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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 110 and your monthly roundup of photos from across the UK.

Well that's it! November is here, the RHTT season is well on its way, we have poppy fitted unit's, a poppy liveried HST power car, and quite a few moustache fitted Northern units for Movember! I always like TOC's getting involved with good causes, and whilst those vinyl's can only cost a few pounds, the meaning can be so much more for both passengers and staff.

While on the subject of TOCs, I must praise the work of the social media teams, who work faultlessly helping customers with a number of queries and even some (dare I say it) complaints. In many ways these guys (and girls) are the first point of contact and often have to deal with problems that aren't their fault, such as missing property or delays caused by other services. So if you are one of these fantastic people, I personally say, you're a credit to the industry and thank you.

Moving on, I hope everyone has a brilliant month and please keep those photos coming.....

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Michael J Alderdice, Steve Andrews, John Alsop, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Matthew Bird, Tim Bott, Amy Bucki, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Martin Hart, Brian Hewertson, Darrel Hendrie, Paul Hewertson, Stuart Hillis, Keith Hookham, Derek Hopkins, Colin Irwin, Jon Jebb, John Johnson, Richard Jones, Ken Livermore, Michael Lovatt, Michael Lynam, Jonathan McGurk, Peter Marsden, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, James Passant, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Charlie Robbins, Neil Scarlett, Mike Sheridan, Stephen Simpson, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: Class 73 141 'Charlotte' leads 73 119 'Borough of Eastleigh' through Tonbridge against a heavy looking sky on this early morning RHTT working, October 20th. Charlie Robbins

This Page: West Country Bullied Class 4-6-2 No. 34092 'Wells' pilots BR Standard Class 4MT 2-6-0 No. 76079 away from Grosmont with a Pickering service. Shep Woolley



Charter Scene:

Vintage Trains - The Coastal Explorer

Prior to hot box problems at Carlisle, GWR 4073 Class 4-6-0 No. 5043 ‘Earl of Mount Edgcumbe’ is seen in full flight on the climb to Shap summit with ‘The Coastal Explorer’ railtour on September 19th. Shep Woolley

West Coast Railway Co. - Settle & Carlisle

Following the cancellation of ‘The Tynesider’ tour on October 3rd, by Railway Touring Company, West Coast ran this tour in its path. Here LMS Class 5MT 4-6-0 No. 45231 passes Cononley working from Cleethorpes to Carlisle. Colin Irwin

West Coast Railway Co. - Settle & Carlisle

LMS Class 5MT 4-6-0 No. 45231 heads through the fog at Long Preston, heading towards Carlisle, October 3rd. Colin Irwin



West Coast Railway Co. - Settle & Carlisle

West Coast's Class 47 746 (with 47 760 on the rear) calls at Scunthorpe on October 3rd working the return Carlisle - Cleethorpes charter. Steve Thompson

PMR Tours - THE NORTHEASTERN

LMS Princess Coronation Class 4-6-2 No 46233 ‘Duchess of Sutherland’ working the 1Z32 05:32 Sheffield to Newcastle, passes Burton Salmon on October 17th.
Colin Irwin



PMR Tours - THE NORTHEASTERN

LMS Princess Coronation Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ is seen departing Newcastle with the return working to Derby, October 17th. Colin Irwin



PMR Tours - THE NORTHEASTERN

LMS Princess Coronation Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ stands at Pontefract Baghill taking water, with the return working to Derby. Colin Irwin

Steam Dreams - The Lakes Express

LMS Coronation Pacific No. 46233 ‘Duchess of Sutherland’ hurries the Steam Dreams organised Lakes Express on day 1 of the 4 day tour through Wolverton Station, September 14th. Andy Pratt

Steam Dreams - The Cathedrals Express

Right: Class 47 760 is seen on the rear of 1Z82 06:30 Warminster to Ely as it passes through Ealing Broadway on October 10th. Derek Elston

Main: LNER B1 No. 61306 ‘Mayflower’ leads ‘The Cathedrals Express’ 1Z82 06:30 Warminster to Ely through Ealing Broadway on October 10th. Derek Elston





Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ is seen at the site of the old Scout Green Signal Box with the northbound ‘Cumbrian Mountain Express’ on October 17th.
Shep Woolley

Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ drifts through Helwith Bridge with the returning ‘Cumbrian Mountain Express’ on October 17th. Shep Woolley

Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

On October 17th, after just over a year absent from the mainline with wheel set problems, Class 86 259 was back in action on 'The Cumbrian Mountain Express'. Here she is pictured being looped at Milton Keynes working 1Z87 Carlisle to London Euston, taking over from steam traction at Farrington Jct. Matthew Bird

West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

On October 3rd, LMS Jubilee Class 6P 4-6-0 No. 45699 ‘Galatea’ passes Cononley heading from Carnforth to York. Colin Irwin



West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

LMS Jubilee Class 6P 4-6-0 No. 45699 ‘Galatea’ departs Skipton, heading to Hellifield with the return working, October 3rd. Colin Irwin

Great UK Railtours - The Conwy Valley Explorer

Class 47 802 stands in Blaenau Ffestiniog station at the head of 'The Conwy Valley Explorer' on October 10th, having arrived from Hereford. Arriva Trains Wales' Class 150 236 stands in the background. Neil Pugh

UK Railtours - THE SILVER JUBILEE TALISMAN

Looking splendid in the morning sun, LNER A1 No. 60163 ‘Tornado’ passes Frinkley Lane, Marston with ‘The Silver Jubilee Talisman’ special (London Kings Cross to Newcastle) on September 26th. Steve Donald

West Coast Railway Co. - The Scarborough Spa Express

A horrible, murky morning at Church Fenton on October 29th, sees the passage of LMS Jubilee Class 6P 4-6-0 No. 45699 “Galatea” working ‘The Scarborough Spa Express’. Having gone by way of Wakefield and Castleford, the train is heading back to York, prior to striking out for the coast. Steve Thompson



Steam Dreams - The Cathedrals Express

On September 27th, 'The Cathedrals Express' was hauled throughout by Class 47 760 due to gauging issues with the booked loco, GWR 4900 Class No. 4936 'Kinlet Hall'. (*The classic shot approaching Teignmouth will have to wait for another year)*
Stewart Smith

Railway Touring Company - The Hadrian

LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ puts on a real show as it works ‘The Hadrian’ over the magnificent Ribblehead Viaduct en-route to Carlisle on October 10th. Shep Woolley

GWR - The First Devon and Exeter Explorer HST Special

Right: On October 10th, power car No. 43188 stands at Heathfield whilst working the Buckfastleigh to Buckfastleigh leg of this charity tour which originated at London Paddington. Steve Andrews

Main: Power car No. 43187 makes a visit to the South Devon Railway on October 10th, heading alongside the river at Dartington. Steve Andrews



UK Railtours - The Magnificant Settle & Carlisle

On October 3rd, Class 55 No. D9009 'Alycidon' roars up Helwith Bridge, heading for Carlisle having taken over from a Class 90 at Doncaster. Colin Irwin

Class 90 037 is seen stabled in Doncaster after arriving with the tour from London Kings Cross on October 3rd. Brian Hewertson

Having taken over from the Class 90 in Doncaster Yard, Class 55 No. D9009 enters Doncaster station with the outward working to Carlisle. Steve Thompson

Railway Touring Company - THE ROYAL DUCHY

BR Standard Class 7 No. 70000 ‘Britannia’ heads the Bristol - Par charter past Dawlish Warren on September 6th. Phil Martin

Belmond - Northern Belle

On October 9th, Class 57 305 ‘Northern Princess’ and 57 312 ‘Solway Princess’ top’n’tail the 1Z40 Coventry - York through Burton on Trent. Stuart Hillis

ECS and Light Engine Moves

On October 9th, LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ climbs away from Carnforth during its light engine move to York to haul the following day’s ‘Scarborough Spa Express’ . Shep Woolley

ECS and Light Engine Moves

Sauntering through Lancaster on October 11th, on double ambers, LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ pilots LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ after their exploits on ‘The Hadrian’ and ‘Scarborough Spa’ railtours. Shep Woolley



West Coast’s Class 57 315 (with 57 316 on the rear) passes Hadnall working the 5Z55 10:00 Carnforth - Bristol Kingsland Road ECS working on October 8th. Keith Davies





West Coast’s Class 37 668 hauls the 5V42 Carnforth - Southall ECS through Red Bank on October 8th. Dave Harris

ECS and Light Engine Moves

LMS Jubilee Class 4-6-0s Nos. 45690 ‘Leander’ and 45699 ‘Galatea’ breeze up Hoghton Bank on a repositioning move from York to Carnforth on October 11th after heading specials the previous day. This was a rare (if not unique) appearance of two Jubilees working together on the mainline in preservation. Gerald Nicholl

ECS and Light Engine Moves

On October 13th, West Coast's Class 37 668 (with 47 786 on the rear) works a Southall to Carnforth ECS through Wigan North Western. Brian Hewertson



On October 4th, Class 52 No. D1015 'Western Champion' hauls Class 55 019 'Royal Highland Fusilier' through Burton on Trent, running as 0Z76 Severn Valley Railway - Barrow Hill. Stuart Hillis





West Coast's Class 57 315 (with 57 316 on the rear) drifts into Warrington Bank Quay on October 12th working the 5Z59 Bristol to Carnforth ECS. Jeff Nicholls



On October 1st, West Coast's Class 57 316 and 57 315 top'n'tail the 5Z18 Carnforth Steamtown - Hitchin ECS through Doncaster. Michael Lynam

ECS and Light Engine Moves

On October 10th, LMS Jubilee Class 4-6-0 No. 45690 ‘Leander’ and No. 45699 ‘Galatea’ pass Accrington working 5Z49 11:35 York NRM to Carnforth. Colin Irwin

Pictures:
Arriva Trains Wales

RIght: DVT No. 82306 (with Class 67 001 on the rear) heads past Meole Brace with the 5Z91 10:55 Crewe H.S. - Cardiff Canton Sidings on October 9th. Keith Davies

Main: Class 67 014 with the 1D34 09:50 Manchester - Holyhead service, crosses Frodsham Viaduct on October 2nd. Nick Clemson



Chiltern Railways

Right: Class 68 014 calls at Leamington Spa on October 31st working an evening service to Birmingham Snow Hill. Brian Battersby

Main: Class 68 010 heads south through Slindon on October 1st working the 6Z96 Crewe Basford Hall - Bescot Up Engineers Yard. Nick Clemson

Below: Class 68 010 passes through Stafford on October 8th on a light engine move from Crewe - Toton. Michael Lynam







Class 68 014 makes easy work of Saunderton Bank working the 1R22 10:15 London Marylebone to Birmingham Moor Street service on October 23rd. Derek Elston

Caledonian Sleeper

Right: Caledonian Sleeper liveried Class 73 966 heads past Sandiacre, running as 0Z73 Loughborough Brush to Craigentinny T&RSMD, on October 6th. Steve Donald

Main: Class 86 101 hauls the 1S26 London Euston - Glasgow Central sleeper into Carlisle at 05:15 on October 15th. Michael J Alderdice



Colas Rail

As the nights pull in, this working of Class 70 805 on the Carlisle - Chirk logs will pass Red Bank in darkness, so scenes like this will be just a memory until 2016.!
Jeff Nicholls

Class 60 047 heads through Pleasington hauling the 6E32 Preston Docks - Lindsey oil terminal tanks. Michael Lynam

On October 14th, Class 60 002 stands at Ribble Rail's exchange sidings, having arrived with oil tanks from Lindsey for Total's Bitumen plant. Michael Lynam



On September 13th, Class 70 802 and 70 809 head back to Westbury, seen here heading along the sea wall at Dawlish. Phil Martin



On October 18th, the regular weekend Colas convoy is seen passing Appleby working as 0C53 from Doncaster to Immingham Transit Quay, led by the recently re-instated Class 60 026, the others being 60 002 and 60 021. Steve Thompson

Class 60 087 catches the last of the light near Helsby with 6J37 12:58 Carlisle Yard - Chirk logs on September 24th. Nick Clemson

Class 70 806, and 60 096 are seen along with Freightliner's Class 66 595 at Westbury on September 27th. Stewart Smith

Class 70 805 approaches Cherry Tree (Blackburn) station hauling the 6J37 12:58 Carlisle Yard to Chirk Kronospan log train, October 15th. Dave Felton

Class 66 847 crosses Strand Road in Preston hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on October 13th. Dave Felton



Class 50 007 ‘Hercules’ and 50 017 ‘Royal Oak’ power through Deblenfield, Barrow upon Trent working the 6E07 Washwood Heath Met. Cammel to Boston Docks on October 7th. Steve Donald

Class 70 805 climbs the bank at Wilpshire on October 3rd with the 6J37 log train from Carlisle - Chirk. Michael Lynam

On October 26th, Class 60 056 stands in Blackburn station good loop with the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil refinery. Dave Felton

Class 56 302 and 56 113 run into Doncaster on October 10th, heading for Belmont Yard and Railvac duties. Class47

Class 70 806 is seen working the 6C26 10:47 Westbury to Largin Autoballasters along the sea wall at Spray Point, Teignmouth on September 27th. Stewart Smith

CrossCountry

Power cars Nos. 43301 and 43366 storm past Cockwood Harbour on September 10th working a Plymouth - Leeds service. Phil Martin

DB Schenker

On September 25th, Class 60 010 working the 6E46 Kingsbury - Lindsey oil tanks, approaches Barnetby. Neil Scarlett



Class 66 011 passes Burton Salmon working the 08:48 Knottingley T.M.D. to Tees Yard convoy on October 17th. Colin Irwin



Hiding amongst the many gantries that now spoil the approach to Reading, Class 60 044 passes through on October 31st working a Tilbury to Llanwern steel. Class47





On October 9th, Class 66 091 crosses Dawes Lane, returning from Roxby on a route-learning trip ahead of the new flow of soil to start in November. Steve Thompson



Class 60 015 working the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton running an hour early on October 15th. Stuart Hillis

Right: On October 8th, Class 60 039 leads 60 010, 66 088 and 66 213 past Appleby working the 0X04 Immingham - Doncaster Belmont. Steve Thompson

Main: On October 8th, Class 66 051 passes Stafford working a Trafford Park - Southampton intermodal. Michael Lynam

Below: On October 24th, Class 66 154 heads eastbound with coal empties having just left the reception sidings at Aberthaw power station. Ken Mumford







Class 66 058 passes through Doncaster on October 10th working a Scunthorpe - Dollands Moor steel train. Class47



Class 66 139 passes through Stafford on October 8th in charge of a Halewood - Southampton car train. Michael Lynam





Class 66 143 waits to gain access to the West Coast main line at Winwick Junction with a working of empty hoppers from Doncaster Belmont Yard to Arpley Sidings on October 23rd. Jeff Nicholls



Class 66 007 and 66 096 bask in rather unusually warm sunny weather at Didcot on October 31st. Brian Battersby

Class 60 017 working the 6F05 Tunstead - Lostock Works hauls its load of stone through Mobberley on October 4th. Carl Grocott

On October 26th, Class 66 046 and 66 068 top'n'tail the 02:20 Toton TMD to Toton TMD RHTT working past Trowell Jct. Steve Donald



On October 24th, a convoy of five locos, Class 60 011, 66 162, 60 065, 66 037 and 66 164, approach the remains of Appleby Station working 0D01 Immingham TMD - Doncaster Belmont Yard. Steve Thompson





Class 60 065 'Spirit Of Jaguar' working light engine as 0O01 Doncaster Belmont - Eastleigh, passes through Burton on October 27th. Stuart Hillis



