 2013 – more than the combined populations of Bournemouth, Wimborne and Blandford Forum.

Between 1 January and 31 December, 2013, trains running on the award-winning rebuilt railway from Norden Park & Ride to Corfe Castle, Harman's Cross, Herston and Swanage carried a total of 210,984 passengers. And during ten operating days from the end of November to the end of 24 December, 2013, the festive 'Santa Special' Christmas steam trains carried a total of 8,631 passengers – more than the population of Wareham – which is up by 1,155 people and an increase of 15.4 per cent on 2012. Swanage Railway General Manager Richard Jones said: "2013 was a fantastic year for the Swanage Railway and our second best year ever for passenger numbers – only beaten by our 212,095 passengers in 2009 – while December, 2013, was our best ever performance for that month.

"For the Swanage Railway to achieve such a significant increase in passenger numbers on 2012 is a terrific achievement and a result of the hard work and commitment of our many staff – both paid and volunteer. We're grateful to everyone who has supported the Swanage Railway this year," he explained. Managed and developed by the volunteer-run Swanage Railway Trust, a registered charity – with the steam and diesel trains run by the Swanage Railway Company – all profits are ploughed back into the Swanage Railway to develop, improve and extend the heritage line rebuilt from nothing since 1976. The Swanage Railway Trust has some 4,000 members and some 400 regular volunteers who help to run the train services – and maintain the infrastructure – supported by a team of paid staff, both full-time and seasonal.

Richard Jones explained: "The Swanage Railway's success during 2013 has been due to the more favourable weather, increased marketing activity and public awareness as well as a conscious effort to continually improve the railway and the range and quality of what we offer to our visitors.

"Mostly volunteers, our staff have worked wonders in running the trains throughout 2013 and this success is a tribute to their enthusiasm, dedication and support – it really is a privilege to lead such a great team.

"Our very popular 'Santa Special' steam trains carried a total of 8,631 passengers during just ten days – generating a significant amount of positive comment and feedback as well as a very welcome boost to our income towards the end of the year.

"This year marks the 35th anniversary of the first Swanage Railway passenger trains in 1979 and we will be celebrating in style, with a range of exciting and memorable events and activities throughout the year to suit everybody.

"The Swanage Railway operates one of the most intensive train services on any heritage railway in the country and during 2014 we will be running trains on every weekend throughout the year and daily from 29 March to 2 November," added Mr Jones. Steam trains run on Saturdays and Sundays in January and February – and daily between Monday and Friday, 17 to 21 February, 2014, inclusive – with departures from Norden Park & Ride at 11.20am, 12.40pm, 2.40pm and 4pm. Train departures from Swanage are at 10.40am, 12 noon, 2pm and 3.20pm. New volunteers are always welcomed by the Swanage Railway, with full training given. For an informal chat – and to find out more – contact volunteer co-ordinator Mike Whitwam on 01929 475212 or email volunteer@swanagerailwaytrust.org.uk.



Photo: Class 33 202 passes along the Swanage Railway near Corfe Castle. © ANDREW PMWRIGHT

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

There are various ways to help the C58LG:

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



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

Keighley and Worth Valley Railway

“On its first service train following a protracted overhaul, United States Army Transportation Corps. S160 class “Big Jim” is piloted by 4F No. 43924. The American loco, wearing British Railways livery as No. 95820 and its pilot loco are seen between Haworth and Oxenhope on the Keighley and Worth Valley Railway with a southbound service. Later in the day the 4F was detached, allowing the S160 to work its first solo service train in over 20 years.” [Ben Bucki](#)



Llangollen Railway



GWR 2-8-0 loco No. 3802 is seen at Carrog on December 29th, with a 'Mince pie special'. [Phil Martin](#)



The Norfolk Orbital Railway



The Melton Constable Trust is a registered charity which, with its sister company the Holt, Melton Constable and Fakenham Railway Ltd., plans to extend rail services into and beyond Holt. It has now received over £75,000 in donations and interest-free loans to help it secure the land necessary to rebuild the railway from the North Norfolk Railway's present terminus at High Kelling to Holt town. A further £21,000 has been received in shorter term interest-free bridging loans.

The Trust has now bought its first vital section of land but needs a further £65,000 to complete the purchase of further trackbed for which it has successfully negotiated.