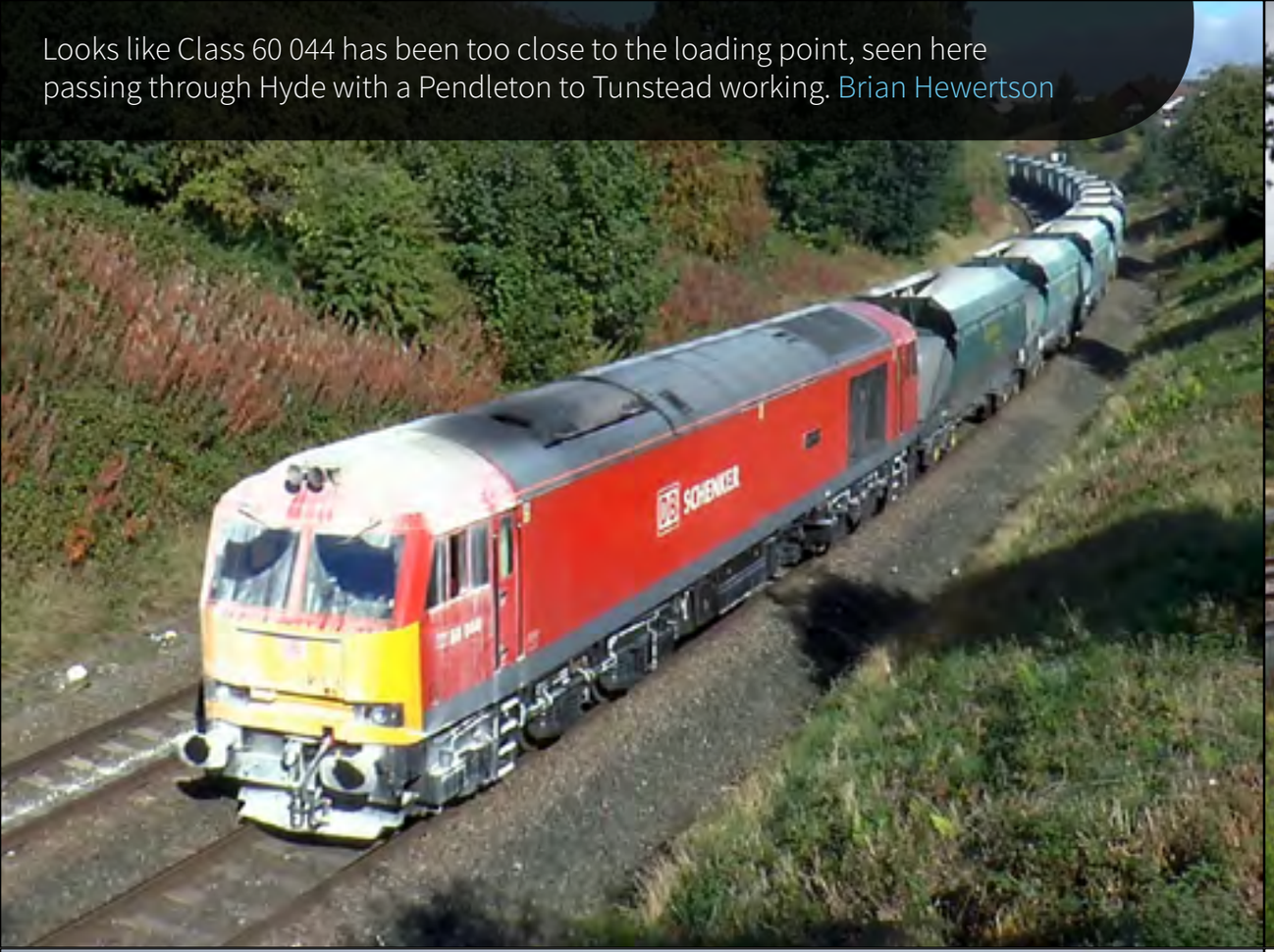
Class 66 114 passes through the Cherry Tree area of Blackburn hauling 6M90 05:00 Avonmouth to Clitheroe Castle Cement empty tanks on October 17th. Dave Felton

Class 66 213 leads a rare freight working in Devon as it passes Cockwood Harbour heading from St. Blazey to Exeter. Phil Martin

Class 66 034 climbs Saunderton Bank working the 10:10 Acton T.C. to Calvert on October 23rd. Derek Elston

Class 60 044 ‘Dowlow’ passes Meole Brace on October 12th working the 6V75 09:30 Dee Marsh Yard - Margam steel. Keith Davies

Looks like Class 60 044 has been too close to the loading point, seen here passing through Hyde with a Pendleton to Tunstead working. Brian Hewertson



Class 67 029 heads the DBS Management Train on a Rugby - Carlisle working past Winwick on October 7th. Jeff Nicholls





On October 27th, Class 60 011 passes Burton with a very late running 6M57 Lindsey - Kingsbury loaded tanks. Stuart Hillis



Class 66 133 hauling the 6M82 Walsall - Briggs Sidings empty wagons, storms through Burton on October 27th. Stuart Hillis

Class 60 039 ‘Dove Holes’ approaches Doncaster on October 10th with a Belmont bound loco convoy. Class47



On a sunny October morning, Class 66 066 rolls gently through Winwick with the weekly trip working from Springs Branch to Arpley Yard of wagons off repair. On October 14th, the load consisted of three BM hoppers. Jeff Nicholls





On October 14th, Class 60 054 passes Bayston Hill working the 6V75 09:30 Dee Marsh Yard - Margam steel. Keith Davies



Class 66 097 works the 6M82 Walsall - Briggs Sidings empty wagons through Burton on October 12th. Stuart Hillis

Class 90 021 and 90 024, both in Scot Rail livery, head through Stafford in charge of a Mossend - Daventry Intermodal on October 8th. Michael Lynam



On October 16th, Class 66 105 passes through Hellifield with the 4M00 empty cement tanks from Carlisle to Clitheroe. Michael Lynam





On October 12th, Class 66 096 heads through Barnetby with an Immingham - Drax loaded coal working. Dave Harris



Class 60 040 rolls gently into Newton-le-Willows station with 6E14, the weekly Seaforth - Tinsley steel empties on October 2nd. Jeff Nicholls

Class 66 009 heads out of Barmoor Clough Tunnel with the diverted 07:31 Ashbury's - Briggs Sidings on September 24th. Nick Clemson

Class 60 040 heads a five loco lash up (including 66 137, 66 197, 66 077 and 66 096) through Doncaster on October 24th, heading from Doncaster to Tees Yard for engineering work. Class47

Class 66 129 powers into Barnetby station on October 12th, with a set of empty coal hoppers for Immingham from Drax. Dave Harris

Class 60 019 passes Shrivenham at the head of the 13:00 Theale Murco to Robeston Sidings empty tanks on October 20th. Derek Elston

DCR

Right: Class 56 312 leads the 6Z57 10:16 Calvert to Willesden Euroterminal through Saunderton on October 23rd. Derek Elston

Main: Class 31 601 ‘Devon Diesel Society’ speeds through Reading on October 31st taking a Chiltern Mk3 coach from Bristol to Wembley. Brian Battersby



On hire to Rail Operations Group (ROG), Class 31 452 approaches Wellingborough working 5Q57 12:07 Acton Lane to Derby with SouthEastern EMU Class 375 616 in tow, November 1st. Matthew Bird

Direct Rail Services

Class 37 425 working the 12:18 Norwich - Great Yarmouth service, passes near Cantley on September 5th. Nick Clemson

Right: On October 13th, Class 37 218 leads 37 607 through Sutton Bridge Jct. running as 0Z16 09:30 Canton Pullmans - Crewe Gresty Lane. Keith Davies

Main: Class 20 302 top'n'tailed with 20 303 work the 3S26 Knaresborough - York Thrall RHTT, seen here departing York over the River Ouse, heading for Malton on October 29th. Michael J Alderdice





Class 20 303 and 20 302 top'n'tail an RHTT working from Grimsby as it passes through Scunthorpe on October 9th. Steve Thompson

Class 68 002 passes Slindon with the 6U77 14:32 Mountsorrel Sidings - Crewe Basford Hall ballast working on October 1st. Nick Clemson



Reliveried Class 66 427 leads the 12:37 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (FLT) through a sunny Northampton on October 26th. Derek Elston





On October 19th, Class 47 790 takes ‘Caroline’ through Stalybridge working a York to Doncaster via the North West trip. Brian Hewertson



Class 37 422 and 37 259 pass through Pleasington station hauling 6X05 12:18 Carlisle N.Y. to Crewe Basford Hall on October 20th. Dave Felton

Class 20 305 is pictured on the rear of the 3S14 Bridlington - Grimsby RHTT as it passes through Barnetby on October 12th. Dave Harris

Class 47 818 hauls ‘Caroline’ through West Hornden on the LTS, with a Richmond - Southend - Norwich working on September 30th. Charlie Robbins

Class 37 405 brings up the rear of the 12:18 Norwich - Great Yarmouth as it passes Cantley on September 5th. Class 37 425 was leading. Nick Clemson



On October 1st, Class 66 424 heads through Doncaster with an engineers train including leaf blowers, from York Thrall - Doncaster Up Decoy. Michael Lynam





On October 21st, and only the second time this year, Class 37 611 and 37 608 top'n'tail a single flask through Althorpe, with 6Z44 Carlisle Kingmoor - Immingham SS. Steve Thompson



Class 37 402 waits to depart Preston working a Northern Rail service to Barrow, October 6th. Michael Lynam

On October 14th, Class 37 405 leads 57 010 with 0Z37 14:18 Crewe Gresty Bridge to Willesden Brent seen here approaching Wolverton, running just under an hour late on their booked time. Matthew Bird

East Coast

Right: NRM liveried power car No. 43238 stands at Doncaster on October 10th working a service from London Kings Cross to Leeds. Class47

Main: Still carrying its unique livery, but now with Virgin branding, Class 91 111 approaches Doncaster on October 10th. Class47

Below: Looking great in its new guise, Class 91 114 ‘Durham Cathedral’ heads out of Doncaster on October 25th with a Leeds bound service. Richard Hargreaves







On October 3rd, Class 67 021 hauls DVT No. 82219 and Class 91 109 through Doncaster, heading for Bounds Green. Brian Hewertson

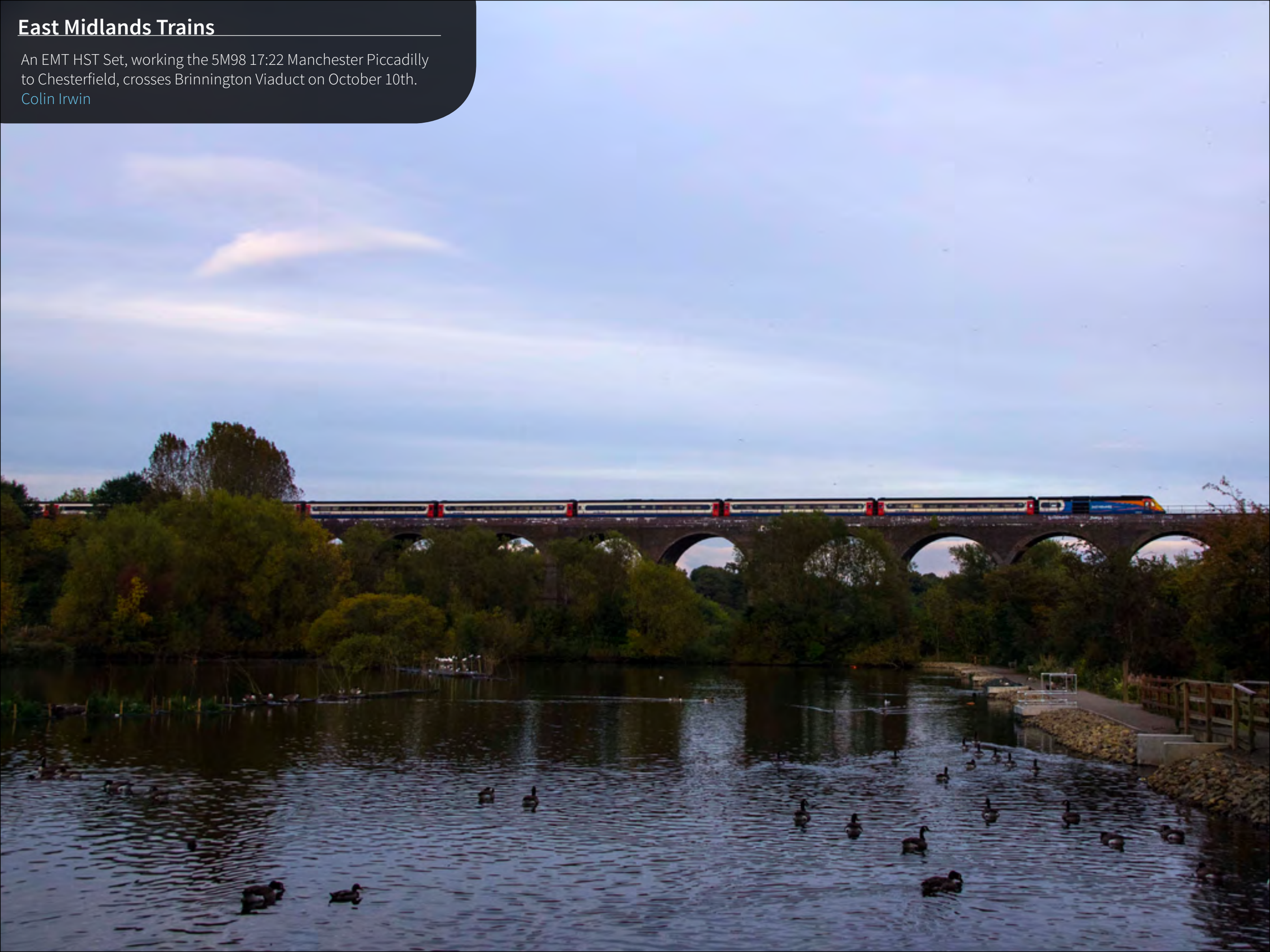
East Midlands Trains' power car No. 43064 is seen at the head of a Leeds bound East Coast working at Doncaster on October 10th. Class47

DVT No. 82211 leads the 1E20 Edinburgh to London Kings Cross as it approaches Darlington North Junction on October 17th. Colin Irwin

Power car No. 43238 'National Railway Museum 40 Years 1975-2015' (with No. 43312 on the rear) leads the 1S20 London Kings Cross to Aberdeen service past Frinkley Lane, Marston on September 26th. Steve Donald

East Midlands Trains

An EMT HST Set, working the 5M98 17:22 Manchester Piccadilly to Chesterfield, crosses Brinnington Viaduct on October 10th.
Colin Irwin



First Great Western

Right: On September 15th, power car No. 43 086 is pictured storming out of Teignmouth with the 07:41 Penzance - London Paddington service. Phil Martin

Main: Power cars Nos. 43041 and 43162 head past Cockwood Harbour on September 10th working a London Paddington - Penzance service. Phil Martin



On September 15th, power cars Nos. 43150 and 43190 work a Penzance - London Paddington service past Cockwood Harbour. Phil Martin

Power car No. 43144 leads a London Paddington bound service into Reading on October 31st. Richard Hargreaves

Plymouth liveried power car No. 43163 arrives into Reading on October 31st on the rear of a London Paddington bound service. Richard Hargreaves

On October 31st, power cars Nos. 43188 (left) and 43187 (right), carrying the new GWR livery, call at Didcot Parkway with a Bristol to London Paddington service. Brian Battersby

Freightliner

On October 26th, Class 70 010 leads the 09:52 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. through Northampton.
Derek Elston



Right: Class 70 007 hauling the 4O54 12:18 Leeds - Southampton liner, passes Hasland on September 22nd. Nick Clemson

Main: On October 17th, Class 70 017 passes through Stratford hauling a Felixtowe bound liner. Class47

Below: Class 66 552 hauls an engineers train from Hinksey Yard through Reading West on October 31st. Brian Battersby





Class 86 614 with the 11:46 Garston - Crewe Basford Hall heads south near Acton Bridge on October 2nd. Nick Clemson

Class 66 620 heads a rake of Lafarge tanks through Cossington on October 2nd, heading from Tunstead to West Thurrock. Stuart Hillis

Class 66 620 is pictured climbing Battlefield Bank on October 12th working the 6M72 04:50 Westbury Lafarge - Tunstead Sidings empty tanks. Keith Davies

Right: Class 66 420 working the 4L32 Bristol to London Gateway Container Terminal liner, is seen about to pass South Marston village. Ken Mumford

Main: On October 1st, Class 66 592 passes Slindon whilst working the 4M61 12:54 Southampton MCT - Trafford Park FLT. Nick Clemson

Below: Class 70 013 working the 4O55 Leeds - Southampton modal, passes through Burton on October 8th. Stuart Hillis







Right: Class 70 008 pauses at Eastleigh on October 17th for a driver change whilst working a Southampton bound liner. Class47

Main: Class 86 612 and 86 609 with the 4M54 10:10 Tilbury RCT - Crewe Basford Hall Yard pass Slindon on October 1st. Nick Clemson





Right: Class 70 018 passes through Stafford on October 8th with a Crewe Basford Hall - Southampton working. Michael Lynam

Main: An interesting double header as Class 90 047 and 70 001 pass through Stafford on October 8th with a Crewe Basford Hall - Felixstowe liner. Michael Lynam

Below: Class 66 414 passes through the old parcels platform at Stafford on October 8th with a Southampton - Ditton working. Michael Lynam







GBRf

With a perfect blue sky as a backdrop, Class 66 712 rolls down the bank towards Winwick Junction with 6G60, loaded biomass from Liverpool to Ironbridge on October 2nd. Jeff Nicholls

Class 66 752 is pictured passing Clay Cross with the 6M01 11:20 Tinsley Yard - Bardon Hill on September 28th. Nick Clemson



Class 20 107 and 20 314 bring up the rear of 7X09 Old Dalby - West Ruislip, with 20 118 and 20 132 leading, conveying new 'S' tube stock, past Moira West signalbox on October 21st. Stuart Hillis





Class 66 733 'Cambridge PSB' works the Hotchley Hill - Doncaster gypsum boxes through Cossington on October 2nd. Stuart Hillis

On October 15th, Class 66 712 ‘Peterborough Power Signalbox’ heads over Sankey Viaduct working 6G64 Liverpool Docks to Ironbridge Biomass. Dave Harris

A light load for Class 66 749 as it heads past Trowell Jct. on October 26th working the 6M73 10:52 Doncaster Up Decoy to Toton North Yard. Steve Donald

Class 66 711 runs through Doncaster on October 10th hauling a couple of empty flats from Selby to Roberts Road. Class47

I’t not often we can report on a new flow of traffic, but here is one. In connection with road improvement works in the Immingham area, stone from Rylstone is being transported by GBRf to the NCB terminal at Immingham. Class 66 769 is seen on a dreary October 5th at Scunthorpe with the curiously-titled 6M35 comprising 23 loaded JNAs. Steve Thompson



Class 66 702 passes through Stafford on October 8th with a Biomass train from Liverpool Bulk Terminal - Ironbridge. Michael Lynam



Class 59 003 ‘Yeoman Highlander’ passes Bayston Hill running light engine as 0M59 07:48 Gloucester Loco Spur - Tuebrook Sidings GBRf on October 12th. Keith Davies

Class 47 812 and 47 815 ‘Great Western’ thrash through Trowell Jct. with the 4E83 Hotchley Hill (East Leake) to Doncaster Roberts Road working on October 30th.
Steve Donald

Class 66 765 working the 6M01 Tinsley - Bardon Hill Quarry empty hoppers, is seen near Moira West Jct. on October 13th. Stuart Hillis

Class 66 736 hauls the 6M01 Tinsley - Bardon Hill Quarry with empty stone hoppers through Burton on Trent, October 27th. Stuart Hillis

On October 9th, Class 66 769 heads a stone train from Rylstone (Tilcon) - Immingham through Keighley station. Michael Lynam

Network Rail

HNRC owned Class 37 057, working for Colas Rail, together with classmate 37 219 on the rear, work a Derby - Derby via the East Coast mainline test train through Doncaster on October 12th. Dave Harris

Class 97 302 stands at Crewe on October 31st, working a RHTT trip along the North Wales Coast, with 97 304 on the rear. Brian Battersby



Class 97 304 and 97 302 stand at Shrewsbury Station on October 18th working the 3S71 18:43 Crewe TMD - Crewe TMD RHTT. Keith Davies





Class 150 No. 950 001 works the 2Z08 Derby RTC - Bristol Temple Meads, through Burton on October 19th. Stuart Hillis



Rail Head Treatment Train Nos. DR98962 and DR98932 passes through Darwen station with 3S03 Wigan LIP to Wigan LIP on October 8th. Dave Felton

Power cars Nos. 43062 and 43014 work the NMT south through Stafford on October 8th heading from Derby - Birmingham International. Michael Lynam



On October 7th, Class 37 057 propelling the 3Q12 Neville Hill - Immingham East Jct. (then back to Derby RTC), pauses at Scunthorpe. Steve Thompson





The Network Rail Class 150 passes Coryton Cove on September 17th, heading towards Exeter. Phil Martin



On September 30th, Class 97 301 heads past Nether Alderley with the 09:36 Derby RTC - Longsight TMD. Nick Clemson

Units: DMUs and EMUs

First Great Western's Class 150 249 leads a pair of Class 143s on a Paignton - Exmouth service, September 10th. Phil Martin



Left: For Remembrance Day, First TransPennine Express have started to add poppies to their livery. Class 185 114 is seen departing Doncaster on October 24th with a service to Manchester Airport. Class47

Main: On October 2nd, Virgin Trains' Class 390 104 heads across Ditton Viaduct with the 12:40 Glasgow Central - London Euston with a near perfect reflection in the River Weaver. Nick Clemson

Below: Northern Rail's Class 144 010 calls at Bentley on October 3rd with a Sheffield to Adwick service. Brian Hewertson





Right: Northern's Class 158 792 arrives into Doncaster on October 25th with a service from Scunthorpe. Richard Hargreaves

Main: A CrossCountry Class 220 speeds through Cockwood Harbour on September 9th, working a Newquay service. Phil Martin

Below: Great Western Railway liveried Class 166 204 speeds through Southall on October 17th. Class47







East Midlands Trains' Class 156 406 arrives into Sileby on October 2nd whilst working the 2L62 Lincoln - Leicester service. Stuart Hillis



First Great Western's Class 165 114 forming the 2P32 08:48 Reading to London Paddington calls at Ealing Broadway on October 10th. Derek Elston





First Great Western's Class 166 204 arrives into Didcot on October 31st working a service from London Paddington. Brian Battersby



On October 21st, First TransPennine Express' Class 170 303 sports it's new Poppy sticker while pausing at Scunthorpe station with a Manchester - Cleethorpes working. Steve Thompson

Southern's Class 377 704 calls at West Brompton on October 17th whilst working a service to Milton Keynes. Class47





CrossCountry's Class 220 033 rounds the curve onto the sea wall at Teignmouth on September 15th with a Paignton - Manchester service. Phil Martin

Following the failure of a Class 322 on October 24th, Northern Rail provided Class 333 014 to cover the Doncaster local service, seen here at Doncaster ready to work the 20:22 service to Leeds. Class47



Northern Rail's Class 319 369 calls at Wigan North Western on October 6th working a service from Preston - Liverpool Lime Street. Michael Lynam

Arriving into Bingley station in West Yorkshire with a service to Carlisle, this Northern Rail Class 158 adds a splash of colour in its celebratory 'Grand Depart' livery, commemorating the start of the Tour De France in Yorkshire. Ben Bucki

On October 2nd, an Arriva Trains Wales' Class 175 crosses Frodsham Viaduct with the 09:45 Llandudno - Manchester Piccadilly service. Nick Clemson

A train in the landscape, as a Northern Rail service to Carlisle heads over the Ribblehead Viaduct, towards Blea Moor Tunnel on September 19th. Ben Bucki

A Northern Rail Class 158 arrives into Accrington working the 1B20 11:18 York to Blackpool North service on October 11th. Colin Irwin

Hull Paragon Station must be one of the most impressive renovations of recent times and this view of TransPennine Express' Class 185 134 working a service to Manchester Piccadilly shows off the train shed pretty well. Steve Thompson

Right: East Midlands Trains' Class 158 862 works the 2L64 Lincoln - Leicester service past Cossington on October 2nd. Stuart Hillis

Main: Chiltern Railways Class 168 329 and 168 324 (ex TPE Class 170 309 and 170 304) call at Leamington Spa on October 31st. Brian Battersby

Below: Northern Rail's Class 153 316 sits at Ormskirk having arrived from Preston on October 6th. Michael Lynam







Threading its way through Barmouth, an Arriva Trains Wales Class 158 heads towards the station with a northbound Cambrian Coast service. Ben Bucki

Northern Rail's Class 319 371 stands at Preston whilst working the 2F61 08:54 service to Liverpool Lime Street on October 10th. John Balaam

London Midland's Class 350 376 stands at Crewe on October 31st working a service to London Euston. Brian Battersby

Chiltern Railway's Class 165 016 stands at Banbury on October 31st having arrived with a terminating service from London Marylebone. Class47

SouthEastern's Class 375 626 passes Factory Junction working the 09:53 London Victoria to Ashford International on October 17th. Derek Elston

London Midland's Class 172 341 arrives into Wythall, working the 2J37 11:26 Stratford upon Avon - Stourbridge Junction on October 10th. John Balaam



East Midlands Trains' Class 158 847 leads another class member past Clay Cross South working the 1L09 10:52 Liverpool Lime St. - Norwich. Nick Clemson





East Midlands Trains' Class 222 020 works the 1C37 Sheffield - London St. Pancras International service through Barrow on Soar, October 2nd. Stuart Hillis



Chiltern Railway's Class 172 101 departs Saunderton working the 1H37 09:14 Stratford-upon-Avon to London Marylebone service, October 23rd. Derek Elston

Northern Rail's Class 150 141 arrives at Hellifield with the daily Leeds - Heysham Docks (Boat Train) to connect with a crossing to the Isle of Man. Michael Lynam





The previous week a CrossCountry ' Voyager' had been stranded by being "overwhelmed" by a heavy sea, so possibly Network Rail was taking no chances with this service, the 08:30 Leeds to Plymouth, running wrong-line approaching Teignmouth on September 27th. Stewart Smith

Crossing slowly over the famous Barmouth Bridge (which is the focus of efforts to close the pedestrian footpath by the local council as a cost-cutting exercise), an Arriva Trains Wales Class 158 heads towards the station with a northbound Cambrian Coast service. Ben Bucki



Arriva Trains Wales' Class 150 213 working a Barry to Bridgend service passes the foot crossing near Fontgary on October 24th. Ken Mumford



Merseyrail's Class 508 127 waits to depart Ormskirk on October 6th with a service to Liverpool Central. Michael Lynam





East Midlands Trains' Class 156 413 works the 2L60 Lincoln - Leicester service through Barrow on Soar, October 2nd. Stuart Hillis



SouthEastern's Class 465 187 is seen passing Factory Jct. working the 2M28 08:50 London Victoria to Beckenham Junction service on October 17th. Derek Elston

News and Features:

Scotrail - life north of the border

Class 156 447 working the 2Y40 16:11 Oban - Dalmally (School Train) passes over Loch Awe viaduct on October 29th. Jonathan McGurk

On October 29th, Class 156 447 approaches Taynuilt working the 2Y39 17:05 Dalmally to Oban Abellio ScotRail passenger service. Jonathan McGurk

Long Marston

A spare Class 158 bodyshell, still in its original Regional Railways livery, is seen at the location on September 17th. John Alsop



There are still quite a few Mk 3 coaches stored at Long Marston, the majority of them in Virgin Trains West Coast livery. John Alsop





Former Manchester Metrolink tram No. 1022 is stored pending possible reuse. John Alsop



Former Virgin Trains' DVTs Nos. 82141 and 82150 are just a couple of several stored here, but the future is bleak for the majority of them. John Alsop

Blackpool Trams

Bombardier Flexity 2 No. 004 calls at Central Pier whilst working a service to Fleetwood Ferry. Michael Lynam





Brush cars Nos. 632 and 259 are seen undergoing restoration at Rigby Road. No. 259 needs a considerable amount of work before seeing the promenade again. Michael Lynam

On October 14th, A and B fleets meet as Balloon No. 700 heads to Little Bispham, passing Bombardier Flexity 2 No. 009 on a service to Squires Gate. Michael Lynam



Brush car No. 259 is seen at Rigby Road on October 14th, undergoing restoration having previously been used as a works car. Michael Lynam



Heritage line up at Rigby Road depot as Balloon No. 717 stands alongside Railcoach No. 680, Balloon No. 711 and Twin Car No. 675/685. Michael Lynam





Blackpool OMO No. 8 in it's unique livery of red, yellow and pink, stands alongside Blackpool's Jubilee tram No. 761. Michael Lynam



Engineering car No. 754, built by East Lancs Coach builders in Blackburn in 1992, and Boat Car No. 230 await their next duties. Michael Lynam

At the Pleasure Beach stop, one of the fleet of Bombardier Flexity 2 trams, loads with an evening service to Fleetwood Ferry. Amy Bucki











Blackpool Tramways during the illuminations, and near the Bispham stop, the heritage-fleet 'Western Train' Nos. 733+744 heads south. Amy Bucki

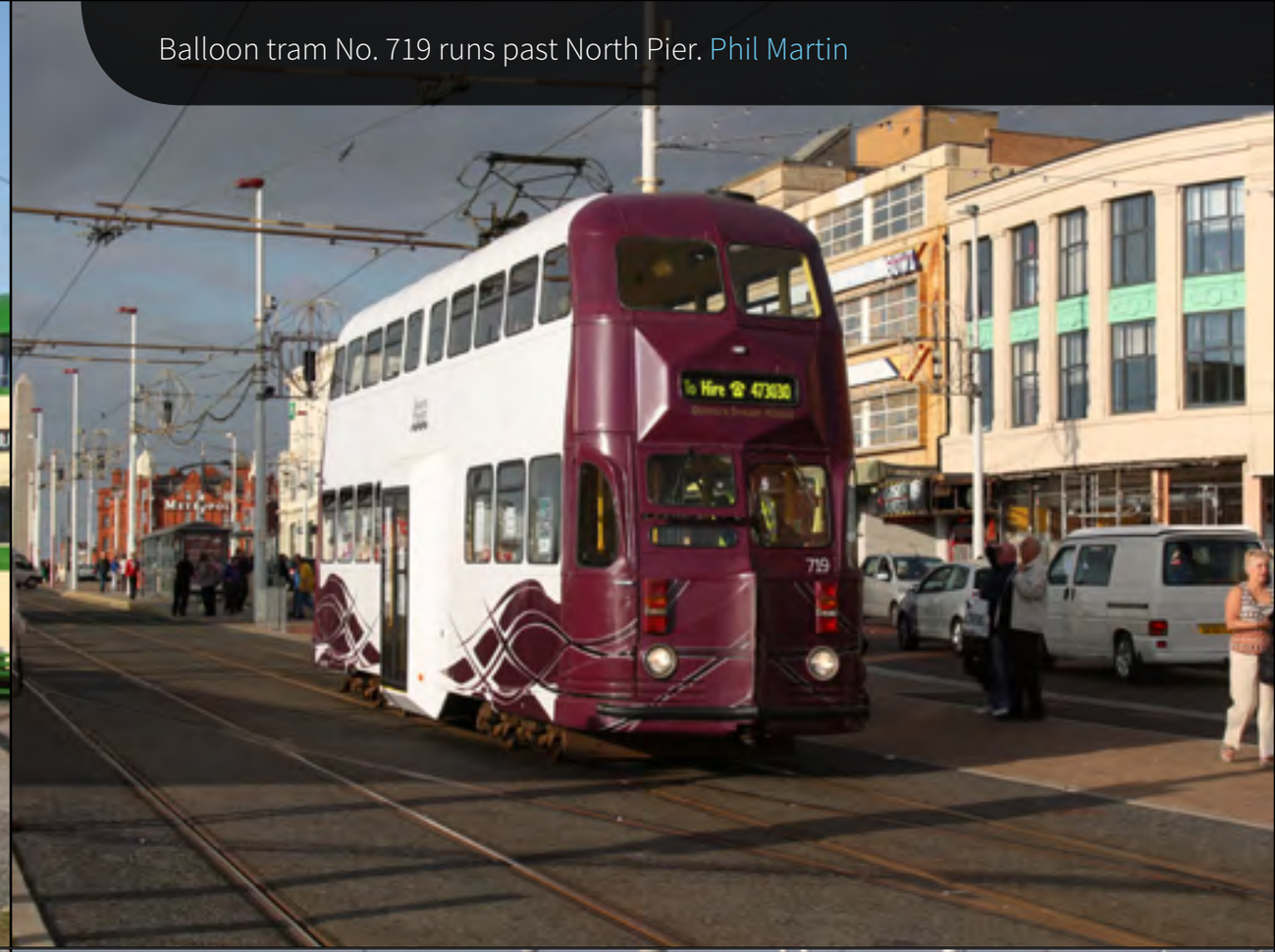


Balloon No. 701, Brush car No. 631 and Illuminated Frigate tram No. 736. are seen at Rigby Road during a visit on October 14th. Michael Lynam

Former Bolton Transport tram No. 66 stands at the Pleasure Beach terminus on a very sunny September 26th. Phil Martin



Balloon tram No. 719 runs past North Pier. Phil Martin





Looking great In its red and cream livery, Boat tram No. 227 passes Balloon No. 723 at Pleasure Beach on September 26th, No. 723 had just recently returned to passenger service. Phil Martin



On September 26th, having had a mishap at Bispham whilst crossing over onto the wrong line (it pulled the end off its pole), Balloon No. 706 had to be rescued by a road rail Unimog and is seen here being towed back to Rigby Road. Phil Martin

Wirral Tramway

Birkenhead trams Nos. 70 and 69 are seen outside the former Pacific Road depot on October 4th. Paul Godding

Going Underground

Hammersmith and City line ‘S’ stock No. 21446 races a First Great Western service into London Paddington on October 17th. Class47

Central line ‘1992’ stock No. 91077 is seen departing North Acton station on October 17th. Class47

Fares Advice *with RailUK*

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

Arriva Trains Wales Club 55 Deal is back on.