"This really does prove that people want the restoration of rail services to Holt and that they are prepared to put their hands in their pockets to support it", said Melton Constable Trust trustee Trevor Bailey. "It would be wonderful to think that this level of support from private individuals could be matched by funding from public sources and organisations." "At the start of this process we concluded a signed agreement (attached) with the NNR board covering our role in advancing the Holt extension and providing for morning and evening public transport services from the national rail system over NNR's tracks. It is on the basis of this agreement that we launched our fund raising and bought the land that we have recently acquired. We have given comprehensive updates to the NNR board, including many months' notice of the commencement of our fund raising campaign. Indeed, we were invited to launch our appeal at one of NNR's galas."

"Our progress is, of course, enhanced by the reconnection of NNR to the national rail network at Sheringham, to which we made a substantial financial contribution, and NNR's excellent work towards extending some of its services to Cromer."

Donations have come from local people and from all over the country.

"Our publicity has been very limited so far which makes the response all the more remarkable", said another trustee David Bill MBE. "We are trying to ensure that as much as possible is spent on buying the land we need, rather than on administration and expensive PR." "I think a crucial factor in attracting so much interest is our principal aim of ultimately restoring a public transport service of modern trains, integrated with the national rail system. We shall, of course, welcome heritage services from NNR but our first concern is always a proper transport role for the railway – a service of benefit to the local community, tourists and the environment."

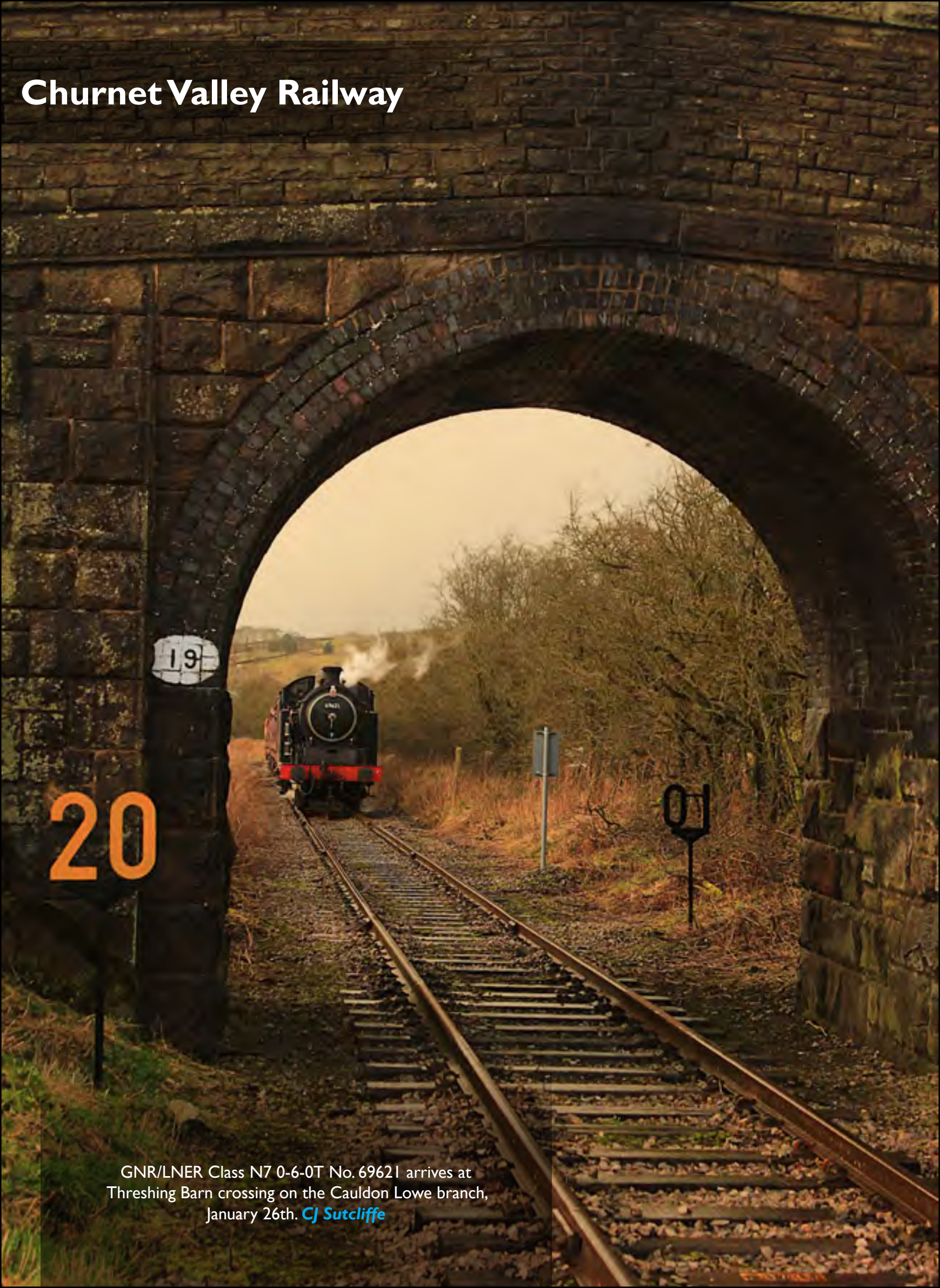
The Melton Constable Trust's immediate aim is to secure the route into Holt, to prevent its loss to other uses. The public response to the appeal has already enabled the Trust to buy the first crucial section of the route, immediately opposite NNR's present terminus at High Kelling. "That piece of land gives access to the rest of the route", added Mr. Bill. "It makes the whole project possible." The Trust has also agreed terms for the purchase of another, longer, section of the route and the support received has now enabled it to pay a £36,000 deposit.