From Monday 19 October 2015, the ATW Club 55 deal is back on for most of the winter but excludes most of the time around Christmas. Cost is £23 return with a supplement of £5 if you travel on Fridays. See Full Terms & Conditions: http://www.arrivatrainswales.co.uk/Club55/Buy/

One for ticketing geniuses

Q: Travelling from Sunningdale to Potters bar. Using a 16-25 railcard, and needing a return ticket, returning after evening peak times.
So, going to take the 0910 service from SNG with an off-peak return ticket with the railcard, meaning as its before 10am, the £12 minimum fare is necessary. So, an off-peak return is £12 (£18.10 without railcard). BUT, if i was to take the same train from Ascot, which is one station further away from Waterloo than Sunningdale, the same ticket will cost me £16. (£24.20 without railcard)

My question - why the hell is it is such a difference in price between Sunningdale and Ascot, £4 with railcard, £6.10 without (An anytime single from Ascot to Sunningdale is £2.70) so, why isn't the difference in price, £2.70 rather than £6.10.

A: *Because the TOC can! By the way, the Sunningdale ticket is valid for travel via Reading to London, so in the know passengers starting from Ascot could buy the Sunningdale ticket and start short, making a useful saving. Ascot is an associated routeing point for Sunningdale. Whether it is appropriate or not depends on the fares check, made using NFM64 fares, which were:*
Sunningdale to Potters Bar: CDS £7.70; SDS £11.10, Ascot to Potters Bar: CDS £8.80 ;SDS £11.00

As the fare (SDS = Standard Day Single as it was then) from Ascot to Potters Bar is less than or equal to that from Sunningdale, Ascot passes the fares check and can be used as an origin routeing point. Travel from Ascot to Alexandra Palace (the destination routeing point for Potters Bar) is then permitted on map combination WX+RG+KE. I don't agree with the interpretation of the ATOC/iBlocks routeing point calculator at http://data.atoc.org/rp_calc which says that Ascot isn't an appropriate origin routeing point without considering easements - I think it is seeing that the CDS fare is more expensive and thus failing at that point.

I don't think this is the correct interpretation and I don't think it is how the NRE/Silverrail journey planner is applying the fares check either. In any case, even if Ascot did fail the fares check, easement 300387 appears to allow it: Customers travelling from Egham, Virginia Water, Longcross and Sunningdale via Wokingham may travel via Ascot. This easement applies in both directions.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!



On October 14th, Ribble Rail's Sentinal shunter 'Enterprise' crosses the swing bridge with oil tanks for Totals Bitumen plant Preston, having arrived as the 6M32 from Lindsey oil refinery. Michael Lynam



Mexico liveried London Underground 'S' stock is seen arriving into Ealing Broadway on October 10th. Derek Elston

A Hitachi/Windoff track machine heads along the Great Western main line near Swindon. Ken Mumford



Class 04 110 (No. D2310) is seen at the Battlefield line on October 23rd. John Alsop



ScotRail Alliance Winter Roadshow

Transport Minister Derek Mackay, joined DRS onboard the 'Winter Development Train' operated on behalf of network Rail, into Glasgow Station recently for the launch of ScotRail Alliance's winter roadshow.

Visitors to the roadshow were able to view films and visit display stands providing an insight into how ScotRail and DRS prepare for and react to severe weather.

Mike Dalgleish, Business Manager for DRS said: "DRS were delighted to join the launch of ScotRails roadshow. The planning that goes into these operations is phenomenal for all parties. DRS have a dedicated team and a round the clock control desk that provides superb 24/7 performance. We carry out a number of seasonal works from weed spraying during spring and summer to leaf clearing throughout autumn. The 'Winter Development Train' is just one of the specialised units that is used to melt snow and ice on the track. We also have snow ploughs stabled all over the UK ready to be deployed and traincrew on standby ensuring we can quickly react when severe weather hits. Effective management built around a highly experienced and skilled team ensures that the network remains operational during these challenging months providing minimum disruption for both passengers and freight".



Minister for Transport and Islands, Derek Mackay said: "We never know what the winter will bring and we have been planning extensively with the ScotRail Alliance over recent months to deliver improvements in operational response, customer services and travel advice that will ensure that rail passengers are able to plan and undertake their journeys wherever possible. I am confident that this year our rail network is more prepared than ever, with additional winter maintenance equipment at depots, and deployment of the snow and ice treatment train will keep our rail network moving during periods of extremely cold weather".

David Dickson, Infrastructure Director for the ScotRail Alliance, added: "We are working closely with the government to make sure we deliver as robust a service as possible this winter. We have invested heavily in recent years in new equipment to keep our infrastructure open during periods of prolonged cold and have also developed a range of facilities to help keep trains running in freezing conditions. We are confident that the Scottish rail network will be as well prepared as possible for another severe winter."

GB Railfreight runs first train for Drax from the Port of Liverpool

On October 26th, GB Railfreight ran its first train for Drax Power from the Port of Liverpool to the company's Power Station in Selby, North Yorkshire, transporting 1,600 tonnes of biomass pellets.

Using locomotive 59003 at the front and 66706 at the rear (6F27), and 25 of Drax Power's biomass hopper wagons, the train left the Port of Liverpool at 17:25. It was hauled to Tuebrook sidings in Liverpool, where the Class 59 was detached and the Class 66 (6E27) used to haul the train to Drax Power Station, arriving at 0159 on Tuesday, 27th October.

The Port of Liverpool is a loading location included on GBRf's contract for hook and haul services with Drax Power. GBRf currently runs two sets of Drax wagons.

This operation represents the start of Phase 1 of the Liverpool project, with phase 2 to be completed in 2016. The objective is to stimulate greater throughput at the new terminal increasing trains from this location, and ultimately using four sets of wagons to move up to 3mt of biomass per annum from Liverpool (Peel Ports) to Drax Power Station.

A major challenge to establishing this new flow to Drax was securing paths across the TransPennine rail network. Previously the majority of freight operations east-west have been residual traffic. Two years ago Drax, working with Network Rail and GBRf, identified viable paths that could support a train plan to and from the Port. GB Railfreight has since been working closely with Network Rail and Drax to make this service a reality.

GBRf became the first rail freight operator to move biomass by rail in the UK back in 2010, as part of its contract with Drax Power.

John Smith, Managing Director of GBRf, said: "The running of the first biomass train for Drax Power from the Port of Liverpool is an important moment for GB Railfreight. Over the last two years, we have been working with Drax and the infrastructure operator to secure viable paths across the TransPennine rail network and answer the demands of one of our longest and most loyal customers.

"Today is recognition of these efforts and the innovative approach we take to customer solutions. We're looking forward to building on this relationship with Drax as we move into Phase 2 of the Liverpool project."

Graham Backhouse, Drax Head of Supply Chain & Logistics, said: "This first delivery of sustainable biomass from the Port of Liverpool is further evidence of Drax powering the Northern Powerhouse."

"Using cutting edge biomass technology we are transforming the UK's largest Power Station into one of Europe's largest generators of renewable electricity. Receiving biomass from Liverpool is another example of how we provide the UK with sustainable, reliable and affordable energy."



GWR 3700 Class 'CITY' 4-4-0 locomotive No. 3717 'City of Truro' is seen at Tyseley open day on October 24th. John Alsop



Freightliner's Class 47 830, on hire to 'Rail Operations Group' passes Burton on October 8th with a Washwood Heath - Derby barrier vehicle move. Stuart Hillis

Fresh from a repaint, Royal Mail's Class 325 009 is seen at Northampton working the 11:20 Crewe TMD (E) to Willesden PRDC. Derek Elston



Class 90 007 'Sir John Betjeman' calls at Stowmarket on October 27th working the 1P47 15:00 Norwich - London Liverpool Street. John Balaam



DB Schenker Rail UK announces three new contract wins

DB Schenker Rail UK has announced a triple win after securing contracts with construction companies United Asphalt, Brett Aggregates and J Clubb. Each contract will see the UK's leading rail freight operator transport aggregates across the UK, providing a more eco-friendly alternative to road transportation. The deals will save 2 million road miles each year. DB Schenker Rail UK has secured a five year contract with United Asphalt to transport hard stone aggregate from Ipswich Docks and Avonmouth Docks to Theale, Berkshire and is the first time that imported hard stone has been moved from Ipswich Docks by rail.

Three services will be completed each week, carrying approximately 1,300 tonnes of aggregate per train. The first service ran from Avonmouth Docks on 12 October carrying specialist skid resistant aggregates imported from Belfast. United Asphalt, an independent asphalt manufacturing business producing quality assured asphalt, macadam and specialist surfacing products, is purchasing rail services directly for the first time. The introduction of DB Schenker's rail freight service means that up to 135 lorry loads will be removed from the roads each week, leading to a significant reduction in CO2 emissions.

David Fletcher, Head of Construction Sales at DB Schenker Rail UK, said: "This is the first time that United Asphalt has directly purchased rail transport and we are delighted they have selected DBSR UK to provide these services. "As the leading supplier of rail services to the construction sector this is an exciting project and we are already working with United Asphalt on additional rail services.''

Brett Aggregates, one of the largest independent producers of sand and gravel in the UK, has also chosen DB Schenker Rail UK's services, in a 10 year contract. The new deal will see the rail freight operator moving aggregates, for use in the production of concrete, from Cliffe, Kent to Brett Aggregates' new railhead in Neasden, North London. Brett Aggregates has been working with DB Schenker Rail UK for around three years to open this facility, which will allow the delivery of aggregates into central London without using road transport. The new service, which commenced 14 October, will run at a rate of two trains per week carrying approximately 1,300 tonnes of material per train, the equivalent of around 90 lorry loads. Brett Aggregates provides a wide range of traditional and recycled products from 32 quarry sites and wharves in London, the South East and East of England.

"Our partnership with Brett Aggregates provides an efficient and eco-friendly way to transport material into the capital" said David Fletcher. "We have been successfully operating the Ipswich to Watford traffic for Brett Aggregates since 2013 and the development of services to the new Neasden railhead further strengthens our relationship with them."

Adding to their success DB Schenker Rail UK has also started a contract with J Clubb this month, transporting ash from West Burton Power Station, Nottinghamshire to East Peckham, Kent. The new six year deal will see DB Schenker Rail UK operate two trains per week, transporting around 1,200 tonnes of product per train. The ash is used in the production of concrete blocks, an eco-alternative to tipping the ash for waste. The initiation of this contract follows the work by J Clubb to reinstate the former East Peckham railhead to handle such traffic. The first service arrived at the railhead on 14 October and was the first regular rail traffic through the site for at least 10 years.

Jon Clarke, Account Manager at DB Schenker Rail UK, said: "We are very pleased to be working in partnership with J Clubb to deliver product to the newly reinstated East Peckham Railhead site. "The closure of coal fired power stations in Kent has meant alternative sources needed to be identified. Using rail freight to transport the aggregates removes around 170 lorry loads from road transport each week."

Celebrating 50 years of Freightliner

On November 12, Freightliner, the U.K.'s largest rail maritime intermodal operator, celebrates 50 years since the running of its first train which ran from London to Glasgow. Customers, industry representatives and colleagues will mark the anniversary with an event at the National Rail Museum in York, where the Secretary of State for Transport, Rt. Hon. Patrick McLoughlin MP, will deliver a key note speech.

Since its creation in 1965 as the container arm of British Rail, the nationalized rail operator responsible for most passenger and freight railway services in Great Britain, Freightliner has gone from strength to strength.

In 1996, after three decades as part of both British Rail and the National Freight Corporation, Freightliner was sold through a management buyout (with the backing of 3i and Electra). This move was part of the wider privatisation of the U.K. rail infrastructure and operations.

Since privatisation, Freightliner has seen strong growth and has diversified beyond deep-sea intermodal traffic with the creation of several subsidiaries, including Freightliner Heavy Haul, Logico, Freightliner Maintenance, Freightliner Poland and Freightliner Australia. The Group also completed the acquisition of ERS Railways in the Netherlands and, most recently, expanded into the Middle East in the form of a U.K. consortium.

Earlier this year, Freightliner was acquired by Genesee & Wyoming, a U.S.-based owner of short line and regional freight railroads serving more than 2,000 customers over 15,000 miles of track in five countries.

Jack Hellmann, President and Chief Executive Officer of Genesee & Wyoming, said: "Freightliner is an excellent strategic fit for G&W, adding a world-class intermodal and heavy haul franchise as the foundation of G&W's U.K./ Europe business and unlocking more opportunities in Australia." "Working with Freightliner's talented management team, who have a long track record of success in building Freightliner over the past two decades, we expect to grow the business even more and also unlock a range of investment opportunities worldwide."

Freightliner Chief Executive Russell Mears said: '' Our 50 year anniversary is a significant achievement. Freightliner is a respected, premium rail brand and our staff, some of whom have been with the company for over 40 years, are proud to be part of a successful organisation with such a rich history.''



Grand Central's power cars Nos. 43423 and 43480 blast through Doncaster with a Sunderland - London Kings Cross service, October 1st. Michael Lynam

Abellio Greater Anglia introduces round-the-clock Twitter service

Rail passengers in East Anglia can now benefit from round-the-clock online information as Abellio Greater Anglia extends the hours of its Twitter service.

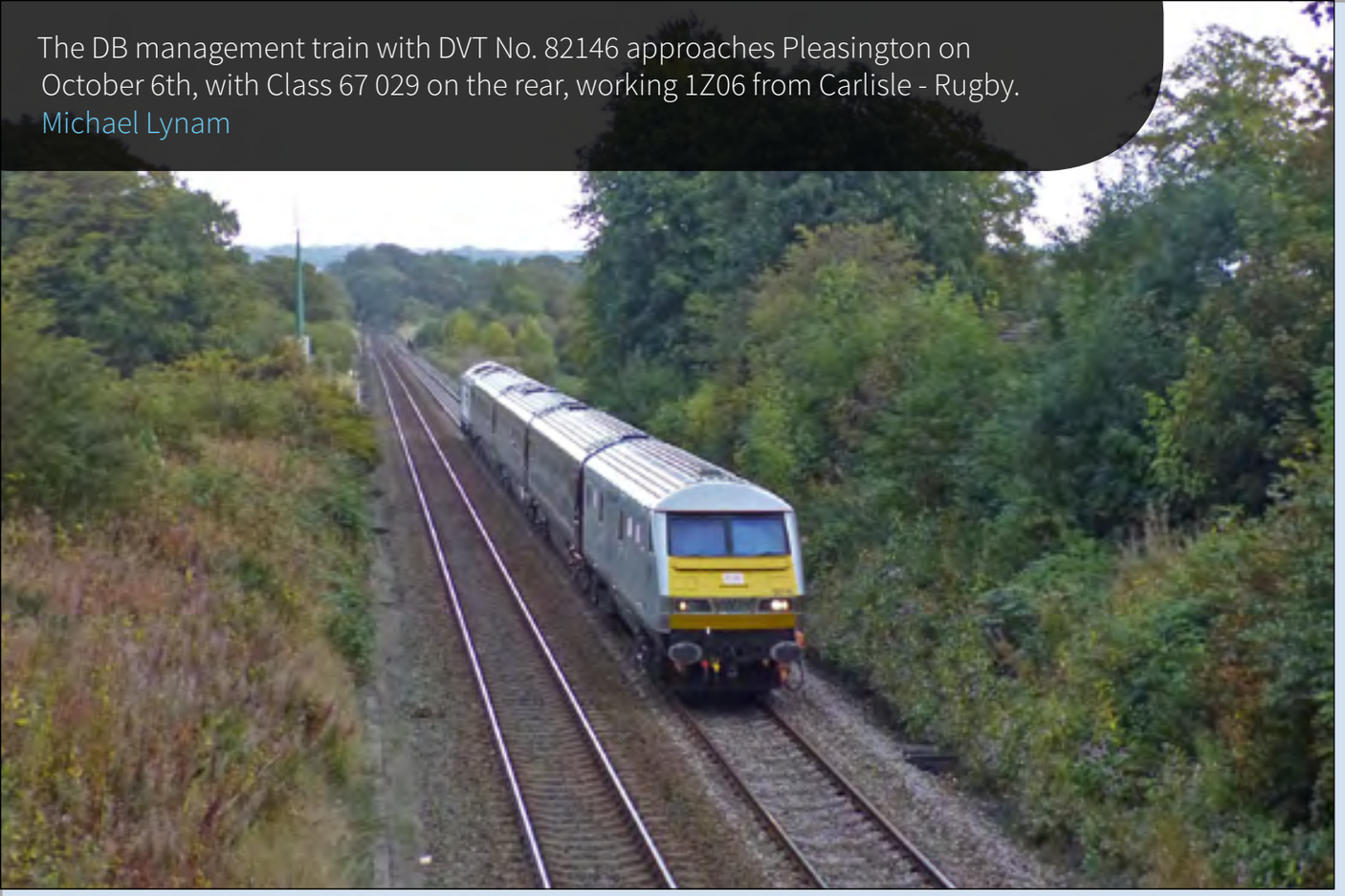
From Sunday 8 November, the service will be available 24 hours a day, seven days a week. The operator has consistently expanded the hours of operation since it started operating the franchise in 2012 and more than 60,000 people now follow its @ greateranglia and @Stansted_Exp accounts.

The train operator's dedicated social media team will continue to respond to queries and comments from 0630-2200 Monday to Friday, from 1000 - 1900 on Saturdays and from 1000 - 1800 on Sundays. Outside these hours, a partnership with National Rail Enquiries means that passengers will be able to tweet the operator at all hours of the day and night.

The Twitter service is very popular with passengers and the Abellio Greater Anglia team regularly receives praise from customers for their helpful and responsive approach. It is one of five train operators to offer a round-the-clock Twitter service.

Andrew Goodrum, Customer Services Director for Abellio Greater Anglia, said: "We are very pleased to extend the operating hours of our Twitter service. Twitter is one of the many ways in which we communicate with our customers and continues to provide live information to thousands of people every day."

The DB management train with DVT No. 82146 approaches Pleasington on October 6th, with Class 67 029 on the rear, working 1Z06 from Carlisle - Rugby. Michael Lynam



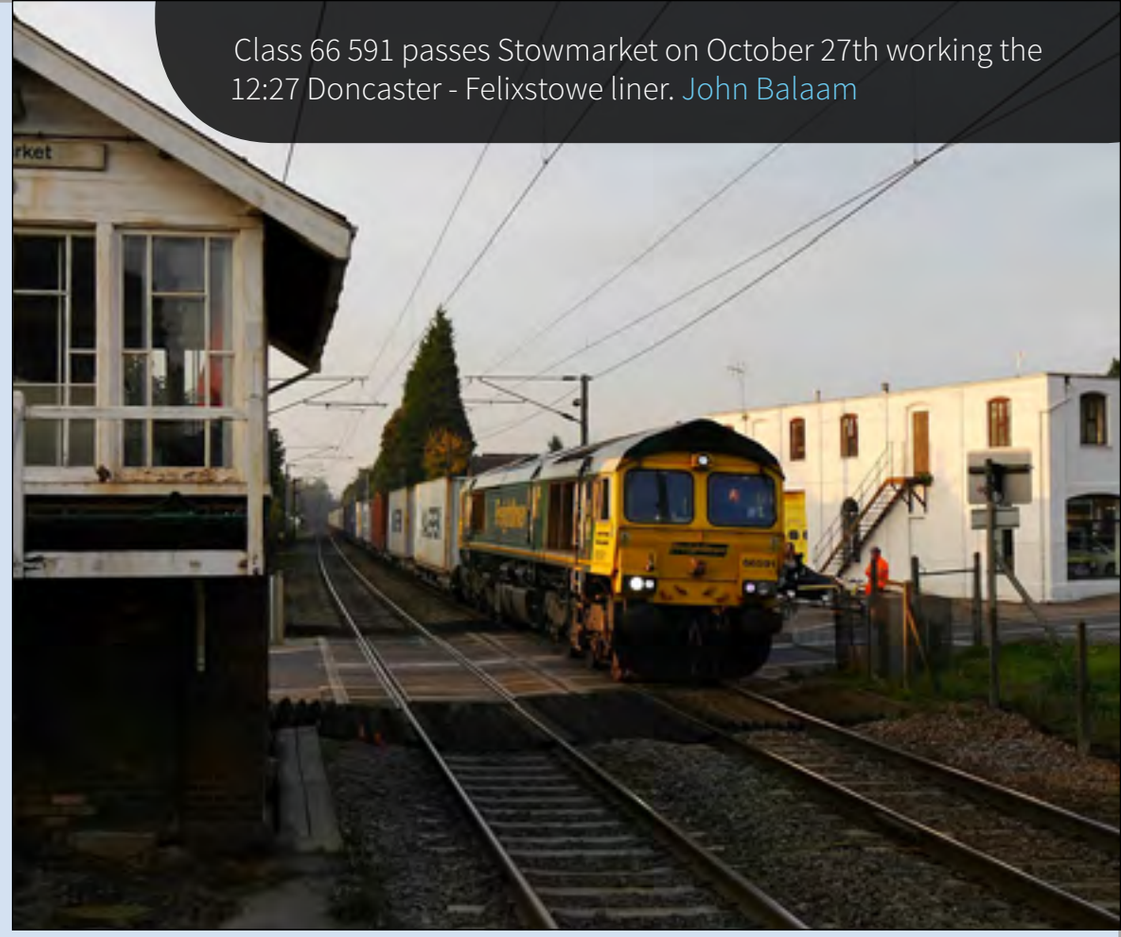
SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Class 66 591 passes Stowmarket on October 27th working the 12:27 Doncaster - Felixstowe liner. John Balaam



Rattling a thing of the past with Virgin Trains' New Crockery

Virgin Trains has unveiled a new lightweight tray as part of a new crockery launch that will put an end to the chorus of onboard rattling crockery and cutlery. The tray is part of a five-piece dining ware set that includes an artisan sugar bowl created by a potter on the West Coast Mainline.

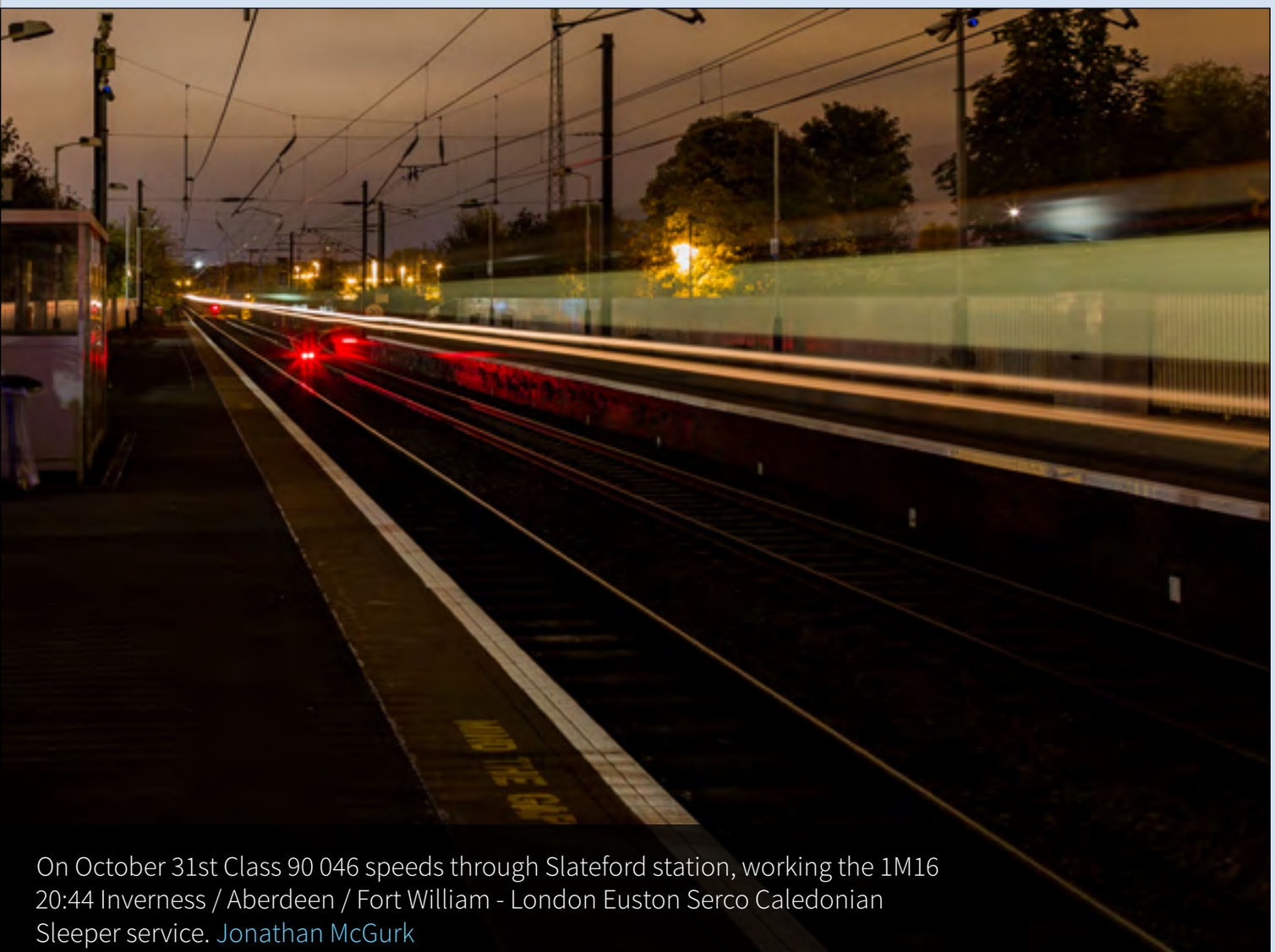
This is the first time since 2008 that Virgin Trains has updated its First Class crockery, which will be onboard and in lounges for First Class customers in early November.

It follows extensive research amongst customers and frontline staff which identified rattling cups and cutlery as a common gripe. The new crockery will showcase Virgin Trains' recently launched autumn menu, which features regionally sourced food from suppliers and producers on the train operator's West Coast route.

Amanda Smit, Head of Catering at Virgin Trains, said: "At Virgin Trains, we make it a priority to provide our customers with the very best and are committed to improving our services, right down to the teaspoon. We're also committed to supporting the many local businesses that operate along our route. With this crockery upgrade and our new menu, we're right on track in our quest to achieve both goals."

First Great Western's 1B40, the 13:45 London Paddington to Swansea, passes Shrivenham on October 20th. Derek Elston





On October 31st Class 90 046 speeds through Slateford station, working the 1M16 20:44 Inverness / Aberdeen / Fort William - London Euston Serco Caledonian Sleeper service. Jonathan McGurk

Eureka! Museum Train Gets A Refresh

Donated by Northern Rail, a Serco and Abellio joint venture, and first opened in 2010, the Eureka! train at Halifax's National Children's Museum is used as an interesting and unusual lunch area for visiting school children and families.

The train had been well used over the past five years and the time had come to give it a bit of a spruce up, so over a three-week period Northern, in partnership with supplier Aura Graphics, did battle with the autumn weather to do just that.

The works, costing £16,000, include a new brighter, more weather-resistant livery and the train now benefits from an upgrade to the roof which means it should last well into the future, and require less maintenance.

All the work was done on-site and the museum managed to continue to operate as normal while the work was ongoing, even though the train was out of action for a while.

Tudor Gwynn, Operation and Projects Director at Eureka! said: "The train has been a valuable resource for the museum and provides a great space for families and school children to use to relax, enjoy their lunch and learn a bit about rail travel and safety. We're really grateful to the whole team that worked on the project and we're delighted to have it back in action and looking better than ever."

Stuart Draper, Northern's Director of Engineering, agreed: "Northern is really proud to have been able to support the museum in this way. The upgrades we've made will mean the train is available for the children to use for at least another five years, and hopefully even longer!"



Allerton depot opens to electric trains after £23m makeover

Allerton Train Maintenance Depot is ready to service Northern Rail's fleet of Northern Electrics trains after a £23m upgrade by Network Rail. The fleet of 20 electric trains, which are due to be fully deployed by December 2015, will provide 6.7m additional seats a year to routes between Liverpool, Manchester, Wigan, Preston and Warrington for Northern Rail's customers.

Located near to Liverpool South Parkway on the busy Manchester to Liverpool line, Network Rail acquired the depot in 2011, transforming it from its near derelict state to a cutting edge maintenance facility, servicing Northern Rail's fleet of diesel trains. As part of its North West Electrification Programme, Network Rail, supported by lead contractor Buckingham, then committed to a further package of improvements at Allerton, re-electrifying the depot (after de-electrification in 2009) to accommodate Northern's electric trains. Transport Minister Andrew Jones said: "Our investment in infrastructure is transforming the railways in the North, giving passengers better journeys and helping to build the Northern Powerhouse. "The re-electrified depot at Allerton will help us to deliver more electric trains on the Northern Rail network, expanding the fleet in the north west, and crucially, provide additional seats and capacity for customers."

Martin Frobisher, route managing director for Network Rail, said: "The electrification of Allerton depot is an important part of our Railway Upgrade Plan with Network Rail investing over £1bn to improve rail services across the north. By electrifying routes between key towns and cities, passengers will benefit from bigger, better and more environmentally friendly trains. The improvements at Allerton mean these trains can now be housed and maintained to help deliver these benefits."

Welcoming the re-electrification of Allerton train maintenance depot, Northern Rail's managing director Alex Hynes said: "Creating a Northern Powerhouse of jobs, investment and prosperity is a key objective of the Government's long term economic plan. Northern is proud to be playing a key part in bringing this to life; by introducing 20 Northern Electrics trains we are improving connectivity across the North and providing much needed extra capacity on some of the UK's busiest routes.