"We have really got somewhere now", said Trevor Bailey. "It is practical progress. We do, though, need a lot more support. More money is needed to secure the remaining land and additional things, like legal costs and insurance, do not come cheap. We have to raise a further £65,000 in the coming months and must extend our appeal locally and across the country."

The first physical sign of the Trust's presence on site is a board erected by local supporter Joe Penfold and David Bill announcing the purchase and providing contact details for potential supporters. "It's a strange feeling", reflected David Bill. "This is the second time that we have saved part of the old M & G N line. Many years ago we were founders of what became the North Norfolk Railway and did a very great deal of work to secure the line from Sheringham. It's good to know that we can still make progress!"

Donations can be made to: The Melton Constable Trust, The Railway Institute, 6, Briston Road, Melton Constable, Norfolk, NR24 2DA.

Churnet Valley Railway



GNR/LNER Class N7 0-6-0T No. 69621 arrives at Threshing Barn crossing on the Caudon Lowe branch, January 26th. [CJ Sutcliffe](#)

Heading in the opposite direction, Class 33 102 is also seen at Threshing Barn crossing, January 26th. [CJ Sutcliffe](#)



The logo for Swanage Railway, featuring the words "SWANAGE" and "RAILWAY" in a bold, green, sans-serif font, stacked vertically and enclosed in a thin green rectangular border.

Volunteer run Purbeck Clay Mine museum wins prestigious national award from the heritage railway association

A small team of dedicated and determined volunteers who spent 12 years planning and building a pioneering Dorset ball clay mine museum near Corfe Castle is celebrating after winning a prestigious national award for quality. Part of the Swanage Railway, the Purbeck Mineral and Mining Museum at Norden has been granted the Heritage Railway Association's highly regarded Interpretation Award for 2013 which is sponsored by the monthly 'Heritage Railway' magazine published by Morton's Media of Lincolnshire. Located next to the Norden station Park & Ride car park, the Museum features a realistic reconstruction of an underground tunnel, a rebuilt mine building, a 300 metre section of narrow gauge railway and also an engine shed with viewing area.

The judges praised the Museum and its underground experience for being "unique" in explaining the history and technology behind Purbeck ball clay mining – which dates back some 2,000 years – and for being "a valuable education resource" as well as "a quality visitor attraction". The Heritage Railway Association's Interpretation Award also praised the Museum for bringing narrow gauge industrial steam trains back to the Isle of Purbeck for the first time in 60 years during September, 2013.

A delighted Purbeck Mineral and Mining Museum chairman Peter Sills said: "This prestigious national award is the best present that everyone associated with the Purbeck Mineral and Mining Museum over the past 12 years could want.

"It's an important national recognition and endorsement of some 30,000 hours of hard work by a small team of dedicated and committed volunteers in researching, planning and building the clay mine museum from scratch on the site of the old Victorian ball clay works demolished during the 1970s.


"The museum has been achieved thanks to a £100,000 European Union grant from the Chalk and Cheese organisation as well as £40,000 donated by generous members of the Purbeck Mineral and Mining Museum," explained Mr Sills.

One of the Heritage Railway Association award judges, Heritage Railway magazine editor Robin Jones, praised the Purbeck Mineral and Mining Museum for being "of enormous education value and national interest."

He said: "I first visited the Purbeck Mineral and Mining Museum last summer and was astonished at just what had been achieved by the volunteers who have developed it from scratch. "This museum is, by far, one of the best I have come across in recent years. It is Dorset's unsung gem and a real jewel in the crown of the Isle of Purbeck. "This museum highlights the ball clay industry of Purbeck, where narrow gauge steam railways were once as important as the better known ones that served the slate mines of North Wales, like the Ffestiniog and Talylyn," explained Mr Jones.

Donations are welcome to help fund continuing preservation and development work at the Purbeck Mineral and Mining Museum – just go on-line and visit 'www.pmmmg.org'.

Photo: © Purbeck Mineral & Mining Museum, Norden near Corfe Castle. ANDREW PM WRIGHT

A photograph of a steam train, specifically a GNR/LNER Class N7 0-6-0T No. 69621, departing from Cheddleton. The train is moving up a grassy embankment, and a large plume of dark smoke is being emitted from its chimney. A signal post with a red and white crossbar is visible in the background. The train consists of a black locomotive and several dark-colored passenger coaches.

GNR/LNER Class N7 0-6-0T No. 69621 departs from Cheddleton working a Froghall - Ipstones service during the Churnet Valley Railways Winter Warmer event on January 26th.

CJ Sutcliffe

Regional Railways liveried Class 31 270 is seen in the yard at Rowsley on January 19th. [Andrew Wilson](#)





Above: Pioneer Class 08 No. 08 016 (No. D3000, the first to be built) is seen outside the Heritage Shunter Trust's shed at Rowsley on January 19th. [Andrew Wilson](#)

Left: Ex Netherlands shunter No. NS685 is also seen at Rowsley. [Andrew Wilson](#)

Main: Under wraps to keep out the winter weather, Class 50 030 'Repulse' stands silent at Rowsley on January 19th. [Andrew Wilson](#)



From the Archives

West Country Class No. 34005 'Barnstaple' is pictured in the midst of being cut up at United Wagon Works in Newport on September 3rd 1967. [Dave Felton](#)





Above: A view of the huge number of steam locos awaiting either scrap or preservation at Barry Island on August 19th 1979. [Steve Stepney](#)

Left: Class 37 417 and 37 670 pass through Dawlish on April 9th 1995 with a rake of china clay tanks. [Brian Hewertson](#)

Main: BR Class 55 010 'The King's Own Scottish Borderer' enters the stabling point at London Kings Cross station on May 4th 1978. [Dave Felton](#)





Above: Class 47 466 is seen working a Liverpool to York service approaching Ashton-under-Lyne station on April 19th 1987. The junction and signal box are no longer there, but still remaining and just about visible on the other side of the bridge is Ashton Moss Signal box. [Brian Hewertson](#)



Right: Class 108 DMU set No. LO276 arrives into Navigation Road en route to Manchester Piccadilly via Stockport on September 28th 1991. [Michael Lynam](#)

Main: BR Class 47 530 passes through Singleton with a Blackpool North to London Euston service on October 17th 1987. [Dave Felton](#)





Above: Currently part of the DRS fleet, Class 47 805 is seen about to be lifted at Crewe Works open day on August 17th 1996. The loco was then part of the CrossCountry pool. [Brian Battersby](#)



Right: A train of London Underground unpainted aluminium 'A' stock leaves Harrow with a Metropolitan Line service to Amersham in August 1990. [Chris Morrison](#)

Main: Class 47 839 is seen working a CrossCountry service round the curve at Didcot on May 25th 1998, heading for Poole. [Paul Godding](#)





Above: Class 40s and Class 76s are seen in abundance at Guide Bridge on a winter's day in 1980. [Brian Hewertson](#)

Left: Class 59 103 and 33 021 are seen at Bournemouth on January 5th 1992 with a return 'Solent and Wessex Wanderer' DCC's Tour from Weymouth. [Derek Hopkins](#)

Main: Class 40 120 is seen stabled at Manchester Victoria on December 12th 1980. [Steve Stepney](#)





Above: Class 25 042 works a freight train through Guide Bridge in 1981. [Steve Stepney](#)

Left: EMU Class 304 008 arrives into Altrincham on September 28th 1991 with a service from Alderley Edge. [Michael Lynam](#)

Main: Great Western Merlin liveried HST power cars Nos. 43019 and 43144 speed a service from London Paddington through Westbury on June 25th 1998. [Paul Godding](#)





White roofed Class 47 295 heads a northbound oil tank train up Hatton bank in April 1990. [Chris Morrison](#)

LNWR 'Super D' 7F 0-8-0 No. 49395 heads northwards over Brooksbottom Viaduct with the first freight of the day, heading for Ramsbottom during the East Lancashire Railway Winter Steam Gala on January 18th. [Gerald Nicholl](#)