"Network Rail's support through the improvement and extension of Allerton depot is vital. It means that we are not only equipped to maintain the electric trains we already have in service, but we are able to introduce even more in the coming months."

Work on the depot started in 2014 and the improvements have been delivered in three phases, with phases 1 and 2 now complete and including: Electrification and extension of the existing train shed to accommodate the new, longer electrified trains including supporting trackworks; Installation of new electrification equipment in support of the above; New depot protection system to safeguard staff ; Modernisation/expansion of the existing maintenance 'pit' to provide improved access; New walkways and lighting; New sanding equipment to help address track adhesion problems (including leaves and ice on the line); Installation of over a mile of new/re-conditioned track Further improvements (phase 3) are also underway to improve the depot's capacity, enabling it to stable up to 100 trains. The improvements include modifications to the Hunts Cross end of the depot, with works scheduled for completion by the end of the year.

FIRST MINISTER LAUNCHES NEW VIRGIN FLYING SCOTSMAN TRAIN

On October 28th, Scotland's First Minister, Nicola Sturgeon, unveiled Virgin's new 'Flying Scotsman' train, celebrating one of the most famous names in railway history. Virgin Trains, which runs a four-hour 'Flying Scotsman' express service from Edinburgh to London, has re-liveried a locomotive to promote rail travel to and from Scotland.

This marks a major milestone in the 'Virginising' of its fleet of trains into a distinctive Virgin red, as it continues to attract more people to travel on its trains, particularly between the UK's two capital cities. The unveiling took place at Edinburgh Waverley station on the same day that Virgin Trains announced a £16m contract to refurbish engines for its High Speed Trains, which are serviced and maintained at its Edinburgh depot.

Nicola Sturgeon, First Minister of Scotland, said: "For over 150 years the Flying Scotsman service has connected Edinburgh and London by the historic East Coast rail route. It is wonderful to see the name of the Flying Scotsman train kept alive on the route with a new, contemporary design. I am also delighted that the refurbishment of Virgin's diesel engines will draw on the local skills and talents of the Craigentinny workforce."

David Horne, Managing Director at Virgin Trains on the east coast route, said: "We are thrilled to continue the legendary name of the Flying Scotsman. Flying Scotsman trains brought style to the railways for many years. Our new train is a design twist on the legendary Flying Scotsman, recreating the glamour of rail travel for the 21st century, using our distinctive Virgin brand and style.
The re-livery of our fleet in Virgin red is now almost complete, but we felt we just had to create a unique look to promote our Flying Scotsman and travel to and from Scotland. We look forward to welcoming customers on-board and providing them with a great Virgin customer experience."

Virgin Trains will also launch a new service from Stirling to London on 14 December 2015, and from May 2016, four additional return services will be launched between Edinburgh and London.
The company has signed a £16m deal with engine manufacturer MTU to refurbish all 35 diesel engines for its fleet of High Speed Trains. The engines will be fitted at its Craigentinny depot, in Edinburgh over the next two years.

David Horne added: "This new engine replacement programme will ensure the continued strong performance of Virgin Trains' High Speed Train fleet until the introduction of new Super Express Trains from 2018. We are pleased that the work to install the engines, which will also be in Virgin red, will take place in Edinburgh. We continue to play a key role in the economy of the Capital and Scotland as a whole, where more than 700 of our workforce are based."



GWR 2-6-2T ‘Prairie’ No. 4144 is seen operating at GWR Didcot on October 31st.
Richard Hargreaves

Loco Fleet List 2015

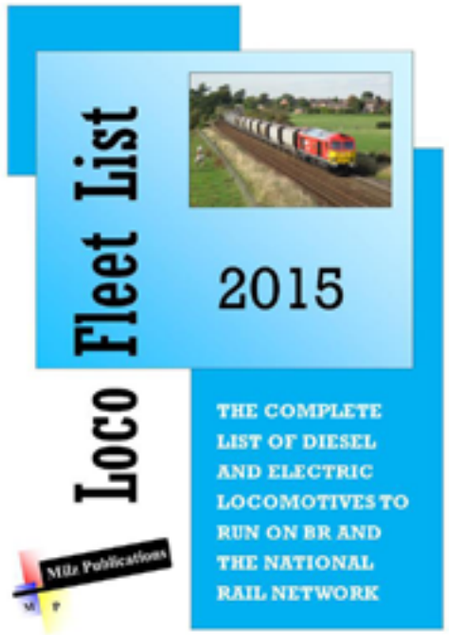
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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 2015 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

Work to reinstate quarry link reaches major milestone

A project to reconnect two quarries with the main Settle to Carlisle railway at Horton in Ribblesdale reached a major milestone in late October when the new line was connected to the existing network.

Funded by Tarmac in support of its Arcow and Dry Rigg quarries, the £5million project will help remove more than 16,000 lorry journeys from the local road network each year and follows close liaison with the Yorkshire Dales National Park Authority, Craven District Council, local parish councils and residents to look at alternative ways of transporting materials.

Delivered by Network Rail and its partners Babcock and Story Contracting, the work, which started this summer, includes:

- Significant earth removal as well as the construction of a new supporting railway embankment
- Opening up the connection between both quarries and the main railway line
- Track and signalling work to connect the new section of railway to the main railway line including supporting signalling work at Blea Moor, Settle Junction and Arcow

Ross Halley, Tarmac’s regional estates manager North and Scotland, said: “ The opening will remove thousands of vehicle movements from the local highway network, increase connectivity to Tarmac’s sites and help secure the line for future generations. This project would not have been possible without commitment from Network Rail and our local stakeholders, including the Yorkshire Dales National Park Authority and we are delighted that this project is nearing completion”.

Joelle Calderelli, Network Rail’s scheme project manager, said: “On completion, this new link will have a major, positive impact upon the local road network, helping remove thousands of lorry journeys from the Yorkshire Dales National Park. As part of our Railway Upgrade Plan we are committed to working with all parties to develop the railway to support industry and the wider economy.”

Once this work has been completed, a new footbridge will be installed to cross the new rail connection, aligned to the existing pedestrian route adjacent to the quarry. The new rail link is scheduled to open to traffic in late 2015/early 2016.

The rail connection was originally removed from use in the 1960s.

Welsh Highland Railway loco No. 138 waits for the right-away at Porthmadog Harbour, ready to start its journey towards Caernarfon, October 11th. Ben Bucki



On October 3rd, Class 55 No. D9009 'Alycidon' races through Bentley working a London Kings Cross to Carlisle tour. Brian Hewertson



Arrival of new South West Trains fleet moves closer as Siemens starts to build new trains

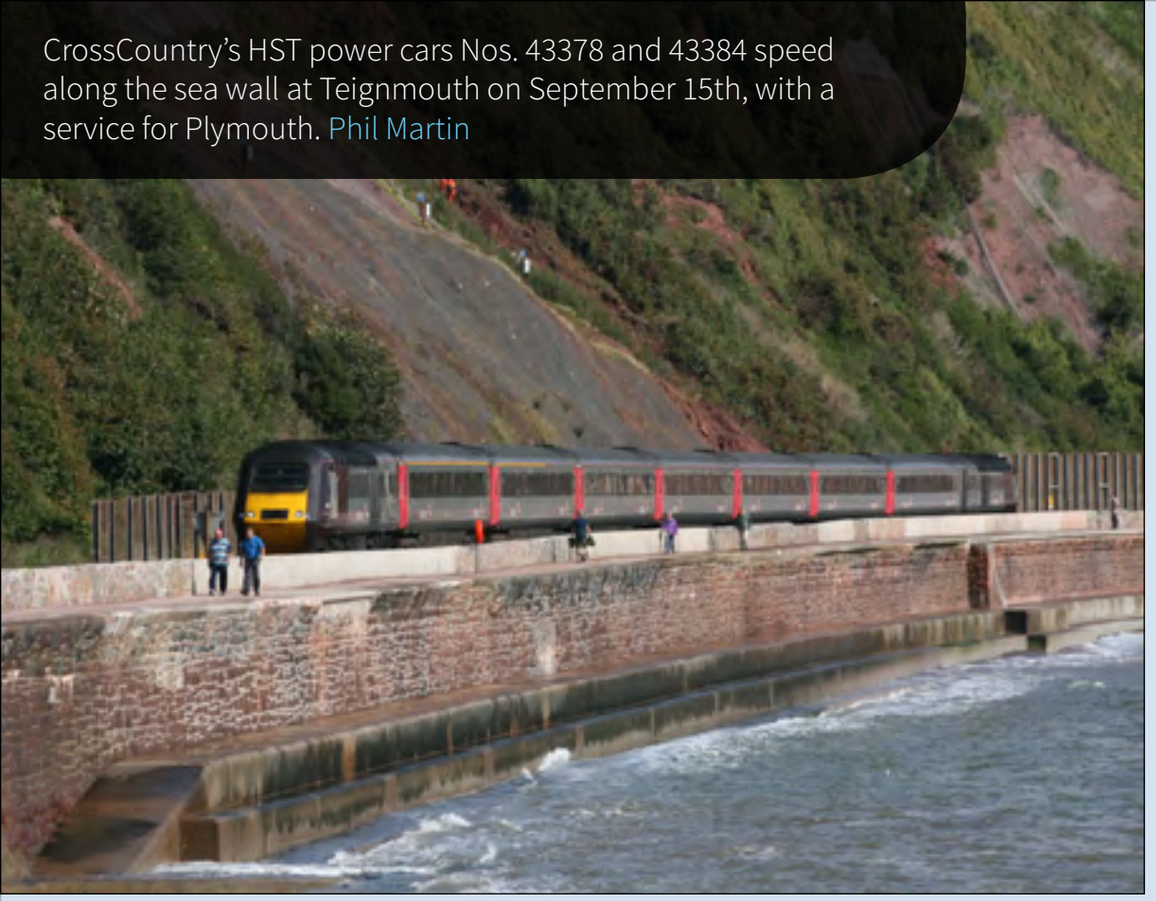
The plan to introduce a £210 million fleet of brand new trains for South West Trains (SWT) passengers has passed an important milestone. Construction of the first Siemens-built Class 707 Desiro City trains is now underway with the main body of the train created and assembled. This marks the first stage of development for the new trains which will run between London Waterloo and Windsor, improving passenger facilities and increasing space for passengers on some of the busiest services in the country. All design work for the £210 million fleet of 30 five-carriage trains has been finished and the first unit is expected to be built by the end of February 2016. The first new train will then begin testing in May 2016 before being delivered by leasing company Angel Trains to SWT Wimbledon depot in time to start passenger service in June 2017. During this time, all units will be extensively tested to ensure reliability and provide SWT staff the opportunity to train on the new trains and become familiar with the new systems before they enter passenger service. It is expected that all of the new fleet will be delivered by the end of 2017.

The new Desiro City trains will significantly increase space for passengers and improve the on-board facilities. They feature state-of-the-art technology, are lighter than existing fleets and are much more energy efficient. The trains also feature a light and airy, air-conditioned environment, better on-board train information systems and free passenger WiFi. They also have 'open gangways' meaning passengers can both see through and walk the length of the train much more easily. The new trains will boost capacity for SWT passengers, allowing more than 18,000 extra passengers to travel in and out of London Waterloo during the busiest times of the day. When they are introduced, it will allow other existing SWT trains to be moved to other parts of the network – increasing capacity on other key routes.

Commenting on progress, Steve Scrimshaw, Managing Director, Rail Systems at Siemens, said: "The start of manufacture for a new fleet of trains is always an exciting milestone. It gives a sense of real progress to a project that up until now has lived on paper, technical drawings and computer. We are now turning the designs into reality and drawing closer to the next key milestone, the first complete train running around our test track before the ultimate goal, delivering new, spacious and comfortable trains that really improve the passenger experience."

Christian Roth, Engineering Director for South West Trains, added: The introduction of the brand new Class 707 Desiro City trains is an absolutely crucial part of our plans to provide the biggest increase in capacity on this network for decades. When delivered, these new trains will provide a major increase in spaces for passengers as well as much improved facilities, including better accessibility and free WiFi. We are delighted manufacturing is now underway and look forward to welcoming the first units to the UK."

Malcolm Brown, Chief Executive Officer for Angel Trains, said: With significant population growth it is essential that London's transport network can adapt to meet the capital's current and future needs. Angel Trains is committed to investment in London's rail network and we are delighted to be working with Siemens and Stagecoach South Western Trains to procure and lease this new fleet of new Class 707s which will bring much needed additional capacity and an improved passenger experience to the system from next year. "



CrossCountry's HST power cars Nos. 43378 and 43384 speed along the sea wall at Teignmouth on September 15th, with a service for Plymouth. Phil Martin

First wires go up on EGIP

The Edinburgh Glasgow Improvement Programme (EGIP) reached another key milestone on October 27th when the first 1.5km overhead power cables were run out on the main Edinburgh-Glasgow route.

Over 250km of overhead power equipment (OLE) will be installed in the coming months as part of the £742m Scottish Government-funded project.
The wiring work is currently being delivered using conventional mobile elevated platform methods, ahead of the arrival of a new wiring train in January.

Running in tandem with the wiring works, engineers are also working to complete the last of over 60 clearance projects required by EGIP and to deliver the 2366 stanchions and masts needed to support the OLE – over 320 of which have already been erected.Due to electrify the main Glasgow Queen Street - Edinburgh Waverley via Falkirk High route by December 2016, EGIP will deliver faster, longer and greener trains for customers.

Rodger Querns, EGIP programme director, said: "Installing the first overhead power lines is a ignificant step on the way to completing this vital project and we remain on course to deliver faster, greener services for passengers by the end of 2016 as planned."

Did you Know - Ken Mumford

Railway Accident - Cornish luck

In Cornwall the pluck and quick decision of a North-bound Mail train Driver Westlake averted a version of the 1867 Abergele disaster.

On a single line, with a very severe gradient, a china clay train (driven by another engine-man) was working its way along in order to shunt into a siding, to allow the North-bound Mail to pass. The weight of the fully laden clay train proved too much for its brakes, and the engine-driver realised that his trucks were running away with the locomotive. He knew what would happen, for the Mail was due and his train was running full speed towards it. The clay train dashed through St. Austell station towards the oncoming Mail, the poor clay train driver making signs that his train was out of control. Nothing could be done at that station except wait for the almost certain impact of two heavy trains, and the terrible disaster that this collision must mean.

By great fortune the Mail train driver, when within a mile of St. Austell station, saw the runaway train sweeping down towards him, guessed the cause, and, like the brave, quick-witted man he was, stuck to his locomotive. Putting on the brakes, he stopped his train, reversed his engine, and began a backward journey.

Even now, the oncoming clay train was gaining upon the Mail, and it looked as if most passengers could hope for was a terrible smash just a little less severe than if they had met in an end-on collision.

The feelings of the gallant Mail train Driver Westlake can be better imagined than described, for he now saw the clay train gaining speed upon him before his own locomotive could pick up speed from its unexpected emergency stop. He might have jumped clear, and so have ensured his own safety, leaving the unsuspecting passengers to their fate.

But the real heroism of plucky Driver Westlake had its reward - the incline ended, and gradually the Mail train drew away from the clay train. Not too soon, however, for only twenty yards separated the two locomotives when the Mail train passed to safety.

Railway Accident - Brutus gets Cannoned

A broad gauge locomotive on the South Devon Railway was standing quietly in Plympton station when the Down Night
Mail ran beyond its usual stopping place and cannoned the sleeping "Brutus."

This shock opened its regulator, and off it went without anyone on the footplate, running at full speed towards Plymouth. Here it came to an inglorious stop at the buffers at the end of the line.

"Brutus" carried them away in his charge, tore up the platform like a motor tractor on the land, and came to rest in the clock-room, which the burly locomotive completely wrecked; yet "Brutus" was practically undamaged!

Rail safety warning as crossing users seen taking selfies and lying on the track in Derbyshire

A stark warning has been issued after CCTV captured eight incidents of dangerous behaviour in a single day on a rural railway crossing in Derbyshire. Video footage at Matlock Bath station caught adults and children taking selfies, talking on the phone while walking along the line and even sitting down to pose for pictures on the tracks. One group of up to ten people, including a toddler, spent over eight minutes on the railway taking photographs and chatting. Network Rail is now urging crossing users to pay more respect to the railway and to use crossings safely before a serious incident takes place.

Martin Brown, operations risk advisor at Network Rail, said: “Level crossings in rural, picturesque settings such as Matlock may look like good opportunities for a photo but the railway is not a playground. Trains can come from either direction at any time and being distracted by chatting, texting or taking photographs while using the crossing significantly increases the risk of an incident.”

Inspector Eddie Carlin from British Transport Police said, “The photos captured are extremely worrying. We are really concerned someone is going to get seriously injured or killed at the crossing. Trespassing on the railway is extremely dangerous and can have tragic consequences for those involved. I have had to tell devastated families that their loved ones are not coming home due to incidents such as this and it’s heartbreaking. The railway is a dangerous environment. Trains travel at speed and can be silent and if people are trespassing on the tracks and are distracted taking photos, selfies or texting they really are putting themselves in danger, no photo or text is worth risking your life. We have increased patrols in the area and are keen to speak to the people pictured to reinforce our concerns about their reckless and dangerous behaviour. If you recognise them please contact us on 0800 405040 or text 61016.”



Matlock Bath has a foot crossing with a Stop, Look and Listen sign at the crossing gate. It sees over 30 trains per day and is used by over 500 pedestrians and cyclists.
Photo: Children sit on rails while mother takes picture © Network Rail



CrossCountry’s Class 221 138 with ‘The Big Hoot’ branding calls at Reading on October 31st. Brian Battersby

Virgin Trains named Best UK Domestic Train Service at Business Traveller Awards 2015

Virgin Trains has been voted the Best UK Domestic Train Service at the Business Traveller Awards 2015. Regarded as the market’s benchmark for excellence, the Business Traveller Awards recognise the best service providers in business travel.

Readers of Business Traveller voted Virgin Trains top for Domestic Train Service in the UK ahead of First Great Western and Heathrow Express. For nearly a decade, Virgin Trains has been recognised by business travellers for going the extra mile to make customers’ journeys enjoyable and stress-free.

Amanda Robinson, Head of Sales at Virgin Trains, said: “At Virgin Trains, we really value our business customers and are committed to ensuring that they can arrive ready to tackle the challenges of their working day. We’re always striving to offer our business travellers the best experience, so we’re delighted to be recognised as the best domestic rail service provider in the UK and are already looking forward to the challenge of building on this achievement.”

A Different View

The interior of Birmingham New Street has certainly improved with the opening of ‘Grand Central’, however platform level is still as bad as ever! Richard Hargreaves



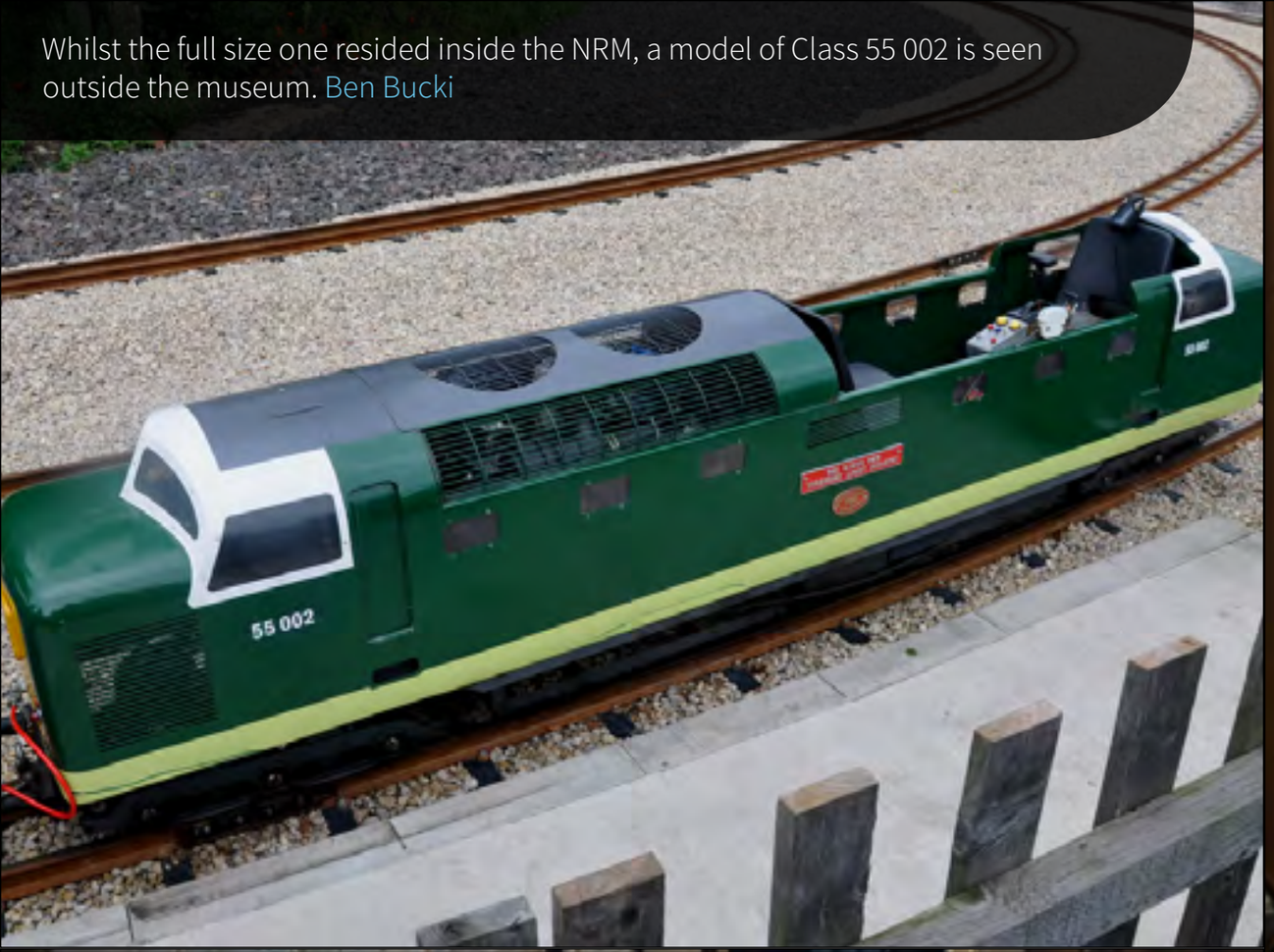


An unidentified SouthEastern Class 376 is seen as it approaches Cannon Street, crossing the River Thames on October 11th. Derek Elston



Whilst the majority of the Chiltern main line is colour light signalled, there are still a few semaphores around, such as this one at Banbury. Brian Battersby

Whilst the full size one resided inside the NRM, a model of Class 55 002 is seen outside the museum. Ben Bucki





A splendid display of flowers at Gotherington station on the Gloucestershire Warwickshire Railway on October 10th. Richard Hargreaves

Isle of Man Steam Railway 2-4-0T No. 12 'Hutchinson' is photographed framed in the waiting room window at Port Erin. Andy Pratt



Class 66 709 ‘Sorrento’ nears the end of its journey as it crosses the Edward Albert Bridge with 6G62 04:52 Liverpool Bulk Terminal - Ironbridge power station on October 20th. Keith Davies



At the National Slate Museum in Llanberis, an old truck hangs from a cableway as a unique decorative feature at the flooded quarry, now used for scuba diving. Ben Bucki



Preserved and Industrial Railways:
Gloucestershire Warwickshire Railway

Class 26 No. 5343 and Class 24 No. 5081 arrive into Toddington station on a misty October 10th. Richard Hargreaves



In faded BR Green livery, Class 03 No. D2182 stands in the yard at Winchcombe. Richard Hargreaves



Class 47 No. 1693 is seen under restoration inside Toddington shed on October 10th. Richard Hargreaves





Looking immaculate in BR Green, Class 37 No. D6948 is due to return to service at the line in March 2016, after completion of its overhaul. Richard Hargreaves



On October 10th, Class 73 No. E6036 heads off its train at Toddington and moves onto the depot. Richard Hargreaves

Peak Class 45 149 stands at Cheltenham Racecourse on October 10th working a service to Toddington. Richard Hargreaves





Class 117 DMU Nos. 51405 and 51363 is seen arriving into Gotherington, working a service to Toddington. Richard Hargreaves



The A1 Steam Locomotive Trust
New Steam for the Main Line

The Red Rose Express recreated for Valentines Day

London Paddington to Worcester and return on Sunday 14th February 2016 with famous new steam locomotive 60163 Tornado

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the recreation of 'The Red Rose' express. This special Valentine's Day main line steam railtour will run from London Paddington to Worcester and back by two different routes, picking up passengers at both Slough and Reading. The original 'Red Rose' was specially named in celebration of the Festival of Britain and ran from London Euston to Liverpool and return from 1951 to 1966. This unique railtour will feature new build steam locomotive No. 60163 Tornado, which was completed in 2008, hauling historic carriages in carmine and cream livery with those passengers in First Class Dining receiving a traditional silver service throughout the journey. Highlights of the day will be a fast run from Paddington to Bristol along the Great Western Main Line and the ascent of Sapperton Bank on return. Passengers will have around three hours in the City of Worcester, with the option of a visit to the Elgar Birthplace Museum.

With No. 60163 Tornado at the head of 'The Red Rose' express, we depart from London Paddington at a civilised 09:25, calling at Slough (which is convenient for the M25) and at Reading. Our route takes us through the railway town of Swindon to Bristol East Loop where we pause to take water. We then traverse the Rhubarb Loop and head north, via Bristol Parkway and Yate where we join the former Midland Railway line through Charfield. We avoid Gloucester and at Abbotswood Junction we diverge left to arrive at Worcester Shrub Hill station at around 13:30. From the station it is about a ten minute walk into the city centre with its fine medieval buildings along with some lovely old pubs and an excellent shopping centre. The Cathedral, founded in AD680, has been described as possibly the most interesting of all England's cathedrals and towers above the peaceful River Severn. Optionally, a ten minute coach journey from the station takes us to The Elgar Birthplace Museum which offers a fascinating insight into the life and music of Sir Edward Elgar, whose masterpieces include the Dream of Gerontius, the Enigma Variations, and appropriately The Valentine. The museum comprises two buildings, the modern Elgar Centre and the atmospheric Birthplace Cottage. Together they reveal the great man behind the music.

Our return route, still with No. 60163 Tornado at the head of the train, is via Stroud and Sapperton to Swindon and after a watering stop at Wantage Road we duly arrive back at Reading, Slough and London Paddington. The train will comprise First Class Dining and First Class Non-Dining carriages, ideal for those wishing to celebrate Valentine's Day in style. For those more interested in main line steam performance, there will be Standard Class accommodation available also. Tornado will be hauling a limited number of main line railtours during 2016, with all profits going towards the upkeep of this magnificent locomotive. Consequently, space on this train is likely to be at a premium and so an early reservation is recommended.

Tickets for the 'The Red Rose' are priced at Standard Class (£99.00), First Class Non-Dining (£139.00) and First Class Dining (£225.00) with all profits going to The A1 Steam Locomotive Trust. Guaranteed 'tables for two' in First Class Non-Dining and First Class Dining are available for a supplement of £25.00 per person. The optional visit to the Elgar Birthplace Museum is priced at £10.00 per person including admission and coach transfers. Terms and conditions are available on request. Bookings by debit or credit card are via our ticket agents UK Railtours.

Epping and Ongar Railway

Class 03 119 and GWR ‘Large Prairie’ No. 4141 are seen on the shed at North Weald.
Andrew Wilson

Class 33 202 stands in the sunshine at Ongar during the lines diesel gala.
Andrew Wilson



Class 14 No. D9539 is seen at Ongar ready to work a service to Epping Forest.
Andrew Wilson





Visiting from Old Oak Common for the diesel gala, and resplendent on GWR green livery, Class 08 836 is seen at Ongar. Andrew Wilson



Is this the last gala for Class 37 No. D6729, as a return to the mainline has been suggested for this machine. Andrew Wilson

National Railway Museum - York

The replica of the famous Stephensons' 'Rocket' is posed inside the Great Hall. Ben Bucki

Seen inside the workshops, the recently arrived Eurostar power car is cleaned ready for display. Ben Bucki

The seventh annual NRM's 'Locos in a different light'; LMS No. 6229 'Duchess of Hamilton' in amazing colour and lighting, pictured on October 28th. Steve Donald



Locos in a different light; Class 52 No. D1023 'Western Fusilier' also on display at the NRM on October 28th, in amazing colour and lighting. Steve Donald





Locos in a different light; Newest arrival at the NRM, Eurostar power car Class 373/2 No. 3308 also featured in the event. Steve Donald



Locos in a different light; BR Class 9F No. 92220 'Evening Star' stands proud on the turntable at the NRM. Steve Donald

Lynton & Barnstaple Railway

Ffestiniog Railway 2-4-0STT ‘Blanche’ works up the grade towards Woody Bay station on September 27th. The former Penrhyn Quarry loco was visiting the line for their steam gala. Andy Pratt

1945 built Bagnall 4-4-0T ‘Charles Wytock’ works a demonstration freight up the hill into Woody Bay station on September 27th. Andy Pratt

North Yorkshire Moors Railway

SR West Country Bullied Class 4-6-2 No. 34092 ‘Wells’ sporting the ‘Golden Arrow’ headboard runs round BR Standard Class 4MT 2-6-0 No. 76079 at Grosmont goods loop on September 26th. Shep Woolley

SR Maunsell U Class 2-6-0 No. 31806 works the morning goods through Darnholm during a Matt Fisher photo charter. Shep Woolley



The undoubted star of the gala, SR Bullied Class 4-6-2 No. 34092 ‘Wells’ approaches Levisham with the Sunday Dining train. This engine is a credit to the lads at Haworth on the Keighley and Worth Valley Railway who restored her. Shep Woolley





On September 27th, SR Maunsell U Class 2-6-0 No. 31806 approaches Esk Valley with a Pickering service during the autumn steam gala. Shep Woolley

West Lancashire Light Railway

Parallel running as Kerr Stuart ‘Joffre’ Class 0-4-0T+WT works No. 2405 of 1915 draws on to the coaches at Beconsall Station while class mate works No. 3014 of 1916 moves from the head shunt towards the water column. Ken Abram





Recently returned from heavy overhaul, Quarry Hunslet 0-4-0ST ‘Irish Mail’ works No. 823 of 1903 hauls a train of bogie freight wagons. Ken Abram

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

SANTA TICKETS SELLING FAST FIRST TRAIN NOW SOLD OUT

The traditional combination of steam & Santa still has plenty of pulling power!

Festive trains on Leicestershire’s award winning Great Central Railway where families can meet Father Christmas are selling fast. In fact the first train has now sold out completely - two months before it is due to depart!

“Our Santa Specials have always been popular,” said GCR Marketing Manager Kate Tilley, “and last year was a record breaker in terms of the number of visitors. “For children wishing to meet the man in the red coat and Mrs Claus, there’s nothing quite as magical as our Santa steam trains”



Santa Specials and Santa Deluxe trains operate from the last weekend in November through to Christmas Eve with children receiving presents on the train which is hauled by a steam engine. Advance booking is essential.

You can arrange your ticket online at www.gcrailway.co.uk

Severn Valley Railway

LNER A1 Class No. 60163 ‘Tornado’ stands at Kidderminster on October 17th.
Richard Hargreaves



‘Royal Scot’ Class 7P 4-6-0 No. 46100 ‘Royal Scot’, arrives into a very quiet Highley on October 17th working a Bridgnorth - Kidderminster service. Richard Hargreaves

LNER A1 Class No. 60163 ‘Tornado’ backs onto its train at Bridgnorth on October 15th, an A1 Steam Locomotive Trust members special day. John Alsop



Class 20 No. D8059 heads past Little Rock Cutting with the 15:18 Bridgnorth - Kidderminster service on October 1st, during the lines diesel gala. Keith Davies





On October 3rd, Class 52 No. D1015 ‘Western Champion’ arrives into a foggy Hampton Loade with a service to Kidderminster. Phil Martin



Class 35 ‘Hymek’ No. D7076 climbs Eardington Bank working a Kidderminster - Bridgnorth service on October 1st. Carl Grocott

Class 14 No. D9531 heads down Eardington Bank with the 16:06 Bridgnorth - Kidderminster service on October 1st. Keith Davies



Just emerging from the shadows, Class 55 019 ‘Royal Highland Fusilier’ passes near Chelmarsh with the 12:54 Bridgnorth - Kidderminster working. Phil Martin





Class 52 No. D1015 ‘Western Champion is photographed at Kidderminster on September 30th during a ‘30742 Charters’ nightshoot. Mark Pichowicz



Class 50 035 ‘Ark Royal’ emerges from the fog at Hampton Loade working the 09:10 Kidderminster - Bridgnorth service on October 2nd. Phil Martin

Visiting the line for the diesel gala, Class 17 No. D8568 heads past Chelmarsh on October 1st working the 12:06 Bridgnorth - Kidderminster service. Keith Davies

Class 35 No. D7076 is photographed at Kidderminster on September 30th during a ‘30742 Charters’ nightshoot. Mark Pichowicz

Coventry Electric Railway Museum

At the open day on October 10th, former Great Eastern Class 307 EMU No. 123 is seen in BR blue livery. FrontCompVids



One of the finest EMUs ever built, the Class 309 'Clacton' and is seen here in 'Jaffa Cake' livery as worn in the mid 1980s. FrontCompVids





Class 405 4-SUB EMU No. 4732 was introduced into service around 1950, and doesn't look too bad when you consider its age. FrontCompVids



This former Merseyrail Class 503 EMU has had an eventful life, being split up after withdrawal and only reformed 20 years later. FrontCompVids

Class 414/3 2-HAP Unit No. 4311 comprises of DMBSO No. 61287 and DTCSO No. 70547, seen here at Coventry still wearing its Network South East livery, as withdrawn in the early 1980s. FrontCompVids

Bodmin and Wenford Railway

Class 50 042 ‘Triumph’ is seen running around it’s train at Bodmin Parkway on September 26th, during the railway’s diesel gala. Andy Pratt

Swanage Railway

Class M7 0-4-4T No. 30053 waits at Corfe Castle Station as Standard Class 4 2-6-4T No. 80104 arrives with a freight train from Norden, October 18th. Gerald Nicholl

Built in 1905, Drummond LSWR Class M7 0-4-4T No. 30053 heads an afternoon train (including Pullman Observation Car No. 14) into Corfe Castle on October 18th. Gerald Nicholl

Recently arrived at the Swanage Railway, Southern King Arthur Class 4-6-0 No. 777 ‘Sir Lamiel’ eases an afternoon train towards Norden in hazy sun, October 18th.
Gerald Nicholl

Llanberis Lake Railway

Quarry Hunslet ‘Dolbadarn’ draws slowly away from the station at Llanberis (which sits adjacent to the National Slate Museum), with a service towards the terminus in Llanberis village itself. Ben Bucki

Quarry Hunslet ‘Elidir’ waits patiently at Llanberis, at the station adjacent to the National Slate Museum, with a service towards Llanberis village. Ben Bucki

South Devon Railway

Class 37 No. 6975 (37 275) is seen at Buckfastleigh on September 25th.
Andy Pratt



Great Western Pannier Tank 0-6-0PT No. 6412 arrives into Totnes during their ‘Transport Weekend’ on September 13th. Phil Martin

Ribble Steam Railway

On October 3rd, a rare run out for ‘Deltic’ as Class 14 Nos. D9539 and D9537 (visiting from the East Lancs Railway) travel alongside the river bank heading towards Strand Road. Michael Lynam



Class 14 No. D9537 crosses the Swing Bridge on Navigation Road heading for Strand Road, during the lines diesel gala on October 3rd. Steve Stepney





Thomas Hill 160V/1966 ‘Stanlow No. 4’ rounds the curve from Navigation Road and head alongside the river towards Strand Road. Steve Stepney



BR Class 03 No. D2143 emerges from Lockside Road crossing en route to Strand Road. Michael Lynam

Ffestiniog Railway

Hunslet Tank locomotives ‘Blanche’ and ‘Linda’ head a service train towards Porthmadog, seen near Pehrhyndeudraeth on October 11th. Ben Bucki





Single Fairlie loco ‘Taliesin’ drifts towards Minffordd Station with a demonstration goods train formed of restored vintage stock. Ben Bucki

England Tank locomotive ‘Prince’ leads a train of 4-wheel vintage stock over the Rhiw Goch embankment, near Pehrhyndeudraeth on October 11th. Ben Bucki



Hunslet Engine Company 2-4-0 ‘Linda’ and ‘Blanche’ of the Ffestiniog Railway arrive into Blaenau Ffestiniog station on October 10th. Neil Pugh

Avon Valley Railway

On October 17th, Austerity WPR No. 15 storms out of Bitton Station on a freight heading to Oldland Common. Sam Bilner

GWR 0-6-0PT No. 5786 (in London Transport livery as No. L92) and GWR 4575 Class 2-6-2 No. 5521 (running as L150) pass through Bitton Station on October 17th. Sam Bilner



Metropolitan No. 1 is seen banked by Pannier Tank No. L92, climbing Riverside Bank, heading towards Bitton. Sam Bilner





London Transport liveried GWR Pannier Tank No. L92 climbs Riverside Bank in low light on October 18th. Sam Bilner



Metropolitan Railway ‘E’ Class 0-4-4T steam locomotive No. 1 stands at Avon Riverside on October 18th. Sam Bilner

Great Central Railway

LMS Stanier ‘Black 5’ No. 45305 passes Quorn & Woodhouse on October 2nd with a mixed freight. Stuart Hillis

GWR Modified Hall 4-6-0 No. 6990 ‘Witherslack Hall’ arrives into Leicester North on October 3rd with a service from Loughborough. John Alsop



BR Class 9F No. 92214 heads through Quorn and Woodhouse on a dull October 3rd hauling the ‘Windcutter’ rake of mineral wagons. Stuart Hillis





Back in service after 15 years, GWR Modified Hall 4-6-0 No. 6990 ‘Witherslack Hall’ passes the signal box at Quorn, working a service to Leicester North. Stuart Hillis



Southern N15 ‘King Arthur’ Class 4-6-0 No. 777 ‘Sir Lamiel’ approaches Quorn and Woodhouse station on October 2nd with service to Loughborough. Stuart Hillis

East Lancashire Railway

Great Western 0-6-0 No. 6430 powers the 09:25 Heywood - Ramsbottom 'AutoTrain' across Brooksbottom Viaduct, Summerseat, during the autumn steam gala on October 17th. Jeff Nicholls

British Railways, Bulleid West Country Pacific 4-6-2 No. 34092 ‘Wells’ makes a storming start from Summerseat en route to Rawtenstall. Michael Lynam





GWR Pannier Tank No. 6430 along with Autocoaches Nos. 167 and 163 passes between Burrs and Summerseat with a shuttle service from Bury to Ramsbottom. Michael Lynam



Hymek No. D7076 pauses at Irwell Vale on a Heywood - Rawtenstall service during the line's 'Western Wheels' weekend with Class 33 109 on the rear of the train, October 24th. Jeff Nicholls



On October 17th, L&YR Class 27 No. 12322 is pictured after departing from Irwell Vale station with 2G74 10:25 Rawtenstall to Bury service during lines autumn steam gala weekend. Dave Felton





WD Class No. 132 'The Sapper' and No. 75008 'Swiftsure' arrive at Irwell Vale station hauling 2Q72 09:20 Bury to Rawtenstall service with BR Bulleid West Country Pacific No. 34092 'City of Wells' attached to the rear. Dave Felton



A brief glimpse of sunshine during the 'Western Wheels' weekend as GWR Pannier Tank No. 6430 heads out of Irwell Vale with a Rawtenstall - Heywood service on October 24th. Jeff Nicholls

Keighley and Worth Valley Railway

Metro-Cammell Class 101 two car DMU set with No. M51189 leading stands at Keighley with the 12:00 service to Oxenhope. Dave Harris



LNWR 0-6-2T ‘Coal Tank’ No 1054 making some impressive exhaust as it climbs Oakworth Bank on a chilly and misty autumnal morning. Ken Abram



An age difference of sixty eight years separate LNWR 0-6-2T No. 1054 and BR Standard 4MT 4-6-0 No. 75078 as they climb out of Oakworth with a Keighley to Oxenhope non stop express on October 9th. Ken Abram

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

BIFFA AWARD RECOGNISE WORK AT QUORN & WOODHOUSE

THE DAVID CLARKE RAILWAY TRUST SCOOPS AWARD FOR STATION RESTORATION PROJECT AT THE GREAT CENTRAL RAILWAY

The David Clarke Railway Trust team are celebrating after a key restoration project picked up a national award. Biffa Award funded the renovation and interpretation of the station yard at Quorn and Woodhouse station, and has now declared it the top ‘Cultural Facility’ project. The Coventry Transport museum was the setting for this year’s Biffa Award ceremony. The Biffa Award team were joined by nearly 80 people to help celebrate the incredible work projects across the country have done in ‘Building communities. Transforming lives.’ More than 240 eligible projects were whittled down to a shortlist of just 20 across the five categories: Community Buildings, Recreation, Small Grants, Cultural Facilities and Rebuilding Biodiversity, as well as an overall winner. The restoration project at the Great Central Railway’s Quorn & Woodhouse Station won the Cultural Facilities prize. Thanks to the grant of £46,416 from Biffa Award, Quorn & Woodhouse Goods Yard has been transformed to include features which recreate some of the facilities which would have been found in the days when the GCR was a Main Railway running to London Marylebone. The project aimed to enhance the visitor experience, particularly for the younger generations, many of whom would never have seen a working goods yard in a typical rural railway station. A timber goods platform has been built which incorporates a cattle dock, where animals would have been kept prior to transportation and coal staithes erected to show how coal would have been stored ready to be loaded onto the tenders behind the locomotives. The station stairs and roof have been authentically repaired and refurbished to address structural problems. A corrugated tin clad building (The Tin Shed) which dates from the opening of the railway in 1899 has been rescued from its dilapidated state, re-clad and refurbished to create a community meeting room.

The project was managed by two of the Great Central Railway’s long serving volunteers, Brian Screaton and Tom Chaplin who attended the award ceremony at Coventry Transport Museum on Thursday 1st October. Bill Ford, Chairman of the David Clarke Railway Trust said, “We are delighted with this award which is a fitting tribute to the hard work of everyone who took part in the project. From the grant application, to the design, to managing the contractors who undertook the work it has been a real team effort. As we continue to develop the railway, unlocking the secrets of how and why the railways were built and how they served communities is really important and we are thrilled Biffa Award have funded and now recognised the work.” The Great Central Railway is planning to build a new heritage railway museum at its Leicester North terminus and was recently granted a first round pass by the Heritage Lottery Fund. The improved facilities at Quorn and Woodhouse station yard will contribute to the concept of a working museum; whereby the railway and its out stations will demonstrate the everyday activities of a typical Victorian Railway

Ex WD Austerity 2-8-0 No. 90733 climbs out of Oakworth on October 9th hauling the morning freight run. It was weathered and renumbered as No. 90711 which had local connections, being a Bradford Low Moor loco. Ken Abram

USA No. 5820 (Big Jim) departs Keighley with the 10:50 service to Oxenhope on October 9th. Michael Lynam





BR Standard 4 4-6-0 No. 75078 departs Keighley with the 11:30 service to Oxenhope, October 9th. Michael Lynam

SWANAGE RAILWAY

Network Rail ballast train visits the line



On October 6th, a Network Rail ballast train visited the line, dropping ballast on the new extension between Norden and Wareham.

Photo (Top) shows Colas Rail's Class 66 848 arriving on the Swanage Railway, dropping the ballast between Creech and Furzebrook (Middle) and the train arrives into Corfe Castle in order for the loco to run round (Bottom).

All photos:
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Isle of Man

Isle of Man Railway 2-4-0T No. 12 ‘Hutchinson’ arrives at Castletown station with the 15:50 Douglas to Port Erin service on September 6th. Andy Pratt

Isle of Man Steam Railway 2-4-0T No. 10 ‘C H Wood’ awaits departure from Castletown station on September 9th. Andy Pratt

Manx Electric Railway car No. 33 works a permanent way electrification train past the Mines Tavern at Laxey on September 7th. Andy Pratt

Manx Electric Railway car No. 20 with a ‘Toastrack’ in tow arrives at the Derby Castle Terminus in Douglas. Andy Pratt

Isle of Man Steam Railway 2-4-0T No. 10 ‘C H Wood’ awaits departure time at Port Erin with the first train of the day, the 10:05 to Douglas on September 9th. Of note, behind the loco is one of the original coaches long term stored at Port Erin being taken to Douglas for restoration work to commence on it. Andy Pratt



Isle of Man Steam Railway 2-4-0T No. 10 ‘C H Wood’ is seen arriving at Castletown station on September 6th with the last down service of the day, the 17:20 Douglas to Port Erin service. Andy Pratt





‘Philip’ provides 1 horse power for the Douglas Bay Tramway on September 7th, seen arriving at Derby Castle Terminus. Andy Pratt



Snaefell Mountain Railway car No. 1 stands at the Summit station on September 7th. Andy Pratt

From the Archives

Class 120 Diesel Multiple Unit, with No. 51575 leading, is seen stabled at Red Bank carriage sidings in Cheetham Hill, Manchester on April 23rd 1982. Dave Felton



Right: On May 2nd 1987, Class 142 017 in the ‘Skipper’ chocolate and cream livery, stands on Plymouth Laira depot. Nick Clemson

Main: With plenty of enthusiasts obviously enjoying a ‘no heat’ loco, Class 47 213 departs Reading on June 21st 1998 with a Cross Country service. Paul Godding

Below: Class 47 324 and 47 195 are seen stabled alongside the old signal box at Manchester Victoria on December 4th 1988. Brian Hewertson







Right: Former North Wales passenger loco, Class 31 444, is seen at Wigan CRDC awaiting its fate on May 20th 1999. Steve Stepney

Main: On June 16th 1983, Class 415/4 No. 5451 en route from Horwich to the Southern Region, is held over at Stockport. Nick Clemson

Below: Class 47 455 arrives into Liverpool Lime St. on May 14th 1989 with an unknown Regional Railways working. Brian Hewertson









Left: Class 31 425 passes through Derby on May 14th 1989 with an engineers train from Toton. Brian Hewertson

Main: BR Standard Class 4MTs Nos. 77002 and 77012 along with B1 Class No. 61123 are seen in store after being withdrawn from active service at Wakefield Motive Power Depot on July 16th 1967. Dave Felton

1500v DC Class 77 No. E27006 is seen arriving into Guide Bridge station with a service from Sheffield on May 11th. 1967.
Dave Felton

Right: With steam heat in evidence, Class 46 032 stands at Rotherham Masborough station with a Cross Country service on March 1st 1984. Jeff Nicholls

Main: Class 58 049 along with three MGR hoppers is pictured stabled at Worksop on April 9th 1989. Brian Hewertson



Right: Class 25 265 is pictured stabled at Buxton on April 29th 1989. Brian Hewertson

Main: Class 37 902 and 37 903 pass Dorrington on March 18th 1996 working the 6V75 Dee Marsh - Llanwern steel. Keith Davies

Below: Class 31 110 crosses from the slow to gain access to Wigan Springs Branch shed on September 20th 1991. Michael Lynam





The Back Page

East Midlands Trains Class 153 379 working the 07:03 Grimsby Town to Newark North Gate heads off into the early morning mist at Barnetby. Neil Scarlett

